

A word from the Mayoral Candidates

Cllr Sian Berry- Green Party



Air pollution causes more than 9,500 premature deaths in London every year. Sixty years after the Clean Air Act helped put an end to the deadly smogs that came from coal fires and power stations, we need a similar level of urgent action now. As Mayor I would stop the half-hearted efforts to clean up our polluted air and instead make comprehensive plans to bring London's air within legal limits as soon as possible, using every tool at our disposal.

These include introducing a higher congestion charge for all but the cleanest vehicles in central London, to create a Very Low Emission Zone. This will ensure that where drivers have a choice of vehicle they never bring polluting cars into London. It would provide a strong incentive for London's car owners either to give up their vehicles or to change to petrol, hybrid or electric cars as quickly as possible. I will invite boroughs to opt, in some or all of their area, to expand this zone into illegally polluted parts of inner and outer London.

I would accelerate the programme of replacing diesel buses with hybrids and electric vehicles, ensuring the entire fleet is moved to these technologies by 2020 at the latest and that the Ultra Low Emission Zone can be extended to all of London without affecting bus services.

I would maintain and extend scrappage grants and loan schemes for black cab drivers so that all their vehicles are zero-emissions capable by 2018, ensuring there is a suitable charging infrastructure for them to run on electric power in all areas of inner London at least.

And it's of course vital that the electric car charging network is properly maintained and funded. I would aim to expand it to provide 25,000 charging points across London,

and I would develop further electric vehicle charging networks for vans, car clubs and private cars in local areas in collaboration with local councils.

Zac Goldsmith MP- Conservative



There is no doubt that London is the greatest City on Earth. But, as a lifelong environmentalist, I want it to be the greenest too. That's why clean transport is an essential part of my Action Plan for Greater London.

My ambition is clear: by 2030 driving a clean car will be so easy and affordable that all new cars in the capital will be zero emission. Norway and California have already set this goal and if I'm Mayor on May 5th, London will do the same.

To do that, we need to win a number of new tools from Government - I'd like the power to set Vehicle Excise Duty so we can support the cleanest possible cars and I also want to see a Diesel Scrappage scheme to get the dirtiest possible cars off our roads. But there are lots of things we can do ourselves to drive a clean car revolution in London.

So this is how I will do that if you elect me as Mayor on May 5th:

First, I will work with London's local councils to set up Charging for London. As regular electric car drivers will know all too well, London currently has a patchwork of charging points owned by different operators - on the street but off limits for those who want to charge. I want to work with local Councils to integrate these into a single open-access network: "Charging for London". That will make it easier for everyone to charge their car wherever they want to - the clean car equivalent of the petrol stations of the 20th century.

It will also help companies like Source run a "Boris Bike" equivalent for electric cars, allowing you to pick up a car in one place and drop it in another via a simple online booking platform.

Second, I will grow this electric car network by creating a series of 'Green Lamp Posts' across the city. Local Councils are already working with the Government's Green Investment Bank to replace thousands of London street lamps with less expensive

and more energy efficient LED lights. As Mayor I will use this as ongoing opportunity to build charging columns into the posts at the same time.

Third, I want to build in green car-space as standard. I want one in every five new parking spaces in major new developments to be electric, and will work with developers to make that happen.

I want London to become the greenest and cleanest big city on earth. As a great world City, others look to our example so we need to play a leadership role in fighting climate change. Just as important, we have to tackle the air pollution that's cutting short the lives of too many Londoners. My Action Plan will do both: delivering cleaner travel for a greater London.

Sadiq Khan MP- Labour



My aim is to be the greenest Mayor that London has ever seen. Our capital should be a leader in low-carbon innovation and industry, cleaning up our dangerously polluted air and setting out an ambitious long-term plan for clean energy.

London's parks and open spaces are central to its identity, but they haven't prevented our city becoming one of the world's most polluted. Too many of us are suffering from filthy air, as I know very well after being diagnosed with adult-onset asthma. Many pollution hotspots in the city are around schools, exposing our children to dangerously contaminated air, and putting them at greater risk of respiratory conditions like mine.

Electric vehicles are an indispensable part of my vision for a greener London. That is why I have pledged in my manifesto to deliver the infrastructure, in partnership with the private sector, required for a major expansion in the use of electric vehicles.

Source London customers deserve our praise and thanks. They are at the vanguard of the electric vehicle use. They have made a bold choice as consumers. But we have to do more to help provide the facilities that their innovative spirit warrants. It is to be welcomed that 85 per cent of charge points are now available at any time, after

somewhat lower figures over the past couple of years. As Mayor, I will do all in my power to make help Source London reach its next service targets. The current goal of installing 6,000 points across the city by 2018 is laudable but should be regarded as a minimum.

As Mayor I will consult on bringing forward the introduction of the Ultra-Low Emission Zone (ULEZ) and on expanding it along major arterial routes or through a wider section of central London. The existing start date for ULEZ of September 2020 might not be soon enough as we try to reduce exhaust emissions of nitrogen dioxide (NO₂), which is largely created by diesel cars, lorries and buses, and which is cited as among the biggest causes of respiratory problems, especially among the young. I will also call upon the Government to introduce a scheme which would allow drivers of diesel cars to scrap their vehicles in exchange for a greener car.

I'd like to see Clean Bus Corridors in London, which would put new era, clean buses on those routes running on our most polluted roads. I will set a target of buying only clean electric or hydrogen buses from 2020, seeking an agreement with other major European and global cities to do the same and so encouraging manufacturers to race to the top in clean bus technology.

There is so much we can do to create the kind of environment that we Londoners want to live in. These are challenges that I can't wait to take on after the election on 5 May.

Caroline Pidgeon AM- Liberal Democrats



Source London have been good for London. Under Transport for London the service provided was frequently very poor. Yet, since being taken over by the Bolloré Group in 2014 dramatic improvements have taken place.

As your last newsletter pointed out the level of charge point availability increased during 2015 from 60% to 85%, and at the same time the number of charging is increasing, with a commitment to reach 6,000 by 2018.

However, while I have no hesitation in praising Source London's record since 2014 I do think it is important to remember that the promised electric revolution has not quite met past predictions of some politicians.

Back in 2009 our outgoing Mayor Boris Johnson (who has been chair of Transport for London since 2008) announced with much fanfare at the C40 Climate Change Summit in Seoul that he had plans to make London 'the electric car capital of Europe', with his aim to get 100,000 electric cars in use on London's streets "as soon as possible", served by 25,000 plug points and with 1,000 electric vehicles in the GLA fleet by 2015.

Sadly, every pledge he made has not been met.

So as we look forward to what changes are made in the future, we should also have a sense of reality and understanding of past mistakes.

My view is that the adoption of electric vehicles is not just desirable, but essential. Above all else if London is to tackle the appalling level of air pollution which sends 10,000 Londoners to an early grave every year electric vehicles clearly have a vital role to play.

And if electric vehicles are sourced with electricity which is largely or entirely generated by renewable energy they have the potential to provide a form of transport that truly is kind to our environment.

However, it is not just the adoption of electric cars that are important. Electric buses, vans and taxis are also essential. Indeed one criticism I would make of past policy has been almost the total obsession solely with electric cars.

As Mayor of London I would ensure that London rapidly steps up its adoption of electric buses. Sadly at present we are lagging behind many other cities in the world in their adoption. We also need to ensure that London's taxi trade quickly switches to run on electricity, however to ensure this happens there must be a far greater number of rapid charging plug points. The Mayor and TfL also need to tackle the main barrier to the adoption of electric taxis, which is the current price of the vehicles. I advocate TfL using its purchasing muscle to lower their price through bulk purchasing, and then sell or lease them to drivers and garages.

And on the issue of electric cars I believe their wider adoption must go hand in hand with the growth of electric car clubs. For that to occur we need to raise awareness of car clubs as a mainstream travel choice. One way to achieve that would be through integrating clubs into the TfL Oyster account. We also need to develop a competitive market in Electric Vehicle car clubs, and that does mean we have a transparent, fair and properly regulated access to charging infrastructure.

Only by making all these changes can we ensure London becomes a truly electric city.