

GREATER LONDON AUTHORITY

[REDACTED]
(By email)

Our Ref: MGLA110119-2991

30 January 2019

Dear [REDACTED]

Thank you for your request for information which the GLA received on 11 January 2019. Your request has been dealt with under the Environment Information Regulations (EIR) 2004.

Firstly, in response to your comments, the previous and current Mayors formally objected to the planning application for the expansion of City Airport. However, the Mayor does not have the power to govern planning permissions and ultimately approval for the application was given by the Secretaries of State for Communities & Local Government and Transport on 26 July 2016. The Mayor is supporting Newham Council to ensure that important noise and air quality protections are implemented.

The Mayor wants to tackle air pollution in London as it is causing significant impacts on people's health, costing the National Health Service billions per year. He is encouraging people to switch to cleaner vehicles and he is also aiming to reduce the number of vehicles on London's streets by encouraging people to switch to cleaner modes of transport, including increasing cycling and walking and using public transport. The introduction of the cycle lanes along the Embankment are just one step of many that the Mayor has taken, and more are planned to tackle London's air pollution.

Regarding your request for information, you asked for:

1. *Please provide annual pollution survey results for the area along the embankment from Westminster Bridge to Tower Bridge for the last 5 years. If no surveys have been done, please explain why these have not been carried out and why it has not been deemed important to discover if the cycle lanes increase or decrease pollution levels.*
2. *Please provide details of the annual increase or decrease in pollution levels generally in the centre of London since the inception of the Congestion Charge.*
3. *Please provide details of whether all the measures introduced by City Hall since the start of Congestion Charging have caused an increase or a decrease in pollution*
4. *New articles state that pollution in Central London is worse than ever. Please provide details of surveys that prove this, and explain why measures taken by City Hall and other legislation has done nothing to control the levels of pollution, but has still been considered to be a valid major levy on London motorists.*
5. *Please advise how The Mayor of London can sponsor a classic car rally in Regent Street, a London to Brighton Classic Car Run, and a Festival of Motorsport in Regent Street*

while trying to stop those who are in desperate need of their cars for every day living are being forced to do without.

6. *Finally, Please confirm whether the Mayor has, or has not, been effective in controlling pollution or has actually CAUSED greater pollution in London due to his actions listed above.*

The information you are seeking is publicly available online, thus allow me to point you in the right direction to find this information.

With regards to your questions, you may find annual air pollution results for monitoring sites, that are managed by London Boroughs, here www.londonair.org.uk. To view air pollution data for areas along the embankment from Westminster Bridge to Tower Bridge you can view monitoring sites such as 'City of London – Upper Thames Street' and 'City of London – Walbrook Wharf'.

You may also use this site to view annual monitoring data for other monitoring sites within the centre of London.

The [Mayor's London Environment Strategy](#) demonstrates that London's air pollution has been decreasing since the introduction of the congestion charge zone.

Regarding the fourth part of your request, the GLA does not control what newspapers publish.

Regarding your query on classic cars, the Mayor recognises the important role that historic vehicles play in preserving London's culture and history and more importantly their relatively low impact on pollution due to their small numbers. Therefore, the Mayor has targeted his resources to reducing emissions from transport sources that collectively contribute the most air pollution due to the high and frequently high number of those vehicles being on London's roads.

Despite London's growing population and economic activity, and evidence that diesel vehicles are emitting generally higher emissions than reported, the above sources of information highlight the decrease in air pollution levels over the years since the introduction of the Congestion Charge zone. Furthermore, we are seeing relatively significant reductions in emissions since the introduction of the Mayor's latest measures such as cleaning up the bus fleet and taxi fleets.

The introduction of the Ultra Low Emission Zone will have an even greater impact on decreasing air pollution in London which is expected to result in 45% reduction in nitrogen oxide emissions from road transport by 2020.

If you would like to find out more about the Mayor's work to improve air quality, there is a lot more information on the Mayor's website: www.london.gov.uk/what-we-do/environment/pollution-and-air-quality.

If you have any further questions relating to this matter, please contact me, quoting the reference at the top of this letter.

Yours sincerely


Senior Air Quality Policy Officer

If you are unhappy with the way the GLA has handled your request, you may complain using the GLA's FOI complaints and internal review procedure, available at:

<https://www.london.gov.uk/about-us/governance-and-spending/sharing-our-information/freedom-information>