REDUCING TRANSPORT EMISSIONS IN LONDON

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MAYOR OF LONDON
• 7.9 million Londoners live in areas exceeding World Health Organization air quality guidelines by at least 50 per cent.
• In central London the average annual levels of PM2.5 are almost double the WHO guideline limits.
NO$_2$ CHALLENGE (2013)

European legal limit
OUR OBJECTIVES

• Reducing exposure of Londoners to harmful pollution across London – especially at priority locations like schools – and tackling health inequality;

• Achieving legal compliance with UK and EU limits as soon as possible, including by mobilising action from the London boroughs, government and other partners;

• Establishing and achieving new, tighter air quality targets for a cleaner London, meeting World Health Organisation (WHO) health-based guidelines by 2030 by transitioning to a zero emission London.
THE ANSWER IS CLEANER VEHICLES BUT ALSO LESS KILOMETRES DRIVEN...

A GAME OF TWO HALVES!
NO\textsubscript{x} EMISSIONS

**NO\textsubscript{x} - 2013 - GLA (LAEI2013 Update)**

- Road Transport: 51%
- Industry: 7%
- D Gas: 12%
- NRMM: 7%
- Other: 1%
- Rail: 3%
- River: 1%
- D/C Other Fuels: 3%
- C Gas: 7%

- Vans / Minibuses: 13%
- TfL Buses: 20%
- R HGVs: 15%
- A HGVs: 5%
- P Cars: 12%
- Taxis: 4%

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The pie charts illustrate the distribution of NO\textsubscript{x} emissions in the Greater London Area (GLA) in 2013, with a focus on road transport, which constitutes 51% of the emissions.

- £10 charge during Congestion Charge hours for older polluting vehicles
- On top of existing £11.50 Congestion Charge
- For pre-Euro 4/VI – toughest standard of any world city.
The first LEBZ along Putney High Street has reduced the number of hours breaching legal limits by more than 90 per cent (vs 2016).
ULTRA LOW EMISSION ZONE

Central London ULEZ in 2019 (all vehicles)
- £12.50 per day
- £100 per day

London-wide ULEZ in 2020 (heavy vehicles)
- Up to £100 per day

Inner London ULEZ in 2021 (all vehicles)
- Up to £100 per day
- Up to £12.50 per day

ULEZ standards
- Petrol: Euro 4
- Diesel: Euro 6
- Motorcycle and L-Cat: Euro 3

Exempt but new licensing requirements

3 months to go!
• TfL are working with industry to develop retrofit solutions for commercial operators:
  – taxis, 3.5t vans; buses; coaches; refuse and other specialist vehicles.
• We continue to call on government to fund a targeted scrappage scheme to mitigate business costs.
• London is not allowed to access the £220m Clean Air Fund despite Londoners paying for it and half of the UK’s polluted roads being in the city.
WE CAN GET MORE EFFICIENT...

Source: Explaining road transport emissions, EEA
New double decks will be hybrid, hydrogen or electric from 2018; new single decks will be zero exhaust emission from 2020

Target: Zero emission bus fleet by 2037 at the latest
ZERO EMISSION VEHICLES

• New requirements for GLA fleets such as the Fire Brigade and Police force

• ‘ULEV only’ streets being brought in this year

• Zero Emission Zones to be introduced in town centres from 2020 and in central London from 2025
A variety of different infrastructure solutions are needed to support the uptake of electric vehicles:

- **Residential / overnight**
- **Destination**
- **Rapid / High Power**
EV INFRASTRUCTURE TASKFORCE

• The Mayor has launched a new cross industry ‘Taskforce’ including government, car industry, energy industry, business community etc.
  – Develop a shared delivery plan
  – Identify financing solutions and business models
  – Agree a set of commitments to be delivered by key players in the industry
  – Clarify the role of government, including legislation.