Dear Mr Treharne,

Environment, Climate Change and Land Reform Committee: Air Quality Inquiry

The Environment, Climate Change and Land Reform Committee was sorry that technical issues prevented it from hearing from you at its meeting on 31 October and that sadly a revised date has proved difficult to schedule. However, given how London has led the way in the UK with its Low Emission Zone and more recently with the Toxicity Charge and the planned Ultra Low Emission Zone, the Committee is understandably keen to learn from your experiences.

I’d therefore be grateful if you were able to provide a written response to some of the questions we would have asked you at the meeting. Specifically:

- What would you describe as the biggest challenges to successfully implementing the LEZ?
- In Scotland, it is hoped that an LEZ will be in place in a Scottish city by the end of 2018. Is 14 months adequate to ensure that it is fit for purpose and functions properly?
- How much time were operators and owners of the vehicles covered by the LEZ given to comply with its introduction?
- Whether air quality has improved in London since the introduction of its Air Quality Strategy in 2010? Which policies in particular have been the most successful, and what have the key barriers been e.g. technical, or stakeholder opposition?
- What technical innovations have been trialled in London, and how does their performance in reducing air pollution compare to e.g. behaviour change through promoting active travel?
- Whether the GLA is satisfied that the data available for London’s Clean Vehicle Checker is robust, given recent investigations into the veracity
of official estimates of vehicle emissions? How might the real world performance of vehicles be better analysed?

- Is London using the data it records from the LEZ and T-Charge which might be shared with other groups or agencies to better underpin future modelling?
- What recommendations for change are likely from the air quality audits the GLA is carrying out at 50 primary schools? Also, are pupils and parents being involved in these audits?
- For your 12 Low Emission Bus Zones, has there been any evidence of less clean buses being moved to other parts of London?
- With the requirement for all new taxis licensed in London after 1 January 2018 to be zero emission capable, what positives do the GLA hope might result from this and what challenges are you possibly facing from stakeholders surrounding this change?
- What are GLA’s hopes for how the newly introduced T-Charge will help build on what has already been done with LEZs? How might the Ultra Low Emission Zone expand on this?

I appreciate the short turnaround time but I would be grateful if you could respond by Tuesday 28 November 2017.

Yours sincerely,

[Signature]

Graeme Dey MSP  
Convener  
Environment, Climate Change and Land Reform Committee