

REDUCING TRANSPORT EMISSIONS IN LONDON



Oliver Lord
Deputy Air Quality Manager

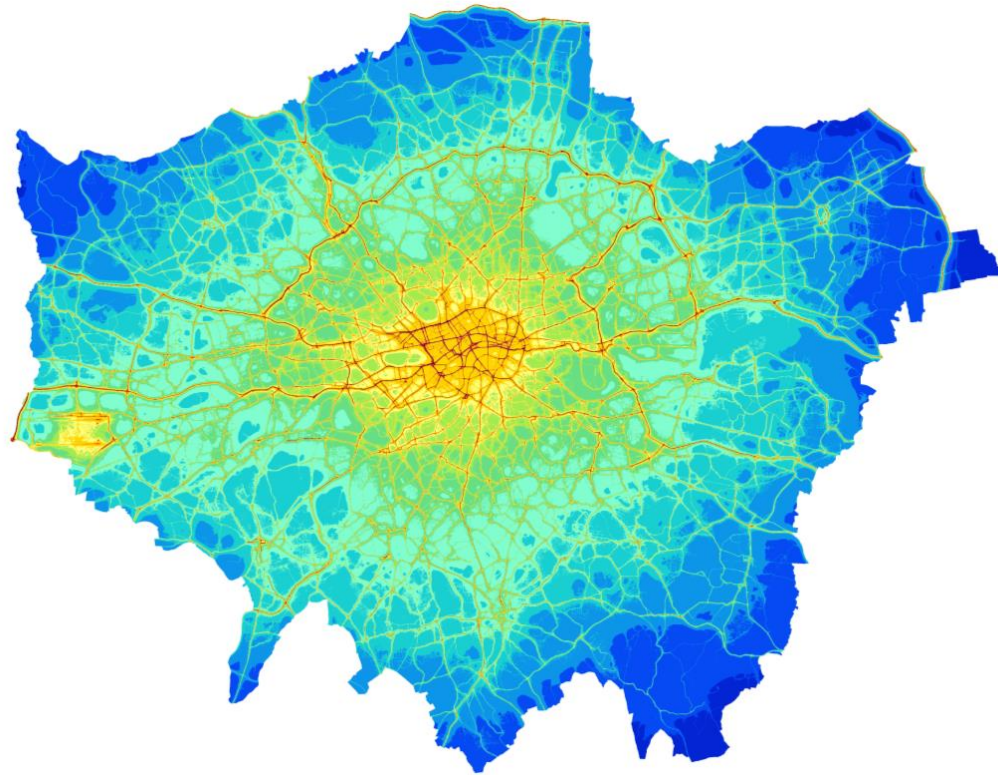
MAYOR OF LONDON

PARTICULATE MATTER

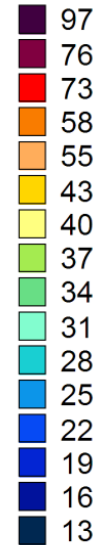
- 7.9 million Londoners live in areas exceeding World Health Organization air quality guidelines by at least 50 per cent.
- In central London the average annual levels of PM_{2.5} are almost double the WHO guideline limits.



NO₂ CHALLENGE (2013)



NO₂ Annual
Mean (ug/m³)



← 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.

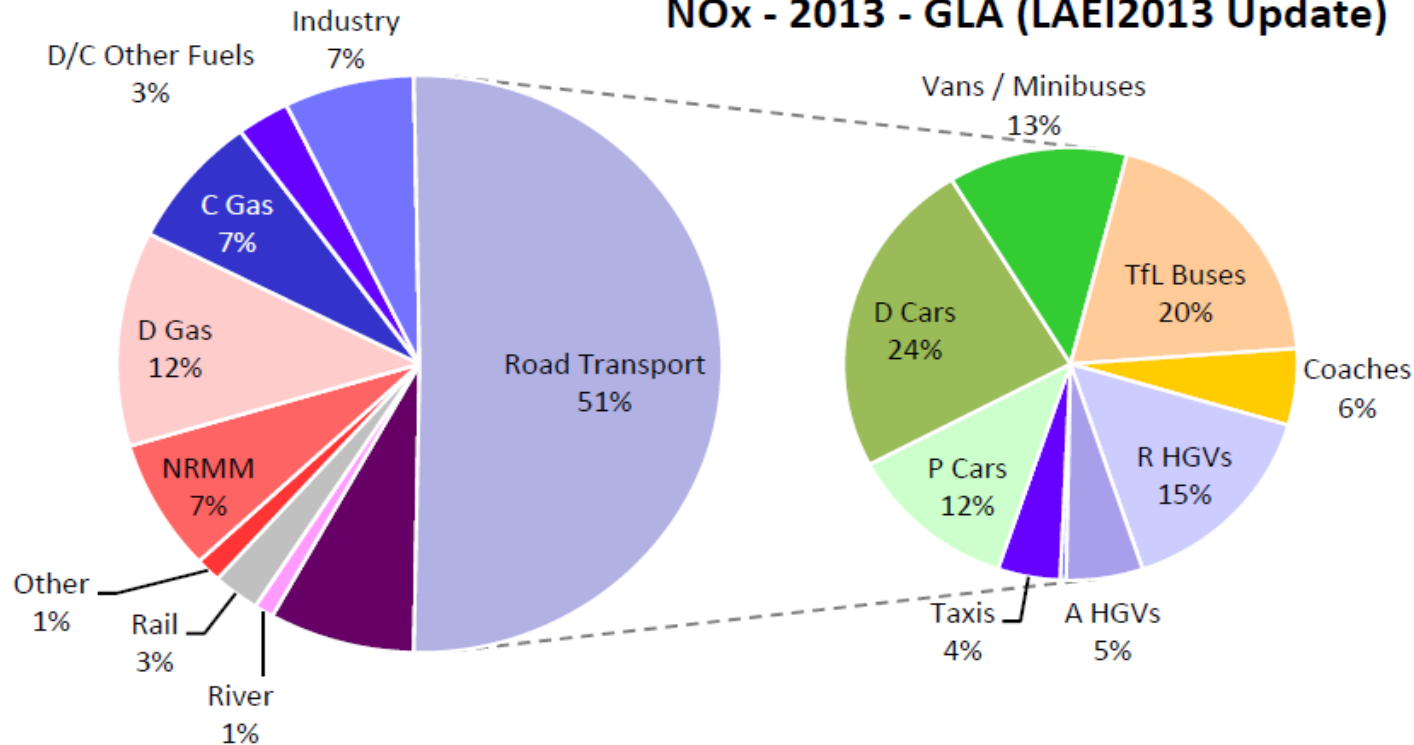
**THE ANSWER IS CLEANER
VEHICLES BUT ALSO LESS
KILOMETRES
DRIVEN...**

**A GAME OF
TWO HALVES!**



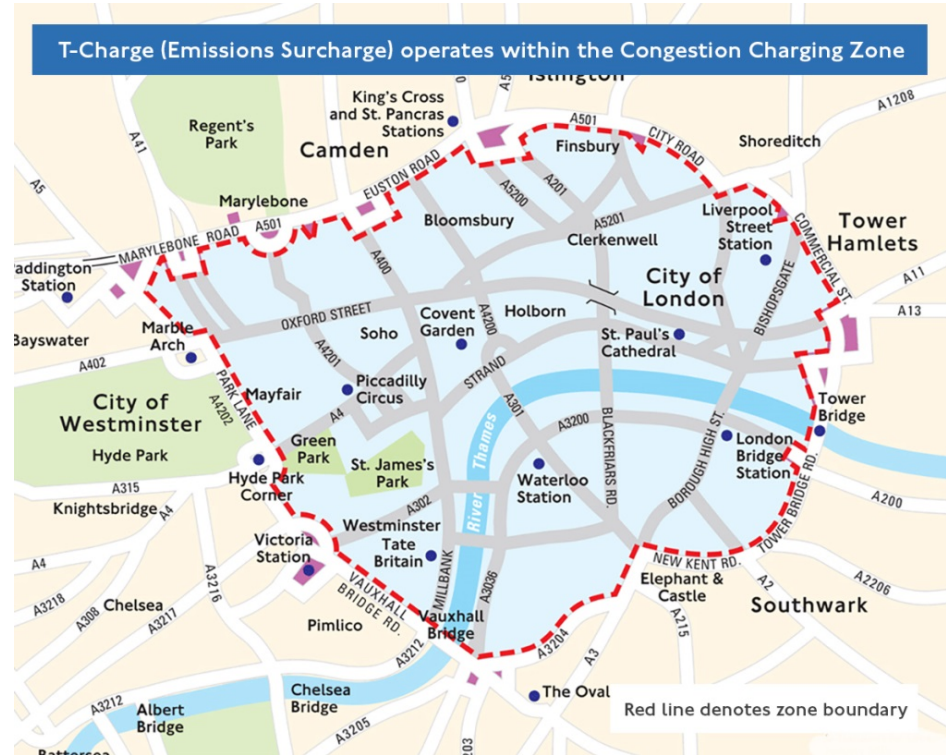
NO_x EMISSIONS

NO_x - 2013 - GLA (LAEI2013 Update)



T-CHARGE

- A new T-charge started on 23 October 2017.
 - £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.



LOW EMISSION BUS ZONES



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

3 months
to go!



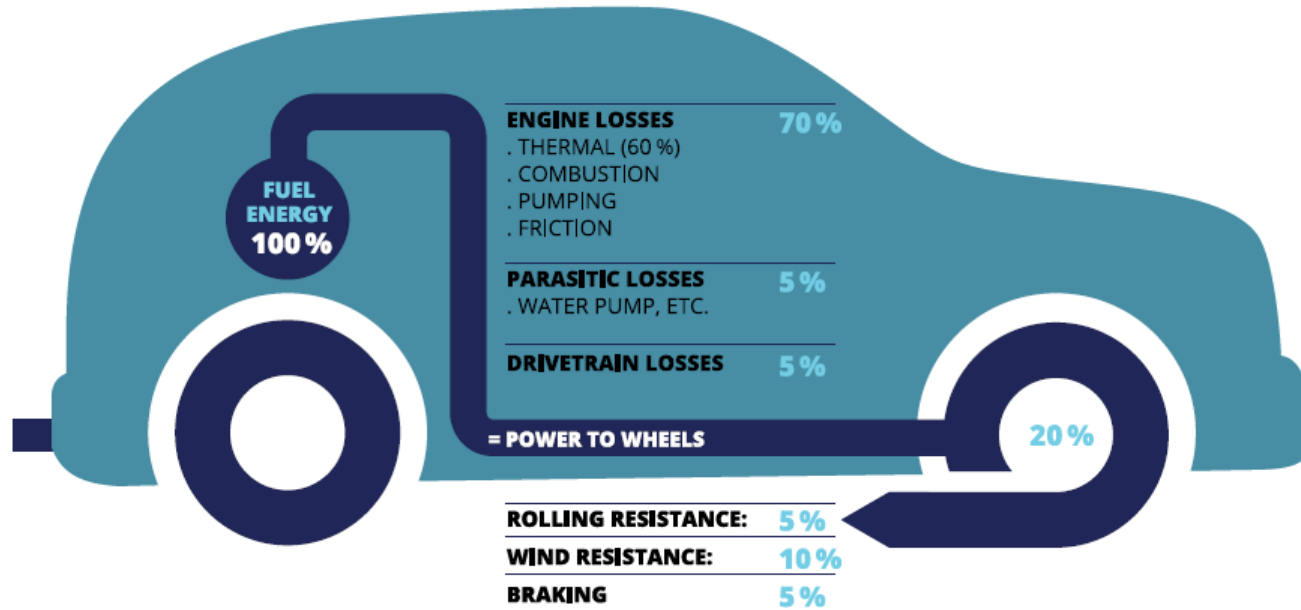
Exempt but new
licensing requirements

ULTRA LOW EMISSION ZONE

- 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





EV INFRASTRUCTURE

- 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.





@ldn_environment

www.london.gov.uk/environment-newsletter