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Dear *Sadiq*

### **Cleaning Up London's Air Pollution Consultation**

Thank you for the opportunity to comment upon your initial proposals for cleaning London's air. The City of London Corporation's comments on each proposal are as follows:

#### **The Ultra- Low Emission Zone**

The City Corporation strongly supports the objective of implementing an Ultra-Low Emission Zone in the existing congestion charge zone. The City Corporation also supports plans to bring forward the implementation of the ULEZ to September 2019.

The City Corporation supports the proposals to expand the ULEZ in principle. However, the City Corporation would like to see further details of the implications and impacts of recommended proposals before making a firm judgement on the boundary and the vehicle classes to include. An expanded ULEZ may only be achievable if introduced with an effective diesel scrappage scheme.

#### **Diesel Scrappage Scheme**

The City Corporation welcomes plans for a diesel scrappage scheme in London, tailored towards the most polluting vehicles.

#### **Vehicle Excise Duty**

The City Corporation supports the proposal for London to be given greater control over vehicle excise duty to encourage the purchase of cleaner vehicles across London.

#### **Pedestrianisation**

The City Corporation is moving towards greater pedestrianisation in the Square Mile. Care needs to be taken with any pedestrianisation scheme that the pollution is not displaced elsewhere. Any pedestrianisation scheme needs to be supported by parallel policies to reduce emissions from vehicle in the general area.

### **Pollution Alerts**

The City Corporation supports plans for pollution alerts when air pollution is high to help people reduce their exposure. The City Corporation already provides alerts through its free smart phone app CityAir and is developing its own air quality communications strategy.

### **Domestic Boilers**

The City Corporation agrees that the Mayor should fund a boiler scrappage scheme which would have benefits for air pollution, carbon reduction and fuel poverty.

### **Emissions Surcharge**

The City Corporation supports the idea of an emissions surcharge in principle for vehicles entering the congestion charge zone. However, before offering full support for such a scheme the City Corporation would like to understand how many vehicles this is likely to include; what journeys these vehicles are making; and whether taxis and private hire vehicles would be subject to this charge. Given the emissions profile of vehicles it would seem reasonable to just apply any charge to diesel vehicles, rather than petrol, and to include large vehicles with nine or more seats. Given the small number of vehicles this is likely to affect, residents should not receive a 90% discount.

### **Additional comments**

The City Corporation would welcome further incentives for the transition of diesel taxis to zero emission capable taxis from 2018. There would be large air quality benefits in central London if all taxis were zero emission capable by 2025. The City Corporation would also like to see additional measures to remove diesel Private Hire Vehicles from the PHV fleet.

The City Corporation welcomes proposals for bringing forward the requirement for all double decker buses to be ULEZ compliant in central London from 2020 to 2019.

Yours sincerely,

