

Post Opening Tracking Sheet

PO Pile



PO273

****THIS IS A CONTACT CASE****

1. Date Post Opened and Scanned -

RECEIVED

01 OCT 2012

RECEIVED

28 SEP 2012

2. CONTACT Case Ref No. -

3. Allocated to -

4. Private Office issued to (please circle)

Paterson Heath Benyon de Mauley

To be completed by Private Office

5. Date and time arrived in PO -

6. Handling Instructions

Level of urgency (Please circle) -

HIGH

MEDIUM

LOW

Handle as (Please circle) -

MC

PO

DWO

INVITE

OGD

No Reply

(MC = MP Letter Min Reply, PO = Stakeholder letter Min Reply, DWO = Official reply, OGD = Other Government Department Reply)

Minister signing (if applicable) Please circle -

PATERSON

HEATH

BENYON

DE MAULEY

Lead Policy Division -

Lead Policy Official -

Any other comments -

Boris Johnson congrats -
ask for contributions from Team DEB

7. Date and time returned to CCU to action -

8. Date and time arrived in the CCU -

PLEASE TURN OVER FOR QA AND OTHER DETAILS

QA Comments

Date submitted to Private Office:

Rejected in Private Office: Y ☐ N ☐

Date submitted to Minister:

If applicable: (a) date returned by Minister to Private Office for further action

(b) date returned to CCU for further action

(e) date re-submitted to Private Office by CCU

(f) date re-submitted to Minister

Date returned to CCU

Comments (if any)

GREATER LONDON AUTHORITY

Mayor's Office

Rt Hon Owen Paterson MP

Secretary of State
Department for Environment, Food and Rural Affairs
Nobel House
17 Smith Square
London SW1P 3JR

DEFRA
RECEIVED

01 OCT 2012

CCU
POST ROOM

City Hall
The Queen's Walk
More London
London SE1 2AA
Switchboard: 020 7983 4000
Minicom: 020 7983 4458
Web: www.london.gov.uk

Date: **25 SEP 2012**

Dear Owen

The Mayor of London's approach to the environment

Many congratulations on your appointment as Secretary of State for Environment, Food and Rural Affairs and I wish you every success in the role. We worked well together in your previous role delivering an iconic New Bus for London made in the United Kingdom. I trust that we will continue to work together and in addition to welcoming you into your new post I want to take this opportunity to update you on what we are doing in London about the issues that fall within your Ministerial remit.

Following my re-election in May, I have a new mandate to drive jobs, skills, investment and to modernise our transport network. I want London to be the best big city in the world. Part of this is about creating a city that meets high environmental standards, which improves the quality of life, is a civilised place to live, work and visit and therefore attracts inward investment into the capital and beyond. With the environmental industries sector currently growing at around four per cent a year it has proven potential to create the jobs and growth we all want to see in addition to building a more sustainable city.

I have highlighted below some of the key challenges London faces interventions I am taking.

Air Quality

In my Air Quality Strategy I set out the pressing importance of improving London's air quality, both to ensure we achieve the legal limits set by the European Union and to ensure a high quality of life for London's residents and workers. Improving our air quality improves our international offer as the UK's megacity thereby attracting inward investment. We have already made significant progress – new Low Emission Zone (LEZ) standards affecting 150,000 vehicles were introduced in January 2012, more than 66,000 homes have been retrofitted with energy efficiency measures reducing their emissions, and my first Clean Air Fund was created, with £5 million of funding from the Department for Transport, to target innovative pollution reduction measures at key central London locations – to name but three.



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Despite these efforts, London, along with most major UK and European cities – does not currently meet EU limit values for nitrogen dioxide (NO₂). While my motivation is to improve air quality to protect human health, clearly we must also be mindful of the potential reputational, legal and financial impacts of being infracted. These are shared risks which will equally impact the Government and Greater London Authority so it is important that we work together along with London's boroughs to deliver further measures to reassure the Commission about our commitment to achieving EU limit values for NO₂ as quickly as is reasonably possible.

To this end, I would strongly encourage the Government to provide additional support to help reduce NOx emissions given the specific issues we face in the capital. Matters I would be very keen to discuss with you include:

- Accelerating the replacement of Transport for London's 900 remaining Euro III buses with Euro VI buses by 2015.
- Improved resources to reduce the NO₂ compliance gap by 2020, including a NOx certification and testing scheme, extended scrappage schemes for boilers and greater support for targeted engagement with businesses.
- Support for my Clean Air Fund 2, including working with the GLA to establish a network of air quality champions to raise awareness and taking action to reduce exposure around schools.
- Prioritising the next round of air quality grants to those London boroughs who have invested their own resources in improving local air quality. Recognising that London has 40% of the UK's roads exceeding NO₂ limit values, a proportion of the grant funding should be ring-fenced for London (as already happens for Scotland, Northern Ireland and Wales) and should be fully integrated into the existing Local Implementation Plan process to deliver additional resources, value for money and maximum impact.
- Using national policy levers to reverse the dieselisation trend, including by making further changes to the vehicle excise duty regime.

Sewage discharges into the Thames

I am fully aware of the need to address the number of CSO discharges into the Thames. There are significant concerns across London about the financial and construction impacts of the Thames Tunnel project, which seeks to address this problem. It is important that we are absolutely certain that this tunnel is necessary to address the issue in addition to the green infrastructure that must be integrated into London's development. If this tunnel is the only realistic solution then it is important we work together to ensure Londoners' concerns are addressed and that we tackle sewage discharge problems in a way that is cost-effective and minimises disruption to Londoners.

Aviation

For the benefit of the UK's economy we must maintain London's international competitiveness. A new hub airport serving London that is fit for purpose is vital to the UK's future economic prosperity. Only an airport serving London can consolidate enough passenger demand to act as the UK's gateway to global commerce. Heathrow is not and will never be the answer and simply cannot be allowed to expand any further.

Any decision by the Government on airport capacity must reflect the existing high levels of air pollution (specifically concentrations of nitrogen dioxide) and noise at and around Heathrow, which have a significant impact on quality of life given the densely populated nature of the Heathrow area.

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Despite improvements in aviation technology and working practices, any additional capacity at Heathrow is likely to have a further negative impact on air pollution and noise and this would be hugely damaging for South West London and the surrounding area. It is also important to consider the potential effects of expansion on compliance with EU limit values for air pollution and the serious financial and reputational ramifications of failing to meet them on an ongoing basis.

However, there will be a role for other London airports – and, indeed, those in the regions – but it is the critical mass of traffic, in a single location, that enables the hub to develop the uniquely wide range of routes and frequencies that makes it so valuable to our economy. There are a number of potential locations for a future hub airport, of which the Thames Estuary is one of the most credible, but undoubtedly there are others worthy of consideration.

I will be publishing my third report on aviation later in the year, considering the merits of various locations and establishing the commercial case and delivery options for such an airport. Determining potential options for delivering that hub capacity must be the Government's priority. I am frustrated by the delay as, all the while, our rivals in Paris, Amsterdam, Frankfurt and elsewhere are snaffling our business, continually improving their connectivity to key emerging economies.

Waste

London faces a number of challenges in managing its waste, which will become particularly acute as London continues to grow. I have however identified a number of opportunities through my Municipal Waste Strategy, which could deliver up to £90 million of savings, as well as reducing emissions by 2.7 million tonnes year on year. I have also published London's first Business Waste Strategy that sets out the actions I am taking to realise the economic opportunity London's business waste presents including an EU funded business food waste reduction project.

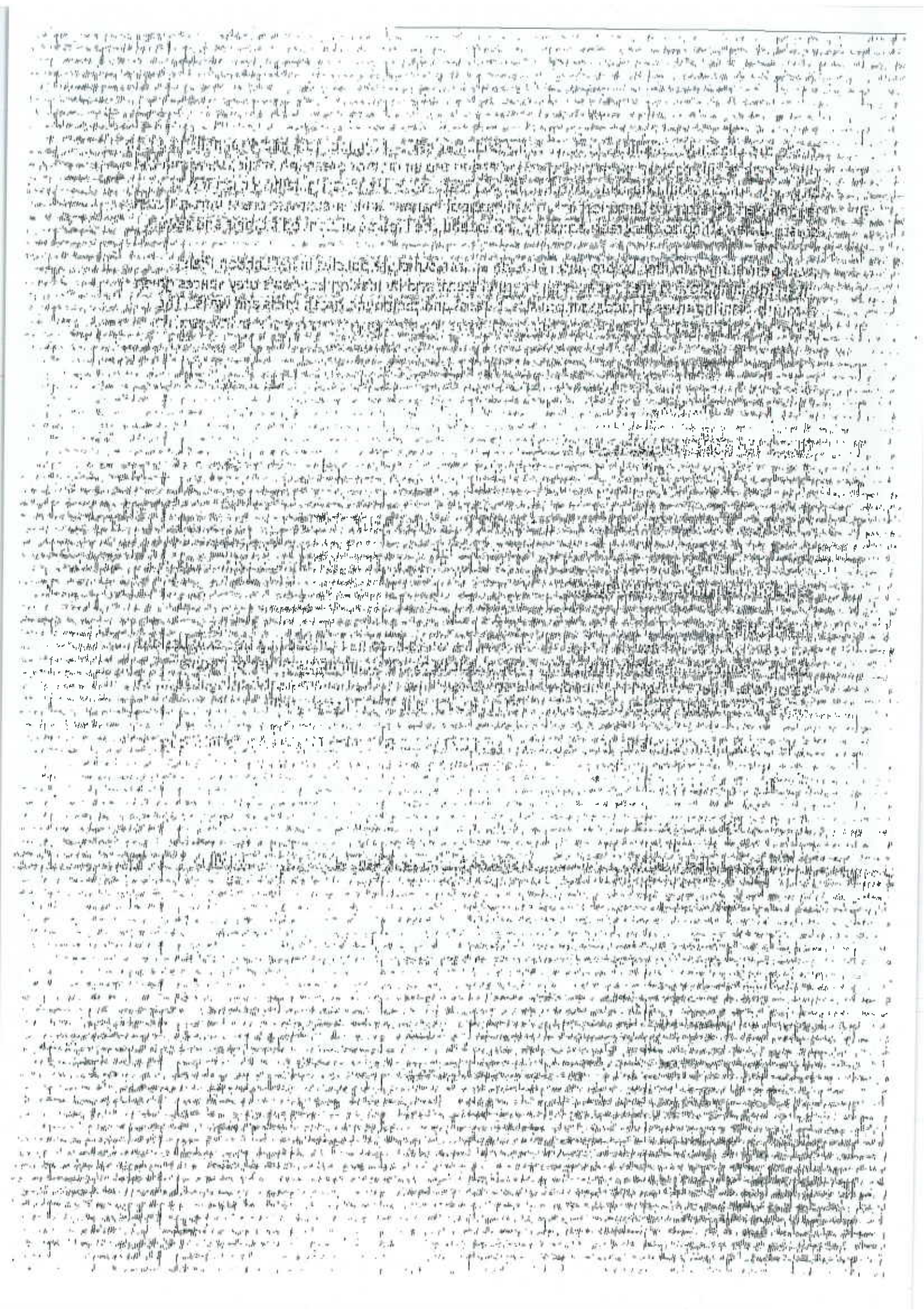
The London Waste and Recycling Board (LWARB) is undertaking important and unique work, supporting the development of essential infrastructure that London greatly requires and delivering significant efficiency savings for local authorities. I believe it is therefore crucial that the LWARB continues to invest in London's future, and with the recent appointment of a new Chair - Richard Tracey AM - I strongly expect to see an increased focus on jobs and skills.

LWARB's current project pipeline of funded and committed projects will, in addition to jobs created during the construction phase of waste facilities, generate in excess of 300 permanent jobs, over 3000 trainee opportunities and leverage at least £174 million worth of external investment in London. Once operational these projects will generate further investment in the local economy through their need for goods and services, and we cannot underestimate the importance of this for our economy.

LWARB's aim is, through its investment in waste infrastructure, to become self sufficient and no longer require tax payer funded support. To do this requires a further £20 million capital injection to the end of the current spending review period and LWARB officers are in discussions with your officials to this end.

Improving the quality of life for Londoners and adapting to climate change

I want to promote green infrastructure in the capital to create an environment which attracts inward investment, creates jobs and growth, as well as delivering a wide range of benefits that will help make London more resilient, healthier, socially cohesive and ecologically robust.



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There are currently 1.3 million properties in London at risk of flooding from heavy rainfall. I believe that much of this risk can be managed by increasing the amount of green infrastructure within the city. My officers would be keen to work with your department to investigate how charging landowners for stormwater runoff in a fiscally neutral manner could incentivise green infrastructure, create a new string to the green economy and extend the lifetime of London's drains and sewers.

I will deliver my priorities by promoting the green infrastructure policies in my London Plan; investing in improving green spaces and natural areas, and by making London's grey spaces green through planting trees (including more street trees) and promoting green roofs and walls. The economic argument for green infrastructure and the ways in which we can increase investment (both public and private) in its delivery is something that my officials would be keen to discuss with yours. Urban greening is reliant on support from your department and its respective agencies and is closely linked to Defra's 'ecosystem services' agenda and associated delivery programmes such as Defra's *Big Tree Plant*.

Water and resilience to extreme weather

The recent drought underlined concerns raised in my Water Strategy. I believe that to improve London's water security, safeguard our environment and save Londoners money, we need to help people use the water we have more wisely. This means metering all properties as soon as possible, encouraging water efficiency through making water efficiency measures easily available - ideally through the Green Deal - and bringing in tariffs which incentivise and reward water efficiency whilst protecting vulnerable households. There also needs to be a greater focus upon reducing leakage and rainwater harvesting.

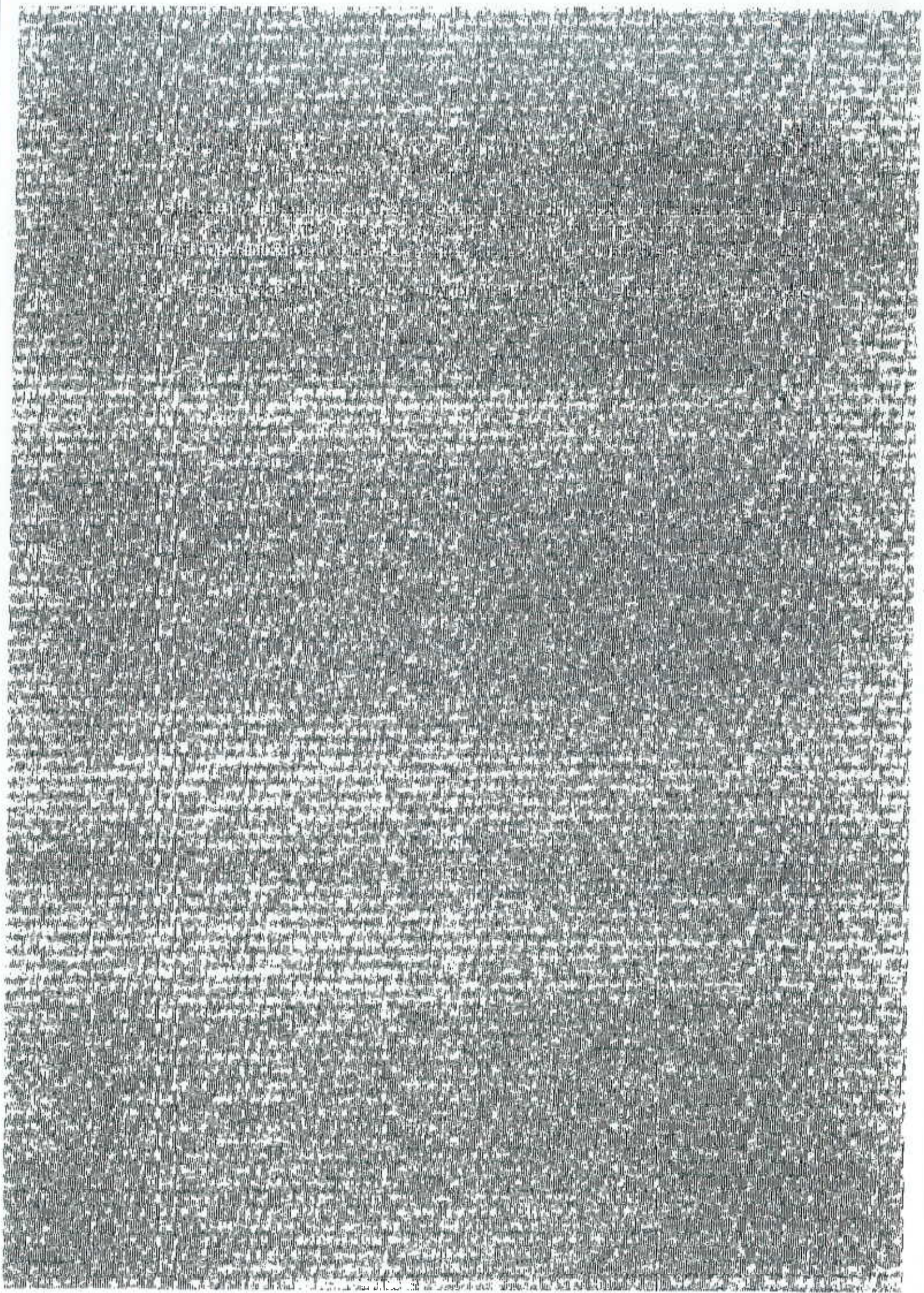
Plastic Bags

As you may already know it is my ambition for London to become a plastic bag free city; besides being a source of unsightly litter, single-use plastic bags are an unnecessary use of natural resources. I have written to your predecessor to ask whether the Government is using its powers effectively to best reduce the number of single-use plastic bags in circulation.

The Government is able to use powers provided by the 2008 Climate Change Act to introduce a compulsory charge on single-use bags, and I am interested to know if you intend to further investigate this opportunity.

In 2008 the UK Government, British Retail Consortium and leading supermarkets agreed to a target of a 50 per cent cut in the number of single-use carrier bags. By 2009 they reached a 48 per cent reduction against a 2006 baseline. According to figures released by WRAP in July last year, since this scheme has ended, the UK has now gone backwards with a 5 per cent increase in the number of single-use bags handed out compared to 2009/10.

The Government is in a unique position to minimise the use of single-use bags and I urge Ministers to consider how they could use their powers to best reduce the number of these bags in circulation.



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Food

I believe strongly that the UK farming and food industry needs to be more competitive and profitable, in line with the conclusions of Defra's Green Food Project, published in July.

Rosie Boycott advises me on food matters. She had met the former Minister of State to discuss ways to strengthen supply chains for British producers and would be keen to meet the new Minister of State or the Parliamentary Under-Secretary for the Natural Environment and Fisheries.

I look forward to tackling the challenges ahead with you on the road to making London the best big city in the world.

Yours ever,



Boris Johnson
Mayor of London

