

Climate Change Mitigation and Energy Strategy

Mayor's response to the London Assembly Environment Committee's comments on the Mayor's Climate Change Mitigation and Energy Strategy

I would like you to thank the Environment Committee of the London Assembly for its submission on the Assembly and Functional Bodies draft of my Climate Change Mitigation and Energy Strategy. The recommendations have been useful in contributing to the development of the public consultation draft, which I am going to publish later today.

I am delighted that overall the Committee has welcomed my Climate Change Mitigation and Energy Strategy. The 60 per cent target is a challenging one but I believe my strategy shows that it can be achieved. It will of course require concerted effort from a range of public and private organisations at all levels.

The rest of this letter sets out my response to comments and recommendations made by the Committee and indicates where changes have been made to the strategy as a result (or if not, why this is the case). It constitutes my formal report to the Chair of the London Assembly as required by 42A of the GLA Act 1999. The next draft of the strategy will be subject to public



and stakeholder consultation, and therefore my acceptance of the Assembly's comments will be subject to the outcome of that consultation.

The Assembly's contribution to the debate on climate change mitigation and energy has been considerable and constructive. I look forward to continuing to work closely with you in developing the Climate Change Mitigation and Energy Strategy, which I hope to publish early next year, and I would welcome any further comments through the public consultation process.

A handwritten signature in black ink, which appears to read 'Boris Johnson'.

Boris Johnson
Mayor of London
October 2010

The Mayor is required by law to consult the Assembly and the functional bodies (i.e. the London Development Agency, Transport for London, the Metropolitan Police Authority and the London Fire and Emergency Planning Authority) on the draft Climate Change Mitigation and Energy Strategy and to respond formally in writing to the Assembly's submission. This response must set out whether the Mayor intends to revise the strategy as a result of the Assembly's comments and, where these are not taken on board, give reasons for this.

Assembly comment	Mayor's response	Strategy change
<p>Recommendation 1 - The public draft of the strategy should contain a set of options for further carbon reduction measures so that, in combination with 'business as usual' projections, committed government plans and the Committee on Climate Change recommendations, the effect of the Mayor's strategy is sufficient to meet his 60 per cent emissions reduction target by 2025.</p>	<p>The modelling has been updated for the public consultation of the strategy. It reflects new data from government as well as Mayoral programmes. This sets out a clear set of actions and programmes that have been committed.</p> <p>The strategy modelling identifies the savings of committed Mayoral and government programmes.</p> <p>Meeting the Mayor's target will require further action from government, and the strategy sets out these actions.</p> <p>It also outlines further Mayoral action which will be deliverable if there is further support, including funding from government and the private sector.</p>	<p>Modelling updated in the strategy to reflect latest estimates from government, the Mayor and Committee on Climate Change. Strategy chapters outline where there is scope for further savings where appropriate.</p>
<p>Recommendation 2 - The Committee would welcome the public draft of the strategy formally adopting the national 2050 carbon reduction target of 80 per cent or more for London. The next draft should also address the implications up to 2025 of at least an 80 per cent reduction in CO₂ by 2050 and develop a roadmap towards meeting this objective.</p>	<p>Agree. The 80 per cent target is set out in chapter 1. Chapter 2 indicates how such a target could be reached if current predicted savings are projected forward to 2050. The strategy outlines action to take us forward to 2025 but gives an indication of the types of savings required going forward to 2050.</p>	<p>Modelling looks forward to 2050. Approach set out in chapters 1 and 2.</p>

<p>Recommendation 3 - The public draft of the strategy should include a proposal for an annual CO₂ reduction target and commit to provide annual monitoring reports.</p>	<p>The Strategy commits to monitoring and evaluating annually. This will be in the form of a short report.</p> <p>We will continue to publish the London Greenhouse Gas and Energy Inventory (LEGGI), but recognise there is a lag between LEGGI data and current performance.</p> <p>The Strategy sets out my intention to develop a methodology for estimating London's annual performance at the end of each financial year.</p> <p>Targets have been set for 2015, 2020, 2025 and 2050. The Mayor does not accept that annual targets are required. Five-yearly targets allow for some flexibility in delivery. Given the complexity of many of the programmes being assembled and the lead-in time for strategic infrastructure, it is felt that annual targets are not appropriate and would become a distraction.</p>	<p>Chapter 10 commits to providing annual monitoring, supplemented by the LEGGI.</p> <p>Five-yearly targets have been proposed, this allows for some flexibility in delivery.</p>
<p>Recommendation 4 - The public draft of the strategy should commit to improve data quality on how much renewable and decentralised energy is generated in London and the resultant carbon savings, working with relevant bodies such as local authorities, Ofgem and energy supply companies as necessary.</p>	<p>Agree. The GLA is commissioning a study to look at London's renewable energy capacity and decentralised energy capacity. This will be completed to inform the final version of the Climate Change Mitigation and Energy Strategy and the London Plan.</p>	<p>Further detail is contained within chapter 4. The renewables study is identified as an action.</p>

<p>Recommendation 5 - The public version of the strategy should:</p> <ul style="list-style-type: none"> • set out the level of GLA or LDA resources (staff and financial) that will be used to support and develop the DE programme • establish clear budget lines • include a clearer articulation of the role of the LWaRB and the level of resources it is preparing to spend on the DE programme • include a clear indication of where the London Green Fund's £100m is likely to be spent, and provide detail of how it will complement London's share of the £2 billion fund announced in the national budget in March 2010. 	<p>The Plan covers actions up until 2025. It is more appropriate for resources to be set out through the business planning cycle. Details of programmes and resources will be included within the annual monitoring reports referred to in recommendation 3.</p> <p>Further detail of LWaRB's contribution to the London Green Fund is covered in chapter 3 of the strategy.</p> <p>The London Green Fund identifies three priority areas: energy efficiency; decentralised energy; and waste infrastructure. The GLA will work with government to ensure that the Green Investment Bank takes account of London's priorities.</p>	<p>Set out in Chapter 3 of the strategy. Specifics of resources will be provided through the annual monitoring report.</p>
<p>Recommendation 6 - The public version of the strategy should set out more detail about how the Mayor sees the role of the energy companies in helping to deliver his objectives on decentralised energy.</p>	<p>The approach taken by the strategy is to promote decentralised supply of energy. This effectively means diversifying the supply market.</p> <p>The strategy sets out actions that government needs to take to open up the energy supply market. It also covers actions we are taking to drive forward decentralised energy.</p> <p>Powering Ahead was published in October 2009. This publication is geared towards investment opportunities for services companies and energy supplies from decentralised energy in London.</p>	<p>Mayor's approach is set out in chapter 4.</p>

<p>Recommendation 7 - The public draft of the strategy should identify, or commit to identifying, further London measures to decarbonise the energy supply from 2020 onwards.</p>	<p>The Strategy sets out measures to 2025. The Renewables capacity study referred to in response to recommendation 4, will assess capacity to 2031 in line with the timeframe for the London Plan. This will include the transition from gas CHP to renewable sources.</p>	<p>Measures set out to 2025 in chapter 4 of the strategy. Further work underway which will be incorporated into the final strategy next year.</p>
<p>Recommendation 8 - The LDA should consider whether take-up and cost-effectiveness of the Home Energy Efficiency Programme (HEEP) can be optimised by working with boroughs to assist targeting on areas or households where there is fuel poverty and those with the largest carbon footprints, and report the results of this consideration to the Committee by the publication date of the next draft of the strategy.</p>	<p>The LDA is working closely with boroughs on delivering the RE:NEW (formerly the Homes Energy Efficiency Programme). The RE:NEW programme is principally a carbon savings programme, and this reflects the greatest contribution that the GLA can directly make to fuel poverty and those with the largest carbon footprint.</p> <p>Chapter 5 states the Mayor will work to minimise fuel poverty in London by linking fuel poverty programmes where appropriate with energy efficiency and wider carbon reduction programmes.</p>	<p>Approach to fuel poverty is set out in chapter 5 of the strategy.</p>
<p>Recommendation 9 - The public draft of the strategy should identify more clearly how the GLA group's interventions complement national strategies and interventions. Similarly, it should continue to set out where further government action or policy changes may be necessary to support GLA group strategies and interventions.</p>	<p>This is captured throughout the strategy. Each chapter sets out the main government drivers, in turn each chapter sets out Mayoral programmes to deliver savings within that sector. The Strategy also identifies areas where the Mayor encourages further action from government, and these are set out within each chapter.</p>	<p>Addressed within chapters 3-8.</p>

<p>Recommendation 10 - The public version of the strategy should show how HEEP take-up expectations are based on the findings of the pilots.</p>	<p>Early information from the demonstration trials has informed the strategy modelling. A detailed report containing information about the demonstration projects is currently underway and will be made available when complete later this year.</p>	<p>See chapters 2 & 5.</p>
<p>Recommendation 11 - The public draft of the strategy should reflect known GLA functional body plans as set out in their budget documents.</p>	<p>See response to recommendation 5.</p>	<p>Will be incorporated into annual monitoring report. The strategy sets out actions that the GLA and its functional bodies are undertaking. In particular chapter 9 sets out actions for the GLA group.</p>
<p>Recommendation 12 - Given the leverage that the Mayor has on transport policy and investment, key Mayoral transport decisions should have an accompanying statement of the likely impact on carbon emissions.</p>	<p>TfL are rolling out a strategic assessment framework for decision-making. One of the options being considered is impact on carbon emissions.</p>	<p>Policy 13 in the strategy commits the Mayor to investigate options for how carbon is considered in decision-making processes.</p>

<p>Recommendation 13 - The public draft of the strategy show a range of further options for increasing modal shift particularly through a more active encouragement of cycling and walking, including in outer London, to reduce CO₂ emissions more quickly.</p>	<p>Chapter 8 of the strategy summarises the key elements in my Transport Strategy which will reduce CO₂ emissions, including eight actions to increase modal shift through more active encouragement of cycling and walking. This includes Cycle Superhighways, support for the Legible London scheme and Biking Boroughs.</p> <p>My Transport Strategy has gone through public consultation and is now published in its final version.</p>	<p>Summarised in chapter 8 and set out in further detail in the Transport Strategy.</p>
<p>Recommendation 14 - The public version of the draft strategy should include more detailed development of the Green Enterprise District, including examples of specific investments in environmental businesses. This should also be a central plank of the final version of the Economic Development Strategy and set out as a key deliverable for the Mayor's Policy Director for Economic Development.</p>	<p>Further detail of the Green Enterprise District is included in chapter 3 of the strategy. The LDA has also published the Green Enterprise District brochure separately giving further information.</p>	<p>Further details and case study included within chapter 3 of the strategy.</p>
<p>Recommendation 15 - The final version the London Plan should reflect the employment growth in low-carbon industries implied by this strategy.</p>	<p>The draft replacement London Plan sets out in policy 4.1 the Mayor's strategic approach to the low carbon economy. Policy 4.10 sets out his approach to supporting new and emerging economic sectors, including the Green Enterprise District.</p>	<p>N/A. Recommendation for the London Plan. Chapter 3 sets out the scale of the opportunity from becoming a low carbon economy.</p>