

In preparation for this husting, the Putney Society asked the four candidates for the GLA Merton and Wandsworth constituency about their policies on local air pollution:

“The Putney Society has campaigned since 2011 to improve local air quality. A decade later, we are dismayed that the UK legal limit for small particles (PM2.5) is still exceeded all over Putney, and that the legal limit for NO2 is exceeded by around 75% in Putney High Street. And across Merton and Wandsworth, air pollution is killing over 200 people a year.

We would therefore like to know what are your policies for tackling this pollution, and specifically:

(a) do you support the extension of the Ultra Low Emission Zone to the South Circular Road, planned by the current Mayor?

(b) if your policies are enacted, by which year would the UK legal limits for both NO2 and PM2.5 be met throughout Putney? Please provide full supporting evidence.”

We have received the following responses:

from Louise Calland:

“a) I am supportive of the current ULEZ but am cautious of the proposed expansion.

One of my top priorities is to reduce harmful emissions and a good way to do this is to introduce Low Emission Zones. But broad-brush charges are unfair unless these zones are situated in poor air quality hotspots and there are plenty of public transport alternatives.

Most of the new ULEZ area is not in breach of emissions targets and the suburbs do not have great public transport links. It would be better to have more targeted low emission zones and to make all of the bus fleet zero-emission.

I also worry that it will cut our borough in two, meaning key services like the tip will lie inside and people will either have to pay £12.50 to reach them or we will see an increase in things like fly tipping.

I also have concerns that many people do not currently have the funds to swap their vehicle for a compliant one, meaning those who can least afford it will be hit with these charges.

We’re also yet to see final costs of this expansion which I am concerned will be extremely high - and could be better spent on other schemes to improve air quality, like City Trees and faster electrification of the bus fleet.

b) I can’t provide an exact date, as one big factor is the new temporary crossing next to Hammersmith Bridge which would help reduce traffic around Putney Bridge and we don’t have a set date for that yet.

As regards other policies - we will offer interest-free loans to every single taxi driver with a diesel black cab in London. This equates to 15,000 cabbies getting financial support to help them move to modern electric vehicles. We would provide 10% of the total value of the new zero-emission taxi to incentivise rapid take up and to make sure that all taxis will be electric by the end of his first term.

Moving all current black cabs to zero-emission by the end of Shaun's first term is equivalent to removing 1 million diesel cars from London's roads.

Shaun will also ensure that by 2025 every new bus will be zero emission, by using part of the yearly ULEZ revenues of £127m to pay for zero emission buses. Shaun would also mandate that all new bus contracts will have to factor in the full replacement of diesel buses with fully zero-emission buses.

This full conversion of London's bus fleet to zero-emission, will be the equivalent of taking one million cars off London's roads."

from Leonie Cooper:

"Of course I support the extension of the ULEZ in October 2021, planned by the Labour Mayor, as I'm the Labour and Co-operative candidate for Merton and Wandsworth.

Your second point is impossible to answer, as you ask for a specific year and about the whole of Putney. The level of particulate matter and NOx is not fully under the control of the Mayor and dealt with via Mayoral policies. Particulate matter can be carried by the wind from outside the boundary of London, it can result from burning wet wood in wood burning stoves, etc. In addition, while the majority of Putney might be compliant, there might still be hotspots to be dealt with. Monitoring therefore needs to be maintained and as levels reduced, any emerging hotspots dealt with, as far as possible. The Mayor has called for additional powers, and has called for a new Clean Air Act, a call which I fully endorse."

from Philippa Maslin:

"(a) do you support the extension of the Ultra Low Emission Zone to the South Circular Road, planned by the current Mayor?

We completely support the extension of the ULEZ to the South Circular Road. A Green Mayor would go even further. We will expand the ULEZ to cover the whole of London by October 2022. This option was considered by Transport for London, but was not included in the public consultation, so we would act immediately to reconsult Londoners on a wider scheme to bring clean air to the whole of London as quickly as possible. Furthermore, by 2023, we aim to replace the current Mayor's ULEZ scheme which merely encourages cars that pollute less, with a smarter, fairer, privacy-friendly road pricing plan, which will reduce miles driven as well as cleaning up vehicles.

(b) if your polices are enacted, by which year would the UK legal limits for both NO2 and PM2.5 be met throughout Putney? Please provide full supporting evidence.

Despite progress over the last four years, London still has breaches of current legal limits for both particles and nitrogen dioxide pollution. We will address the remaining NO2 hotspots including Putney Highstreet by the end of 2022 and put in place policies to achieve stricter World Health Organisation (WHO) limits by 2028 to protect Londoners' health. Greens are clear that we need fewer vehicles and fewer miles driven, not just vehicles with cleaner exhausts, which is why Sian has also set a specific target to reduce traffic miles in London by 40 per cent by 2026 and 60 per cent by 2030, with a comprehensive set of policies that will:

- improve city planning and aim for access to services within 15 minutes locally on foot
- make streets safe and accessible for children, older and disabled people to walk, wheelchair or cycle
- improve public transport and reduce fares, and charge for driving in the city at a fair rate

You can read our manifesto, particularly the chapter on 'a clear plan to keep London moving' here:

<https://www.sianberry.london/manifesto-2021/>

from Sue Wixley:

“Clean Air

Cleaning up the air we breathe is one of the Liberal Democrats' campaign priorities for the London elections. Having clean air to breathe must be a right, not a luxury as it is currently in London. The Liberal Democrats will take strong action to clean up our air.

We will:

- **Invest in public, not polluting transport:**

Sadiq Khan is committed to spending £2bn on the polluting Silvertown Road Tunnel in East London.

Liberal Democrats will scrap the Silvertown Tunnel project and commit to greener transport projects, like the Bakerloo line extension or more cycling routes, instead.

- **Introduce a new fairer, pay as you go road pricing scheme**

Liberal Democrats will replace London's arbitrary system of multiple road use charges with a single smart and fair pay as you go road pricing system.

Drivers would be charged based on much they drive, how much pollution they create - with fair exemptions and discounts for special needs and work use. This will clean up our air and raise funds for our public transport network in a fairer way than the congestion charge.

- **Rewilding London**

We will re-wild London's roofs and public spaces to clean up our air. We will plant more trees and plants on public walks and green our roofs by installing solar panels and vegetation onto them, cleaning up our air and creating green jobs at the same time.

Further details

As detailed in our manifesto (<https://www.luisa4london.co.uk/manifesto>), we also have proposals to:

- Clean up London's bus fleet
- Ensure that the oldest diesel taxis are taken off our roads, and more widely there is a great take up of electric vehicles
- Increase in active travel and a reduction in motorised travel, for example through a free cycle scheme for Santander bikes on Sundays

ULEZ

ULEZ which is set to be extended from the 25 October 2021, following several years of public consultation and planning. We fully support its extension and there is strong evidence that its implementation (for the area currently of the Congestion Charge zone) has reduced air pollution.

This report provides information about the reduction of NO₂, NO_x, CO₂ and PM_{2.5}:

https://www.london.gov.uk/sites/default/files/ulez_ten_month_evaluation_report_23_april_2020.pdf