



THE RACE TO NET ZERO DELIVERING A GREEN AGENDA IN LONDON POST COP-26

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Executive Summary

The UK Government has just hosted the Conference of all Parties [COP] 26, in Glasgow. This was the first time the UK had hosted the conference. Climate experts, campaigners, policy makers and world leaders have debated how to make global progress on climate change. The agreed Glasgow Climate Pact is the first ever climate deal to explicitly plan to reduce coal, the worst fossil fuel for greenhouse gases. The deal also presses for more urgent emission cuts and promises more money for developing countries - to help them adapt to climate impacts.

The hosting of COP showed how much of a priority combatting climate change is to the national Government. It aligns with the UK being the first major country in the world to write into legislation that it will be carbon neutral by 2050. The Government also just a few weeks before COP announced its Net Zero Strategy committing £30 billion to the project.

COP also shined a light on what all levels of Government are doing to reduce carbon emissions and reach the goal of net zero. The Mayor of London made a speech on 23rd September at the Barbican¹ about “walking the walk, not talking the talk “on combatting climate change. Despite this, at October’s Mayor’s Question Time meeting, Sadiq Khan would not commit to changing his car to an electric car, as a micro example. On the macro level, Mayors Labour and Conservative are walking the walk, whether it be in relation to delivering a hydrogen revolution, **electrifying** bus fleets, and investing in training opportunities to support the move to electric vehicles.

The Mayor of London’s flagship environment policies such as the extension of the Ultra-Low Emission Zone (ULEZ) are heavily covered by the press, and to a certain extent this is due to the region being our capital city. The work of the Mayor of London therefore often receives more publicity than the work of other Mayors on the environment. This is not necessarily fair as some other Mayors are taking hugely positive steps in terms of environment policies. This report will contrast the work of the Mayor of London on environmental policy with that of other metro Mayors.

The Mayor of London tweeted nine minutes after the COP26 agreement was published saying that “agreement simply doesn’t meet the scale of the challenge”². He was criticised by Rt Hon Greg Hands MP, Minister for State at the Department for Business, Energy & Industrial Strategy and told to read the agreement first³. Sadiq Khan’s press release stated that “I have put tackling the twin threats of the climate crisis and toxic air pollution at the heart of my mayoralty and as too many national governments continue to delay taking action, London and the almost 100 C40 cities

¹ <https://www.london.gov.uk/press-releases/mayoral/london-faces-threat-of-soaring-temperatures>

² <https://www.london.gov.uk/press-releases/mayoral/statement-from-mayor-on-cop26>

³ <https://twitter.com/greghands?lang=fi>

across the globe will continue to lead the way in helping solve it. Cities are the doers - and now we need the delayers to join us.”⁴ The report will look at what other regional mayors are delivering and whether they are overtaking the Mayor of London on working towards net zero cities.

Recommendations

- Recommendation 1: The Mayor should review what the entire GLA group can do to lead on Green best practice, making sure he is leading by example from top to bottom, across the London Fire Brigade, Transport for London and the Metropolitan Police Service. His failure to expedite improvements to his own car fleet is just one example of the gaps present.
- Recommendation 2: The Mayor of London should listen to the GLA Conservatives and invest the £50 million identified from his Business Rate Reserve to boost his vehicle scrappage schemes.
- Recommendation 3: The Mayor of London should invest the income gained from the ULEZ expansion into delivering a zero-emission bus fleet quicker making it a priority like that of the West Midlands.
- Recommendation 4: The Mayor should use income from the ULEZ to invest in more electric vehicle charging points and overtake the West Midlands as the fastest region in the country for increasing electric vehicle charging capacity.
- Recommendation 5: The Mayor of London should review his approach to working with Government to get the best deal for Londoners. He should take into account how other metro Mayors both Labour and Conservative work constructively with the Government and put an action plan in place to improve his relationship with the Government to deliver for London.
- Recommendation 6: The Mayor of London should use the regeneration schemes he is part-funding and follow Andy Street by providing training academies to train Londoners in maintaining and repairing electric vehicles. This would include London’s electric buses and make the capital more attractive for private sector vehicle industry investment which will create new jobs for the future.

⁴ <https://www.london.gov.uk/press-releases/mayoral/statement-from-mayor-on-cop26>

Regional Mayors: Ben Houchen – Tees Valley

Tees Valley Hydrogen Hub

The UK's first multi-modal hydrogen transport hub for the UK Department for Transport (DfT) will be delivered in the Tees Valley. The hub concept and masterplan has been developed by the company Mott MacDonald. The project managed to win £3 million in Government funding. The aim is for the hub to be fully operational by 2025. It is proposed that the project will create up to 10,000 new jobs in the north-east over the next 30 years. The project was supported because it fits with the Government's climate change agenda as it proposed to deliver jobs in new sectors in the north and will aid in the economy becoming carbon neutral.

The hub will comprise of a set of facilities that includes green hydrogen production, storage, distribution, and refuelling stations from which existing and evolving transport networks and services can feed. It will act as a testing centre to help understand the role of hydrogen as part of the energy transition in the transport sector. It is anticipated by the Mayor of Tees Valley and the Government that it will accelerate the development and commercialisation of hydrogen transport solutions to help meet current and future public and business needs as we move away from petrol and diesel.

The trials will include shops, supermarkets, online retailers, warehouse operators and delivery companies using hydrogen-powered transport to move goods and carry out last mile deliveries. It could also see local transport operators working with the transport sector to deliver emission-free hydrogen passenger services, such as on demand regional buses, or zero-emission refuse vehicles.

There is no doubt that because the region already produces more than 50% of the UK's hydrogen it was in a strong position to be awarded Government support to set up a Hydrogen Transport Hub in Teesside. Ben Houchen's alignment with the Government on delivering a green recovery from the pandemic and the area's hydrogen work put the region in pole position for the funding. The fact that the area won the bid for the first ever hydrogen transport hub is still a big win, nevertheless. The levelling up and environmental agenda is for London too but it is up to the Mayor of London to seize the opportunity. Sadiq Khan is failing to take advantage of it, unlike Ben Houchen who is winning important investment for Tees Valley.

Carbon Capture and Utilisation Programme

The Government has committed to invest up to £20 million in a Carbon Capture and Utilisation demonstration programme in Tees Valley in addition to the hydrogen hub. The Mayor, Ben Houchen played a part in obtaining that funding for the region by

lobbying Ministers and working with the Teesside Collective to make the case that Tees Valley was the right area for investment. It was also beneficial to their pursuit of funding that the region is also delivering other green industry initiatives by the private and public sector. The Government investment is part of the Government's Clean Growth Strategy. The Government believes that the strategy will provide vital new technologies needed to modernise carbon intensive industries so that they have a low carbon future.⁵

The carbon capture technology has been championed by the Teesside Collective, which is a cluster of energy-intensive industries with the shared vision establishing Teesside as the go-to location for future clean industrial development, by creating a Carbon Capture and Storage (CCS) equipped industrial zone.⁶ The Teesside Collective predicts that building such an industrial zone could future-proof local industries from the rising costs of emitting carbon and bring about substantial growth in Teesside's process industry workforce, which currently stands at 12,000 people.⁷

The carbon capture utilisation programme is designed to encourage industrial sites to capture carbon dioxide which could then be used in industrial applications. It will according to the Mayor of Teesside, Government and Teesside Collective, provide a learning opportunity for the development of capture technologies at an intermediate scale, thus reducing costs and risks.

Tees Valley Mayor Ben Houchen said at the time of the announcement: "I look forward to working with my colleagues in Government to prove that the project can be developed and deployed on Teesside cost-effectively"⁸. The fact that Ben Houchen states that he has the desire to work with Government sets a very different tone from the very vocal disagreements the Mayor of London has had with Government especially over TfL; this is despite the Government bailing it out three times.⁹ The Government has given £4 billion in bailouts to keep TfL running. This shows the value of working constructively across different levels of Government. Perhaps this is a lesson the Mayor of London can learn from his metro mayor counterparts.

⁵ <https://teesvalley-ca.gov.uk/mayor-welcomes-Governments-20-million-commitment-carbon-capture-storage/>

⁶ [https://www.ice.org.uk/ICEDevelopmentWebPortal/media/Documents/Disciplines%20and%20Resources/Case%20Studies/Teesside Collective - ICE website case study.pdf](https://www.ice.org.uk/ICEDevelopmentWebPortal/media/Documents/Disciplines%20and%20Resources/Case%20Studies/Teesside%20Collective%20-%20ICE%20website%20case%20study.pdf)

⁷ <https://teesvalley-ca.gov.uk/mayor-welcomes-governments-20-million-commitment-carbon-capture-storage/>

⁸ Ibid

⁹ <https://www.bbc.co.uk/news/uk-england-london-53806962>

Regional Mayors: Andy Street – West Midlands

Green Skills Training

A new training centre to teach local people the specialist skills needed to work on electric vehicles was opened at the City of Wolverhampton College in February 2021. The Electric Vehicle and Green Technologies Training Centre is the first of its kind in the UK and is being supported by the automotive industry. The West Midlands Combined Authority [WMCA] awarded £250,000 for training at the new centre to address this skills gap and help the region achieve its zero-carbon target by 2041.¹⁰

The aim of the new training centre is to increase the number of mechanics and engineers that can maintain and repair electric vehicles. There are currently only one in twenty mechanics who can work on repairing electric vehicles¹¹. Andy Street said at the time of the training centre's opening [given the low numbers of qualified engineers and mechanics to work on electric vehicles] "It is critical that we get local people the skills they need to take advantage of the jobs on offer in this growing sector, and that's exactly what the new electric vehicle training centre at City of Wolverhampton College will do."¹²

The aim is for 720 residents to be trained across all levels over 18 months, as the need for skilled electric vehicle mechanics is expected to grow significantly in the run-up to the Government's ban on new petrol and diesel cars from 2030.¹³ This initiative is helpful to the UK overall. The Institute of the Motor Industry (IMI) has pointed out that 95 per cent of the country's mechanics have yet to complete the necessary qualifications to safely work on electric vehicles. This means at present, there are only between 13,000 and 20,000 qualified technicians working on 380,000 plug-in vehicles across the country.¹⁴ The very low numbers of trained mechanics to work on electric vehicles shows how vital supporting the new training centre is because the region will be able to benefit from having the training capacity for more electric vehicle mechanics, making the region attractive for the industry to invest. It is something that the Mayor of London could put further investment in as part of his Green New Deal giving Londoners opportunities to gain qualifications in the maintenance and repair of electric vehicles. It would also support the move to electric vehicles in the capital.

¹⁰ <https://www.wmca.org.uk/news/new-centre-to-train-local-people-to-work-on-electric-vehicles-opens-in-wolverhampton/>

¹¹ Ibid

¹² Ibid

¹³ Ibid

¹⁴ <https://www.autoexpress.co.uk/electric-cars/96082/just-5-mechanics-can-work-electric-cars>

Industrial Revolution

In 2019, the West Midlands Combined Authority launched its industrial strategy. This was the UK's first ever Local Industrial Strategy. The rationale for doing an industrial strategy for Andy Street was to link back to the region's participation in the UK's first industrial revolution. Andy Street has sold the strategy as one that is about looking forward and to and giving confidence to both residents and business leaders that the area can play a major role in the country's green revolution just as it had in the industrial revolution.

Gigafactory

Andy Street promised in his 2021 manifesto that he would work to secure investment in a new battery Gigafactory at Coventry airport to help manufacturers in the region transition to electric vehicles.¹⁵ Gigafactories are built to create electric car batteries. It is proposed that the project will inject a £2.5bn investment into the region and directly create up to 6,000 new high-skilled jobs and more in the supply chain.¹⁶ This scheme will aid the region's and the country's journey to becoming carbon neutral..

Since the 2021 mayoral election, Coventry City Council [which is within the West Midlands Combined Authority] has entered a joint venture partnership with Coventry Airport Ltd to bring forward the UK's largest battery Gigafactory. Coventry has been chosen by the Government as the preferred site across the West Midlands.¹⁷ The Gigafactory has been promoted as having the potential to be a world-leading facility time will tell if that will be the case. The proposed development in Coventry, England, would focus on both the production and recycling of batteries for electric vehicles. The West Midlands is already home to the country's biggest car manufacturer, Europe's largest research centre of its kind, the only battery industrialisation centre, and a large supply chain¹⁸. This no doubt helped promote the region as being the best area for a Gigafactory. The project also enjoys cross party-political backing with the Conservative Mayor, Andy Street supporting the Labour run Coventry City Council with the scheme - so in this regard it cannot be argued that the Government is just rewarding a Conservative colleague. This further highlights the value of cross-party working across different levels of Government; something the Mayor of London should take on board.

¹⁵ <https://www.andystreet.org.uk/sites/www.andystreet.org.uk/files/2021-04/Andy%20Street-Manifesto%202021-Summary.pdf>

¹⁶ <https://www.ukgigafactory.com/>

¹⁷ https://www.coventry.gov.uk/info/13/invest_in_coventry/3923/proposals_for_the_uk_s_first_gigafactory_on_the_site_of_coventry_airport

¹⁸ <https://www.theguardian.com/business/2021/jul/15/coventry-puts-forward-mission-critical-plan-for-electric-car-battery-plant>

Bus fleet

Coventry is due to become the UK's first All Electric Bus City. The plans have been supported by the West Midlands Combined Authority (WMCA) leaders which includes the Mayor, Andy Street. The project's aim is to have every bus in Coventry electric-powered by 2025. The rationale is to deliver improved air quality, reduced greenhouse gas emissions and lower running costs. The go-ahead from the West Midlands Combined Authority Board means that £50 million Department for Transport (DfT) funding will be used to deliver the project¹⁹.

Coventry was selected to be the UK's first All Electric Bus City following a successful bid to the DfT. Transport for West Midlands (TfWM), which is part of the WMCA, will work with bus operators to replace buses and install charging infrastructure in Coventry. This includes pantograph, or overhead, charging points which will be available to all bus operators. TfWM will lead the project in partnership with Coventry City Council, Warwickshire County Council and local bus operators – who are together paying 25% of the added costs of electric vehicles over diesel and charging infrastructure²⁰.

The Mayor of London originally declared that the capital's bus fleet would be zero-emission by 2037²¹. In September 2021, it was announced that the Mayor believed that a zero-emission bus fleet could be delivered three years earlier in 2034 due to the market maturing and expanding in the UK.²² The Mayor also said if the Government awarded TfL more funding the bus fleet could be zero emission by 2030²³. He has promised that Transport for London will only purchase zero emission buses now. The announcement whilst admirable means that it will take London another nine years after Coventry for its bus fleet to be carbon neutral unless the Government gives the Mayor more money. It should be noted that the Government has already given the Mayor £4 billion to bail out TfL already. Even if the Government were to provide further funding, London would still be five years behind Coventry. The Mayor of London said in his speech at the Barbican on 23rd September 2021 that he wanted more leaders to walk the walk on these issues²⁴ yet when it comes to electrifying the bus fleet, it is Sadiq Khan that is following Andy Street not the other way around.

¹⁹ <https://www.wmca.org.uk/news/green-light-for-coventry-to-become-uk-s-first-50m-all-electric-bus-city/>

²⁰ Ibid

²¹ <https://electrek.co/2021/09/20/london-mayor-commits-to-all-electric-buses-moving-forward-100-zero-emissions-by-2034/>

²² <https://www.london.gov.uk/press-releases/mayoral/mayor-host-zero-emission-bus-summit-at-city-hall/>

²³ Ibid

²⁴ <https://www.london.gov.uk/press-releases/mayoral/london-faces-threat-of-soaring-temperatures>

Birmingham City Council Clean Air Zone

Birmingham City Council introduced a clean air zone on 1st June 2021 which charges motorists of non-compliant vehicles £8 a day to enter the city centre. The Mayor of the West Midlands did not support this policy.²⁵ He believes that Birmingham City Council's charging scheme is a heavy stick which will come down hard – with a big increase in the cost of living for those affected. He has also said that the fact that the clean air zone will operate 24 hours per day, seven days per week is unfair as pollution isn't constant around the clock, hitting night workers with an extra charge when the roads are empty.²⁶

The arguments Andy Street has made against the Birmingham Clean Air Zone can equally be made in relation to the ULEZ extension in London. The extended ULEZ follows a similar model and has hit low-income outer Londoners hard. People are charged to cross the North and South Circulars for simply going to work, dropping their child off to school or visiting the hospital. The Mayor for the West Midlands, Andy Street recognises the impact a clean air zone has on vulnerable and low income residents in terms of the cost of living which is why he does not support the Birmingham scheme. Andy Street prefers giving residents better cleaner transport options rather than penalising people for having an older vehicle especially those on low incomes.

Sadiq Khan does not acknowledge the impact of the extension of the ULEZ on people who are vulnerable or on low incomes to the same degree as Andy Street does with the Birmingham Clean Air Zone. This can be seen by the Mayor of London's refusal to drop the expansion of the ULEZ,²⁷ delay the start of scheme taking into the account the impact of pandemic²⁸ and put more money into the vehicle scrappage schemes using the £50 million from the Business Rate Reserve²⁹. The expanded ULEZ scheme started on 25th October despite people including business groups³⁰ campaigning for it to be at least delayed.

²⁵ [Andy Street: Birmingham's clean air zones will come down unfairly hard on local people. The scheme needs an urgent rethink. | Conservative Home](#)

²⁶ Ibid

²⁷ <https://www.standard.co.uk/news/transport/ulez-expansion-delay-sadiq-khan-tfl-london-b961918.html>

²⁸ Ibid

²⁹ [Business leaders back City Hall Tories' scrappage fund \(glaconservatives.co.uk\)](#)

³⁰ Federation of Small Business London: Infrastructure Policy Report - Transportation/Broadband/Mobile Telephony, February 2021, Page 5

Regional Mayors: Andy Burnham – Greater Manchester

Carbon reduction plan

The Mayor of Greater Manchester, Andy Burnham has promoted the area as the first city-region in the UK to adopt an accelerated plan for carbon reduction over the next five years. This is seen as critical by experts to achieving long-term net zero goals.

The plan is for the region to reduce carbon emissions by a million tonnes over three years and overhauling public transport across the 10 boroughs. This plan forms part of Manchester linking with the Government's levelling up agenda. Andy Burnham has said that the drive to net zero carbon can act as the catalyst to level up the city-region's transport, homes and jobs.

Greater Manchester's proposed Levelling Up Deal, if implemented in full, will remove nearly a million tonnes of carbon from the city-region's economy. This will include 850,000 tonnes of carbon to be removed from retrofitting and energy generation and 100,000 tonnes of carbon to be removed through a public transport overhaul comprised of a shift to electric buses and taxis, increased levels of cycling and walking, increased Metrolink use, EV chargers installed and utilised across city-region.³¹

The Mayor of London has pledged to remove four million tonnes of carbon by 2037 through delivering a zero-emission bus fleet. London must achieve a reduction of at least one million tonnes of carbon at the same time as Manchester if it is to meet its own carbon reduction target. It is another indication that the Mayor of London is not the only mayor in the country working to reduce carbon. He also needs to be making the most of the money on offer from levelling up grants [that the London can bid for] and work on winning extra investment as other regional mayors have done successfully.

³¹ <https://www.greatermanchester-ca.gov.uk/news/greater-manchester-set-to-ratify-plan-to-remove-one-million-tonnes-of-carbon-and-accelerate-climate-crisis-response/>

Manchester Clean Air Zone

Manchester will launch its clean air zone (CAZ) on May 30, 2022. The Government granted £120 million in funding to support local businesses upgrade to cleaner, compliant vehicles so they can travel in the zone without incurring a daily charge.³² Private vehicles will not be charged for entering the zone.³³

Following feedback on the CAZ and the impact of Covid-19, particularly on small businesses, Greater Manchester-registered taxi/private hire owners and LGV owners have been given more time, money and options to upgrade their vehicles. This includes temporary exemptions for an additional year (until May 31, 2023) for all hackney cabs and private hire vehicles (PHV) licensed by a Greater Manchester District. Vans, minibuses, GM-registered coaches and wheelchair-accessible taxis were already exempt from daily charges until 2023.³⁴

Following negotiations with Government, Greater Manchester has increased funding support per vehicle for HGVs, coaches, vans, Greater Manchester Hackney cabs and PHVs. Vans can now access up to £4,500 towards the replacement of a vehicle – £1,000 more than initially proposed – and Greater Manchester Hackney Cabs can get up to £10,000. HGVs can now get up to £12,000 towards replacement and coaches are now eligible for £32,000. Mayor of Greater Manchester, Andy Burnham, said on helping businesses with the CAZ: ““We listened hard to what business owners wanted and, as a result, taxi drivers are being given more time, more funding and more options.³⁵

The Mayor of Greater Manchester has managed to secure extra funding from Government to support businesses ahead of the introduction of its clean air zone. Andy Burnham and the Greater Manchester Combined Authority have a better relationship with the Government and the civil service to be awarded this funding. The funding may not have been on offer to London because it has different funding arrangements to Manchester but it does show that Andy Burnham and the Greater Manchester Combined Authority have a better relationship with Government and the civil service to be awarded this funding. He is a Labour mayor, but it shows party politics does not matter when it comes to winning Government investment³⁶. Burnham was clear from the start of his mayoralty that he wanted a ‘straightforward’ relationship with Government³⁷. Only last month he welcomed the prime minister and

³² <https://www.smarttransport.org.uk/news/latest-news/manchester-clean-air-zone-to-launch-in-may-2022>

³³ <https://cleanairgm.com/clean-air-zone/discounts-and-exemptions/>

³⁴ <https://www.smarttransport.org.uk/news/latest-news/manchester-clean-air-zone-to-launch-in-may-2022>

³⁵ Ibid

³⁶ <https://www.lgcplus.com/politics/devolution-and-economic-growth/burnham-pledges-straightforward-relationship-with-Government-10-05-2017/>

³⁷ Ibid

the Government to Manchester and offered to deliver on their shared goals including combatting climate change³⁸. In the Guardian, Andy Burnham wrote a piece arguing how the region can deliver. The article was a professional welcome to Manchester but also a statement that he wants to work with the prime minister.³⁹ It seems that the manner of Andy Burnham's dealings with Government and his promotion of Greater Manchester has benefitted the region.

Buses

Andy Burnham announced plans on 8th November 2021 for the "UK's first carbon neutral transport network" in Manchester. His plan is for Greater Manchester's "Bee Network" to integrate buses, trams, walking and cycling by 2024, and rail by 2030⁴⁰.

The Mayor of Greater Manchester wants the region's bus fleet to be 50 per cent electric by 2027 and 100 per cent electric within a decade. Metrolink, the city region's tram network, already runs on 100% renewable energy, and funding has recently been secured to develop the next stage of plans for expanding the network⁴¹. If the Manchester bus fleet were to go fully electric by 2031 it would mean that Manchester will have a zero-emission bus fleet faster than London.

The announcement shows that Andy Burnham is planning to be ahead of London when it comes to delivering a carbon neutral public transport system. Coventry will have a zero-emission bus fleet quicker than both Manchester and London, but it highlights the fact that the regions are catching up with London. London will not be the first city in the UK with a zero-emission bus fleet. It is true that London is a bigger city so therefore it is more of a challenge, but nevertheless other mayors are on the march and it can be argued that Sadiq Khan is no longer leading the way on delivery a zero emission transport system.

³⁸ <https://www.theguardian.com/commentisfree/2021/oct/02/need-support-levelling-up-prime-minister-let-manchester-help-you>

³⁹ Ibid

⁴⁰ <https://www.standard.co.uk/news/uk/andy-burnham-bee-network-carbon-neutral-transport-manchester-b965008.html>

⁴¹ <https://www.business-live.co.uk/regional-development/carbon-neutral-transport-network-plans-22100100>

Sadiq Khan – Mayor of London

Ultra-Low Emission Zone (ULEZ)

The Mayor confirmed his decision to expand the ULEZ out to the North and South Circulars on 8th June 2018⁴² following a consultation which ran from 30 November 2017 to 28 February 2018. The consultation showed support for the Mayor's proposals, with 54 per cent supporting or strongly supporting the expansion of the ULEZ boundary⁴³. However, many business groups, including the Federation of Small Businesses (FSB), opposed the expansion. In the FSB's response, it stated that "the costs of extending the ULEZ scheme more widely across London from 2019 will disproportionately fall on the smallest operators within the business community."⁴⁴ Andy Burnham listened to local businesses' concerns and delayed charging them entry in Manchester's clean air zone for a year. This is in sharp contrast to the Mayor of London who ignored requests from the Federation of Small Business to delay the start to the expanded ULEZ⁴⁵. Andy Street does not even support clean air zone schemes and Ben Houchen has not proposed one to be implemented.

The extended ULEZ started on 25 October 2021. The zone covers an area 18 times larger than the Central London Ultra Low Emission Zone and will affect large numbers of polluting vehicles that do not comply with strict emission standards. It is estimated that 100,000 cars, 35,000 vans and 3,000 lorries might be affected every day by the expanded zone and tighter standards.

The FSB in its London Infrastructure Report earlier this year stated that one in five small businesses were unaware of the changes to the ULEZ coming in October 2021. The report recommended a delay in the ULEZ extension until May 2022 to support those businesses seriously impacted by the pandemic to prepare for the change; to nudge rather than penalise small businesses. It was clear that many small businesses at the beginning of the year remained unaware of the extension and the huge impact it would have in terms of costs in addition to the impact of COVID-19⁴⁶. The Mayor's expanded ULEZ runs through ten boroughs that straddle the charging zone. The division significantly impacts upon these boroughs, and the Mayor has not fully taken into consideration the everyday consequences of using the North and South Circulars as a boundary.

⁴² https://www.london.gov.uk/sites/default/files/ulez_ten_month_evaluation_report_23_april_2020.pdf

⁴³ <https://consultations.ci.gov.uk/environment/air-quality-consultation-phase-3b/>

⁴⁴ Federation of Small Business London: Infrastructure Policy Report - Transportation/Broadband/Mobile Telephony, February 2021, Page 5

⁴⁵ Ibid

⁴⁶ Ibid

London-wide Assembly Member Susan Hall and the Federation of Small Businesses have written to the Mayor, urging him to adopt the GLA Conservatives' plan to invest £50 million in Ultra Low Emission Zone (ULEZ) scrappage schemes. Using £50 million from City Hall's Business Rate Reserve, the plan would reopen Transport for London's (TfL) two suspended scrappage schemes for non-ULEZ compliant vans, minibuses, and heavy vehicles. These schemes had been closed since summer 2020 after high demand exhausted the Mayor's funding.⁴⁷ On 16 July 2021, the Mayor announced that he had put another £5 million to help Londoners on low incomes or with disabilities.⁴⁸ This is far cry from the £50 million that the GLA Conservatives found to increase the amount available for the vehicle scrappage scheme.

The extension of the ULEZ directly hits the pockets of Londoners, both residents and businesses. The scheme impacts the poorest Londoners the most. The extension is estimated to have cost £120-130 million.⁴⁹

Trees

London's trees are estimated by the GLA to provide at least £133m⁵⁰ of benefits to Londoners every year. They help improve air quality by removing 2,241 tonnes of pollution annually, including harmful PM10 particulates and NO2 roadside emissions as well as making our streets more beautiful and encouraging walking and cycling⁵¹. The ability to reduce pollution makes trees an essential part of London's green infrastructure and forms part of the Mayor's air quality agenda. Sadiq Khan during his 2016 mayoral election campaign tweeted that he would plant two million trees if elected. The commitment to deliver two million trees also appeared on his campaign website. The Deputy Mayor for Environment, Shirley Rodrigues, said that the two million tree planting target had been ditched at her first meeting with the London Assembly's Environment Committee and instead he would attempt to 'increase tree coverage by five per cent by 2025⁵². At the end of his first term, the Mayor has only funded the planting of over 280,000 trees a far lower figure than his original two million commitment to Londoners.

⁴⁷ [Business leaders back City Hall Tories' scrappage fund \(glaconservatives.co.uk\)](https://www.glaconservatives.co.uk/news/business-leaders-back-city-hall-tories-scrappage-fund)

⁴⁸ [Mayor announces an additional £5 million for scrappage scheme | London City Hall](https://www.london.gov.uk/press-releases/mayoral/mayor-announces-an-additional-5-million-for-scrappage-scheme)

⁴⁹ [ULEZ Expansion \(2\) | Mayor's Question Time \(london.gov.uk\)](https://www.london.gov.uk/press-releases/mayoral/mayor-announces-thousands-of-new-street-trees)

⁵⁰ <https://www.london.gov.uk/press-releases/mayoral/mayor-announces-thousands-of-new-street-trees>

⁵¹ Ibid

⁵² <https://www.london.gov.uk/press-releases/assembly/tony-arbour/mayor-ditches-promise-to-plant-two-million-trees>

The Green New Deal

The Green New Deal fund was launched in 2020 as a three year programme aimed at boosting the green economy by supporting small business enterprise jobs as well as creating and retaining a range of jobs such as solar panel installers, designers, engineers and various jobs in construction including site managers, supervisors and builders.

However, so far there has only been an initial £10m investment from the GLA. The money was broken down into three areas: tackling emissions from heating and powering London's buildings. reducing transport emissions and supporting the growth of new and existing businesses in the green economy

The funding can be broken down as follows; £5.8 million has been requested for five programmes where mechanisms had been established for delivery; £3 million has been allocated to support 2030 Future Neighbourhoods; and £1.2 million has been approved to support the North London District Energy Network project. The North London District Energy Network was a project already in existence.⁵³

Future Neighbourhoods will be in London's most disadvantaged and climate-vulnerable areas, or areas where residents have been most severely affected by the pandemic. It aims to improve air quality, whilst creating jobs, developing skills and supporting the transition to a low carbon circular economy. The two neighbourhoods that will be receiving £1.4 million funding are Notting Dale in the Royal Borough of Kensington and Chelsea and Somers Town in the London Borough of Camden. In Notting Dale, the money will fund projects such as a pilot zero carbon heat network, a community owned solar project on council estates and a school's air quality programme. In Somers Town, the money will fund several projects that include an estate greening programme, the creation of at least five green mobility hubs and a home energy efficiency project. A further £4.5m will be made available to support further projects across these two neighbourhoods in the coming years.⁵⁴

The Green New Deal was created to support the green economy and is a budget mission of the mayor. It also forms part London Recovery Board's work⁵⁵. However, the budget will decrease in this area over the next three years. The gross expenditure for 2021/22 was £20.7 million but for 21/22 it will be reduced to £20 million.⁵⁶ This differs from the announcement in the 20/21 GLA Budget where it stated that the

⁵³ <https://www.london.gov.uk/questions/2020/4774>

⁵⁴ <https://www.london.gov.uk/press-releases/mayoral/mayor-london-councils-convene-climate-summit>

⁵⁵ <https://www.london.gov.uk/coronavirus/londons-recovery-coronavirus-crisis/recovery-context/green-new-deal#acc-i-61476>

⁵⁶ https://www.london.gov.uk/sites/default/files/mayors_final_budget_2021-22.pdf

Mayor was allocating £50 million towards his Green New Deal⁵⁷. The reduction in the budget seems to indicate that the financial figures do not match the rhetoric.

The Mayor of London's Energy Efficiency Fund (MEEF)

The Mayor of London's Energy Efficiency Fund (MEEF) is a £500m investment fund to deliver low carbon, sustainable projects and infrastructure. MEEF supports projects that offer to deliver low carbon technology or upgrade existing infrastructure to help achieve the Mayor's target of net zero by 2030. These include making buildings and infrastructure more energy efficient and ensuring they are supplied with clean sources of heat and power and supporting low carbon transport in the capital.⁵⁸

Since its launch in July 2018, it is claimed that MEEF has provided investment to public authorities and the private sector, mobilising capital and reducing London's CO2 emissions by more than 15,000 tonnes per year.

Projects funded include the installation of electric charging infrastructure at a bus depot in Walworth by Zenobe Energy; the London Borough of Southwark installing water source heat pumps to over 2,000 homes in the borough; and the London Borough of Enfield to part-finance the construction of its Meridian Water Heat Network which will supply over 10,000 new homes with low carbon energy.

The Meridian Water Heat Network is linked to the new incinerator being built in Edmonton. The network will use energy generated from the incinerator to heat homes and offices. The building of a new incinerator has proved controversial. Cross-party MPs from Sir Iain Duncan Smith to Jeremy Corbyn and Kate Osamor joined the protest group Stop the Edmonton Incinerator Now at a meeting with the mayor of London to ask for his support for a review of the project.

The initial budget of £650m for the new incinerator has almost doubled to £1.2 billion. The plans to increase the capacity of the incinerator will mean it is three times too large for North London's needs. The proposals to expand were drawn up despite waste generation falling year on year since 2015. The project will allow 700,000 tonnes to be incinerated every year releasing ultra-fine particulate matter, which has been linked to early mortality. The opposition groups to the scheme say that enlarging the incinerator will disincentive recycling and mean that North London will continue to miss recycling targets by a considerable margin. NLWA already burns over 320,000 tonnes of waste that could be recycled or composted.⁵⁹

⁵⁷ https://www.london.gov.uk/sites/default/files/finalbudget_march20.pdf

⁵⁸ <https://www.london.gov.uk/what-we-do/environment/climate-change/zero-carbon-london/mayor-londons-energy-efficiency-fund>

⁵⁹ <https://www.iainduncansmith.org.uk/campaigns/pause-rethink-edmonton-incinerator-rebuild>

Emma Best, the Conservative London-wide Assembly member who arranged the meeting between the Mayor and opposition community groups after requesting this via asking a question at Mayor's Question Time⁶⁰ urged Mr Khan to "come out strongly and publicly about his opposition to the rebuild in its current form", and to "call on his local Labour council colleagues on the NLWA to put a stop to this project".⁶¹ The Mayor whilst saying he does not back more incineration⁶² is supporting the project by the back door through awarding funding to a heat project that requires energy from burning waste at the Edmonton Incinerator.

London Power

The Mayor of London launched what he called at the time fair-priced, green energy company, available only to Londoners. London Power is a partnership between the Mayor and Octopus Energy. London Power launched on 13 January 2020, offering Londoners according to its advertising material to always have fair and competitive pricing and electricity generated from 100 per cent renewable sources and any profits made by City Hall will be reinvested into delivering the Mayor's social and environmental goals⁶³.

London Power, which manages the contract with Octopus, posted an annual loss of £880,000 for the year ending March 2020, reflecting the costs of launching and setting up the brand. Octopus pays a commission to London Power for the customers, which amounted to £29,000 for the three months from January to March 2020. At the end of London Power's first year it had only gained 5,521 customers. That is fewer than one tenth of 1% of Londoners. The GLA spent around £3 million on London Power up until March 2021 that is a subsidy that amounts, given the 5,521 customers you say London Power has, to around £750,000.⁶⁴ Nearly two years since its launch, London Power still only has 6,310 customers⁶⁵. At a London Assembly Environment Committee meeting it was disclosed by Officers that the Mayor hoped that London Power would break even and start to create a profit within the first four-year contract term.⁶⁶

The Mayor linked up with Octopus as it had green credentials. Friends of the Earth endorsed Octopus because of its "100 per cent renewable electricity". Octopus was one of only three household energy suppliers to get the backing of the influential campaign group. However, in a statement released by Friends of the Earth it said that

⁶⁰ <https://www.london.gov.uk/questions/2021/1919>

⁶¹ <https://www.islingtongazette.co.uk/news/london-mayor-urged-to-denounce-incinerator-rebuild-8341154>

⁶² <https://www.london.gov.uk/press-releases/mayoral/stop-allowing-new-toxic-waste-incinerators>

⁶³ Ibid

⁶⁴ <https://www.london.gov.uk/questions/2021/1316>

⁶⁵ <https://www.london.gov.uk/what-we-do/environment/london-power/london-power-quarterly-report-july-september-2021>

⁶⁶ Environment Committee Meeting - Wednesday 18 September 2019, transcript.

it had “made the difficult decision to cease working with Octopus, after it accepted investment from an Australian energy company involved in coal power generation and fracking”.⁶⁷

Octopus Energy was founded in 2015. It is majority-owned by Octopus Group, a firm that backed Zoopla and Secret Escapes and is Britain’s largest investor in solar power. However, at the end of April 2020, Octopus Energy sold a 20 per cent stake in the business to Origin Energy, an Australian power group. Origin owns a large coal-fired power station, and exports liquid natural gas”. Origin is also seeking to frack for shale gas in Australia’s Northern Territories.⁶⁸ The partnership between the Mayor of London and Octopus is not as green as originally promoted if the company is part owned by an organisation that owns a large coal-fired power station.

Retrofitting

London’s 3.5 million homes account for one third of the city’s greenhouse gas emissions alone, retrofitting existing homes to improve energy efficiency is crucial to achieving the Mayor’s 2030 commitment. There is more work to do on existing builds compared with new builds.⁶⁹ To compare, we can look at Energy Performance Certificate (EPC) ratings, which refers to the energy efficiency of a building. Ratings are graded from A (most efficient) to G (least efficient). The EPC rating is based on the amount of energy used and the level of carbon dioxide emissions. In 2019-20, 96 per cent of new build dwellings in London had an EPC rating of A to C, with 1.3 per cent in band A and 82 per cent in band B. Just 4 per cent of new builds were in bands D or E. In comparison, only 11 existing dwellings were band A and 4 per cent had an EPC rating of B. The majority of existing dwellings had a rating of C (39 per cent) or D (44 per cent) and 11 per cent had an EPC rating of E.⁷⁰

The benefits of retrofitting are not just confined to reducing emissions and meeting climate change objectives. The International Energy Agency (IEA) argues that energy efficiency offers benefits of lower emissions but also lower energy bills for consumers, warmer homes and enhanced energy security.⁷¹ However, despite the benefits, little progress has been made, the Mayor has stated that 70 percent of London’s 3.5 million existing dwellings will need to be EPC C or above by 2030 in order to reach the

⁶⁷ Ibid

⁶⁸ Ibid

⁶⁹ The Ministry of Housing, Communities & Local Government (MHCLG) defines a new build as a building that is ‘newly constructed.’ An EPC for a building is required for new builds and for existing buildings that are sold or let. MHCLG does not provide information on how long a building is classified as ‘new’ under the dataset. The definition of a ‘new build’ home also varies among mortgage lenders.

⁷⁰ [GLA, Housing in London 2020](#)

⁷¹ [IEA, Energy Efficiency is the first fuel, and demand for it needs to grow, December 2019](#)

Mayor's 2030 zero-carbon target. To achieve this, the historic retrofit peak (40,000 homes in 2012) will have to quadruple every year from the mid-2020s onwards.⁷²

Between 2009 and 2016, the previous Mayor of London, Boris Johnson's ground-breaking RE: NEW home retrofit programme delivered energy efficiency improvements to over 130,000 homes. The current Mayor's Retrofit Accelerator programme proposes to retrofit just 1,600 homes by August 2022⁷³. The disparity between the figures shows that the current Mayor does not have the same level of ambition as the previous one. The Mayor's desire surely should be to do more than the previous one if he wants London to be carbon neutral by 2030. The fact he is not is concerning and makes the 2030 target questionable. If the Mayor was a trailblazer for the environment, he should have an ambition at the very least to retrofit more homes than his predecessor.

Electric charging points

Transport for London published a new strategy called "London's 2030 electric vehicle infrastructure strategy"⁷⁴ in October 2021. The strategy states that modelling indicates that in the most likely scenario, where there is increased use of rapid, on-the-go charging, London will need around 40,000 to 60,000 charge points by 2030, of which up to 4,000 will be rapids. The proportion of EVs this infrastructure would support could result a reduction in carbon dioxide emissions of between 1.5 and 2.6 million tonnes per year by 2030.⁷⁵

London currently has 7,600 public charging points within the M25. Three hundred of which are rapid charging points that can fully charge a vehicle's battery in around 30 minutes.⁷⁶ The Mayor of London has been in office since 2016 yet there are only 309 rapid charging points. On this current rate of delivery he is unlikely to deliver the 4000 rapid charging points that TfL believes are required.

London is not leading the way in terms of being the region with the fastest growing network of electric vehicle charging points. The West Midlands has now overtaken London on being the quickest area in the country to increase its network of charging points. The number of electric car chargers in the West Midlands rose by a fifth between April and July, according to data from Zap-Map and the Department for

⁷² [GLA, Housing in London 2020](#)

⁷³ <https://www.london.gov.uk/what-we-do/environment/energy/renew-0/renew-success>

⁷⁴ <https://lruc.content.tfl.gov.uk/londons-2030-electric-vehicle-ev-infrastructure-strategy-exec-summary.pdf>

⁷⁵ Ibid

⁷⁶ <https://www.standard.co.uk/news/london/london-boroughs-electric-charge-points-westminster-wandsworth-hammersmith-b965192.html>

Transport. That compared with growth of 12.6% in the east of England⁷⁷. London still attracted the most charge points in absolute terms, with 309 additions, but the West Midlands, which has a much smaller population, was close behind, with 272.

The West Midlands and in particular Coventry has mostly used Government funding to install chargers, with a quarter of the investment coming from private charge-point operators, who expect to make back their money in about seven years. It is part of a programme to embrace electric vehicles. The number of electric cars registered in the city has almost tripled to more than 1,000 in the past three years as the charging infrastructure has been rolled out⁷⁸. The Mayor of London at the very least could without Government funding quicken the pace of the delivery of more electric charging points by using part of the income raised through the expanded ULEZ.

Car clubs

Car clubs are short-term car rental services that allow members access to locally parked cars and pay by the minute, hour or day. Car clubs offer an alternative model to private car ownership for individuals and businesses. Car clubs reduce the need for private parking and can help more Londoners give up their cars while allowing for occasional car travel within London.

Six hundred thousand Londoners are members of car clubs. Car club vehicles in London take around 23.5 private vehicles off the road, helping to tackle congestion and reducing the demand for parking. There are six car club operators in London but at least two operators have ceased working in the capital⁷⁹. In November 2021, London Assembly members voted unanimously in favour of a motion that called on Sadiq Khan and TfL to conduct a review into car clubs in London to examine how they could be supported further.⁸⁰ London Assembly Members want the Mayor to work with TfL and London's boroughs to assess what blocks are preventing their expansion and to work together to remove them.

Zipcar which is a car club company is calling for a five-point action plan to be implemented by the Mayor with borough support to ensure the growth of car clubs in London:

- The Mayor to create a Vision for car club growth in London which aligns the growth of car clubs with other major cities.

⁷⁷ <https://www.theguardian.com/business/2021/aug/13/west-midlands-overtakes-london-uk-electric-car-charger-revolution-coventry>

⁷⁸ <https://www.theguardian.com/business/2021/aug/13/west-midlands-overtakes-london-uk-electric-car-charger-revolution-coventry>

⁷⁹ Ibid

⁸⁰ <https://www.london.gov.uk/press-releases/assembly/assembly-calls-for-the-expansion-of-car-clubs>

- The Mayor to support Zipcar's Vision of an all-electric car club fleet by 2025.
- The Mayor to more actively promote car clubs as an affordable way to comply with the ULEZ.
- The Mayor to recognise the positive environmental impact that car clubs have compared to private cars and therefore introduce policies which treat car clubs differently to the private car.
- The Mayor to ensure that parking policy is aligned so that EV car clubs can have the same concessions as private cars.

The motion by the London Assembly as well as Zipcar's call for a five-point plan shows that more needs to be done in London to facilitate car clubs. The fact that car club vehicles in London take around 23.5 private vehicles off the road shows that it is clearly an area that the Mayor should improve on. It also allows Londoners access to electric vehicle use as more car clubs become zero emission like Zip Car will be in 2025.

GLA Fleet

The Mayor of London has a programme of moving the GLA Group's fleets this includes GLA, TfL, Metropolitan Police and London Fire Brigade's vehicles to zero emission. The London Environment Strategy included a target for all vehicles to be zero emission by 2050. This includes all new vehicles within the GLA fleet including response vehicles being zero emission capable which is essential hybrid by 2025 and zero emission GLA Group fleets by 2050⁸¹.

Currently, around 12% of the entire GLA Group fleet is zero emission capable. The Mayor could not say what percentage of the GLA fleet will be zero emission by 2024. He has said that he wants London to be a net zero city by 2030 but his target for the GLA fleet to be entirely zero emission is 2050. There seems to be a disparity between the targets, and he could not say for certain what percentage of the GLA fleet would be zero emission in three years' time. This is just another example of where the Mayor of London is not walking the walk on the environment as his own fleet of vehicles will not be completely zero emission until 2050 when he is extremely unlikely to be in office and will not be held to account for it.

⁸¹ Letter to Tony Devenish AM from the Mayor of London – 10th November 2021

Conclusion

At COP26 world leaders met to discuss our shared commitments to look after our planet, reduce emissions, combat climate change and reduce the earth's temperature. It is clear that London's environmental ambition needs to improve. However, London is in a different situation from when some air quality measures were decided. In 2016 when Khan was first elected and made air quality a key part of his agenda the Government had not enshrined into law that the UK would be carbon neutral by 2050, a pandemic had not struck, and Britain had not left the European Union. The ambition of the Mayor of London should further reflect the need to move to a net zero economy and deliver a green recovery out of the Coronavirus pandemic.

This report has highlighted the fantastic work other regional mayors are doing in terms of training people in green skills, investment in zero emission vehicles manufacturing and the development of alternative renewable energy sources. It shows far from just talking the talk on environmental policy, it is other regional mayors who are walking the walk such as Ben Houchen with the hydrogen hub in Tees Valley and Andy Street supporting Coventry to be the first city in the country to have a zero emission bus fleet.

Sadiq Khan and Andy Burnham are both Labour mayors and have promoted clean air zones or extending existing ones, however, Andy Burnham has listened to the business community in Greater Manchester and took into consideration the impact of the pandemic. He therefore made the decision to give Greater Manchester-registered taxi/private hire owners and LGV owners more time, money and options to upgrade. This includes temporary exemptions for an additional year (until May 31, 2023) for all hackney and private hire vehicles (PHV) licensed by a Greater Manchester District. He has taken a different approach to Sadiq Khan. Khan has not even used the £50 million in his own Business Rate reserve to increase his scrappage schemes.

The Mayors who have a constructive working relationship with national Government are obtaining further investment for the country's green recovery. If the Mayor of London had a trusting relationship with Government, it might be more beneficial to London's work on combating climate change. Andy Burnham has his differences with the Government but he has always said that he wanted a professional straight-forward relationship with them since he was elected as mayor.⁸² His offer to level up in Manchester is also sign of wanting to work with not against Government for his region.

The Mayor of London on 23rd September asked fellow leaders to follow him walking the walk. However, other mayors are overtaking him. Whether it be in delivering the first city zero emission bus fleet, delaying clean air zone charging [or not

⁸²<https://www.lgcplus.com/politics/devolution-and-economic-growth/burnham-pledges-straightforward-relationship-with-Government-10-05-2017/>

implementing them at all], supporting the development of thousands of jobs through the building of gigafactories and providing training opportunities for people to work in the electric vehicle industry. Sadiq Khan has some lessons to learn from his regional mayor counterparts.

Recommendations

- Recommendation 1: The Mayor should review what the entire GLA group can do to lead on Green best practice, making sure he is leading by example from top to bottom, across the London Fire Brigade, Transport for London and the Metropolitan Police Service. His failure to expedite improvements to his own car fleet is just one example of the gaps present.
- Recommendation 2: The Mayor of London should listen to the GLA Conservatives and invest the £50 million identified from his Business Rate Reserve to boost his vehicle scrappage schemes.
- Recommendation 3: The Mayor of London should invest the income gained from the ULEZ expansion into delivering a zero-emission bus fleet quicker making it a priority like that of the West Midlands.
- Recommendation 4: The Mayor should use income from the ULEZ to invest in more electric vehicle charging points and overtake the West Midlands as the fastest region in the country for increasing electric vehicle charging capacity.
- Recommendation 5: The Mayor of London should review his approach to working with Government to get the best deal for Londoners. He should take into account how other metro Mayors both Labour and Conservative work constructively with the Government and put an action plan in place to improve his relationship with the Government to deliver for London.
- Recommendation 6: The Mayor of London should use the regeneration schemes he is part-funding and follow Andy Street by providing training academies to train Londoners in maintaining and repairing electric vehicles. This would include London's electric buses and make the capital more attractive for private sector vehicle industry investment which will create new jobs for the future.

