



HOUSE OF COMMONS

LONDON SW1A 0AA

Sadiq Khan
Mayor of London
City Hall
Kamal Chunchie Way
London E16 1ZE

23rd August 2023

Sadiq

Re: ULEZ extension, the Hook and Chessington “peninsula” and the case for moving the ULEZ boundary

I am writing to you regarding your extension of the Ultra Low Emissions Zone – and how the **geography** of Hook and Chessington in my constituency make this scheme very damaging to the people and businesses there.

This issue has been raised before, but my own focus with colleagues has been on delaying and improving the scheme for all Greater London. Now it is clear you intend to proceed with the extension, I would urge you, even at this final stage, to review how the scheme is unfair to residents in Hook and Chessington.

This is a **unique** situation in Greater London and deserves special attention: a small change in the extended ULEZ boundary, moving it to the Hook roundabout (see below) from the Malden Rushett crossroads would reduce some of the unfairness for this community. Moreover, as the “**peninsula**” shape of Hook and Chessington is unique, *such a decision would not impact the rest of your plan.*

Background

As you know, I disagree with your decision to extend the ULEZ this August. I am concerned that the plan, which is not phased, will leave many families, pensioners, carers and small traders in a position where they cannot find or afford an alternative compliant second-hand car, and will face a very hard financial penalty as a result, even with your welcome albeit late decision to widen the scrappage scheme.

I believe the ULEZ extension should be delayed across London during the current cost of living crisis, and that delay should be used to review the scheme, to create a policy which both tackles air pollution and is much fairer – with better support from central Government for a scrappage scheme for people regularly commuting into London.



However, I recognise, that you have decided to proceed with the extension of ULEZ and that we are now just days away from that being implemented, and you are unlikely to change your position on the fundamental shape of your plan.

So my final stage but *localised* proposal is to mitigate the impact on part of my constituency, where people are hit particularly hard by the extension of ULEZ, due to the unusual geography of Hook and Chessington.

I want you to alter the ULEZ boundary within the Kingston Borough, to move it from the crossroads of Leatherhead Road with Fair oak Lane and Rushett Lane (the Malden Rushett crossroads) to the A3 Hook Roundabout – so Hook Rise South is the effective new boundary. This would leave Hook and Chessington outside the extended ULEZ.

The strong case for my proposal can be seen just by looking at the map of Greater London, where Hook and Chessington stick out into Surrey. So:

- **Hook and Chessington overwhelmingly border Surrey - not London.** They effectively form a peninsula – surrounded to a very large degree on the east, west and south by Surrey and Surrey County Council. Therefore the impact of the extension will be disproportionate to people in Hook and Chessington, which will be surrounded by towns and villages outside the ULEZ.
- **Businesses in Hook and Chessington will be especially hard hit.** I've met with many local businesses – from Chessington Garden Centre to Champion Timber to local farms, and many see this as very damaging, coming at the worst possible time. Champion Timber surveyed its small trader customers and many will be seriously affected. Moreover, Hook and Chessington firms have staff and customers visiting them from the many sides of Surrey that border them and fear the impact will be greater here than anywhere else in London.

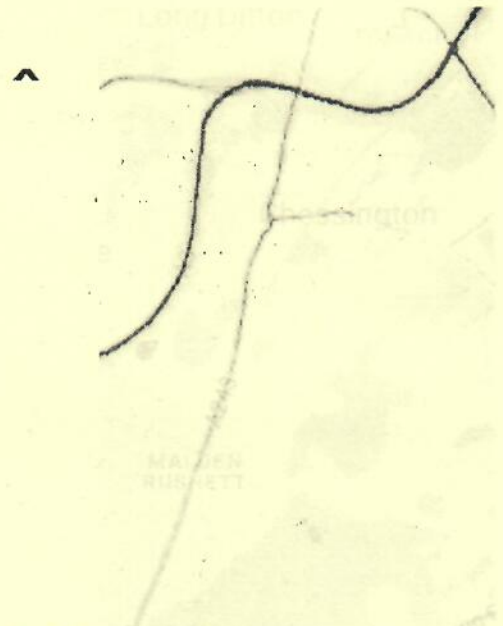
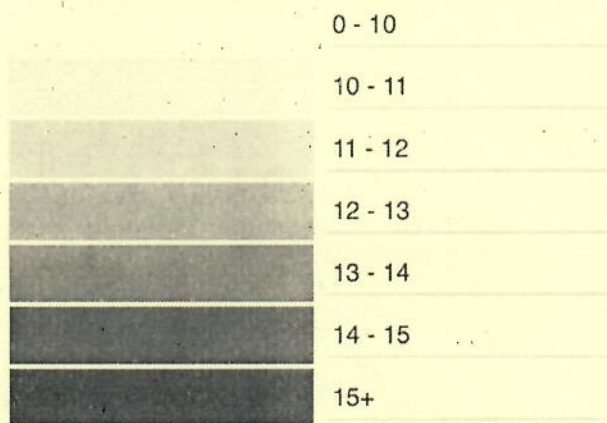




- **GPs, carers and people needing care have also expressed their deep concerns.** They feel that the “peninsula” shape of Hook and Chessington means that the impact here on health and care services will be disproportionate.
- **Relatively poor public transport in the Hook and Chessington “peninsula” also strengthen the case for my proposed boundary shift.** For many people in this part of the constituency, the nearest bus stop is too far away and the services too infrequent. Chessington North Station has no disabled access and is set to see its staffing cut under current plans by SWR.

From the air pollution aspect, my proposal also make sense. Using the modelling of Cambridge Environmental Research Consultants (CERC) for Breathe London, one can see that for PM2.5, the 2019 Annual Mean Concentration was less than 10µg/m³ across nearly the entire area. The only exception was the northerly part A243/Hook Road, where a significant volume of the traffic leads into Kingston and London beyond, i.e., much of the traffic on this road would be subject to ULEZ under your plans, even if ULEZ did not apply south of the A3 .

Annual Mean Concentration, 2019 (µg/m³)



Although for NO_x, there is a larger area with a µg/m³ of 30-40, these are overwhelmingly the roads immediately next to the A3 (i.e. the NO_x is the result of traffic that would be subjected to the ULEZ charge even if the area south of the A3 is taken out). There are just three further small sections of road with higher levels of NO_x – at Garrison Lane, Mount Road and Bridge Road. I’d suggest targeted improvements to public transport especially bus routes, which are comparatively poor in these areas, would be more appropriate than a blanket tax over a much wider area.



I would therefore urge you, if you insist on pressing ahead with the extension of ULEZ, to move the ULEZ boundary to the A3 at the Hook roundabout, rather than needlessly including the "peninsula" of Hook and Chessington.

I would be happy to come and meet you and your officials to discuss this idea in detail. When you compare my proposal with the rest of London it shows how unique Hook and Chessington are and how my proposal is far more than in line with other Greater London areas that have already been put outside the boundary.

To be clear, I am happy in detail to discuss how the new ULEZ boundary might be finalised and the impact on nearby local roads. In my view, this proposal not only makes sense but is easy to implement, for anyone familiar with our local road network.

Thank you for your attention to my final stage proposal. I hope you recognise that it is being made late because it is far from my first preference - but it would nevertheless help some of my constituents, without stopping your overall approach.

I look forward to receiving your reply or meeting you.

Yours sincerely,

A handwritten signature in blue ink, appearing to be 'Ed Davey', with a horizontal line underneath.

Ed Davey MP
(Kingston and Surbiton)