

CityLab Presentation: Proposals to Improve Air Quality

3 May 2017

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Now (ish)

Context



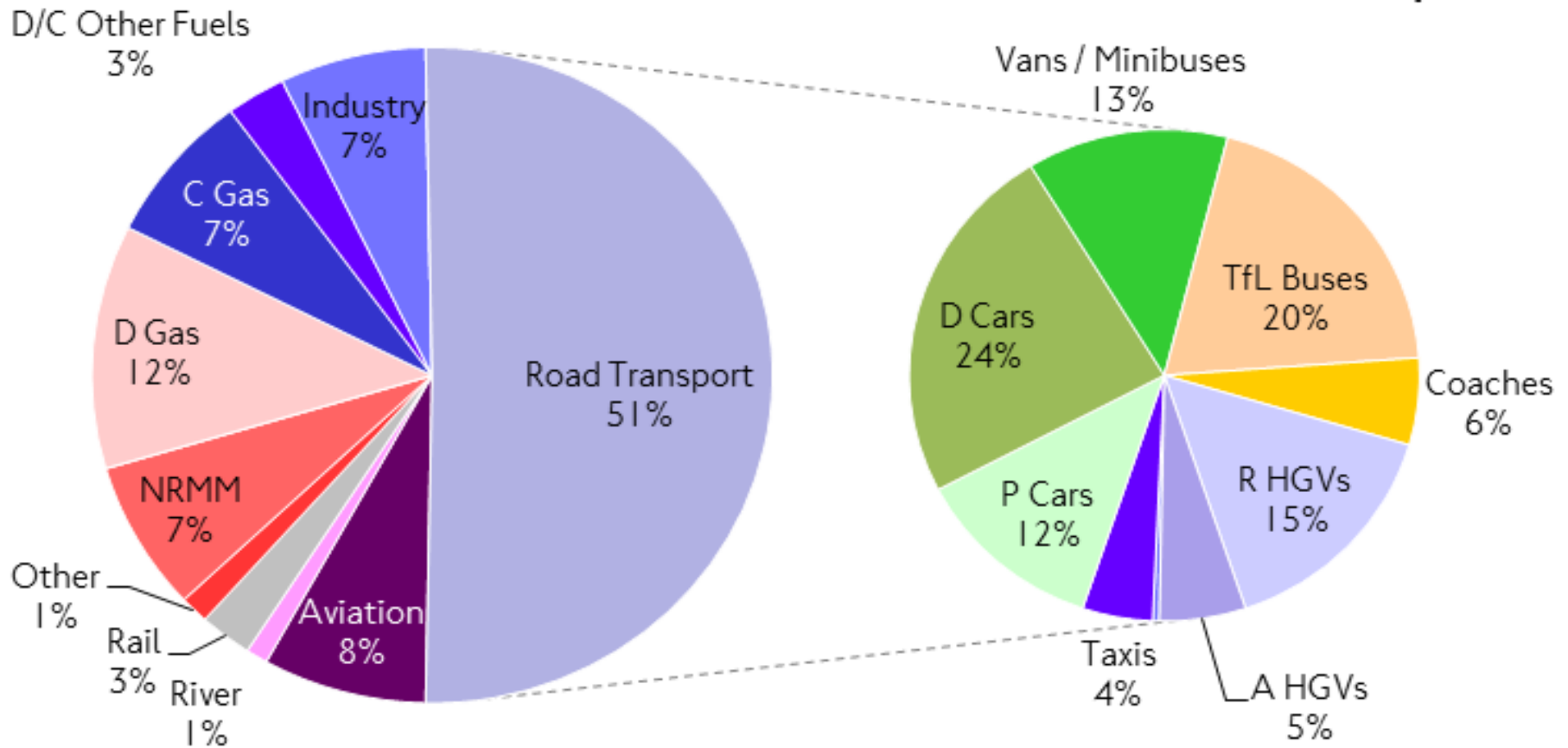
Impacts of air pollution

- Air pollution is one of the most significant challenges facing London, affecting the health of all Londoners.
- There are locations in every borough that exceed legal limits for NO₂.
- The health impacts associated with air pollution fall disproportionately on our most vulnerable communities, affecting the poorest and those from minority ethnic groups more acutely.



NO₂ Road Transport Problem

NO_x - 2013 - GLA (LAEI2013 Update)



Mayor's Clean Air Action Plan

- 1) Emission Surcharge ('T-charge') in central London from October 2017
- 2) Introducing ULEZ sooner and expanding it
- 3) Buses
- 4) National Diesel Scrappage Scheme



3 Stage Air Quality Consultation

<p>Stage 1 (5 – 29 July 2016): A consultation hosted on the Talk London website on initial ideas to tackle air quality. The results are now here: http://data.london.gov.uk/dataset/clean-air-consultation-july-2016</p>	COMPLETE
<p>Stage 2 (10 October – 18 December 2016): A process incorporating a statutory consultation to introduce the Emissions Surcharge, and a non-statutory consultation on ideas for how the ULEZ could be improved. The results are now here: https://consultations.tfl.gov.uk/environment/air-quality-consultation-phase-2016/</p>	COMPLETE
<p>Stage 3a (4 April –25 June 2017): A statutory consultation on the proposal to introduce the ULEZ in central London to 8 April 2019 and to strengthen the emissions standard to include Particulate Matter. The Mayor will then make a decision on whether or not to confirm this proposal, with or without modifications. tfl.gov.uk/airquality-consultation</p>	NOW
<p>Stage 3b: A statutory consultation on the proposal to expand the ULEZ boundary beyond central London.</p>	EXPECTED IN WINTER 2017



T-Charge (Emissions Surcharge)



What is the T-Charge?

- Same boundary and times as Congestion Charge
- Similar Exemptions to Congestion Charge (EXCEPT 9+ seaters)
- £10 surcharge (on top of the Congestion Charge)
- Charge will apply to all eligible pre-Euro 4 vehicles (broadly equivalent to vehicles from 2005 and older)
- Scheme will come in to force on 23 Oct 2017
- An important stepping stone towards the Ultra Low Emission Zone (ULEZ).



Polluting cars 'T-Charge' to be rolled out in autumn

17 February 2017 | England



SCIENCE PHOTO LIBRARY

The so-called T-charge will see the owners of older, more polluting cars face an extra £10 fee for entering the congestion charge zone

Older, dirtier cars will have to pay an additional charge to drive in central London from 23 October, the Mayor of London has announced.

The so-called T-Charge will see the owners of older, more polluting cars face an extra £10 fee for entering the congestion charge zone.

Changes to ULEZ



The Ultra Low Emission Zone - As it stands

Starts Sept 2020



Euro VI (c.2014)
...or £100 a day

Euro 4 petrol (c.2006)
Euro 6 diesel (c.2015)

...or £12.50 a day



Euro 3 (c.2007)
...or £12.50 a day



Exempt but
new licencing rules



Additional hybrid or
electric standard

Emerging proposals for ULEZ



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

Central London ULEZ in 2019



Bringing ULEZ forward to 2019



- **Proposal 1:** We are proposing an earlier introduction for the ULEZ of 8 April 2019, bringing forward the start date by 17 months (originally September 2020).

As a result:

- We are proposing to maintain the three year sunset period for registered residents, so that they would need to comply with ULEZ standards from 11 April 2022 or pay a daily charge
 - We are proposing to maintain the end of the sunset period for vehicles with a disabled tax class at September 2023, meaning these vehicles will have a sunset period of approximately 4.5 years after which they would need to comply with the ULEZ standards or pay a daily charge (from 11 September 2023)
 - No proposed changes to the existing ULEZ exemptions and discounts
- **Proposal 2:** We propose to strengthen the ULEZ emissions standards for diesel vehicles to include a Euro 6/VI minimum requirement for PM in addition to the already confirmed NOx Euro 6/VI requirement. As there are no PM limits within the Euro 4 standard for petrol vehicles, their ULEZ standards will remain as Euro 4 for NOx emissions only.

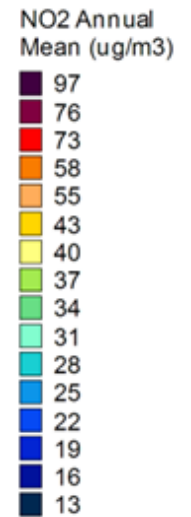
Impact of 2019 ULEZ



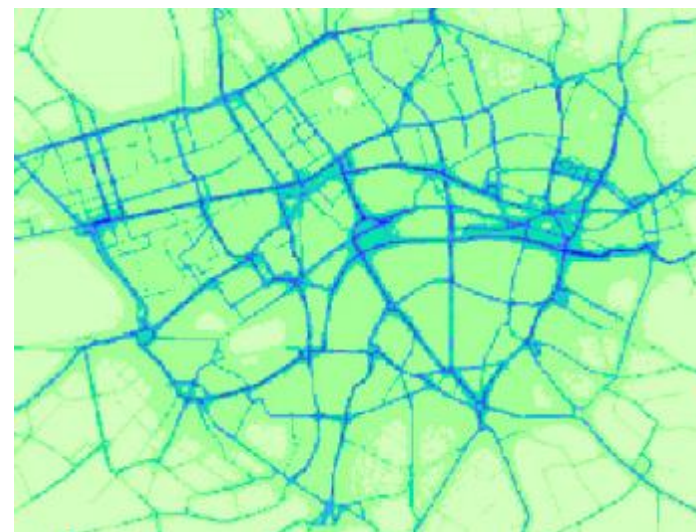
2019 Baseline (ULEZ in 2020)



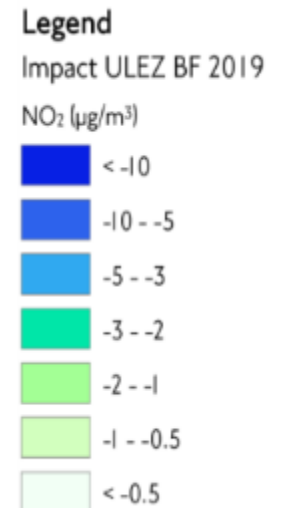
ULEZ in 2019



	Central
Total	20%
TfL Buses	52%
HGVs	49%
Coaches and non-TfL buses	36%
Vans and minibuses	8%
Cars & motorcycles	12%



Difference in concentrations



Expanding ULEZ



Which vehicles are affected?

LONDONWIDE		North and South Circular	
Vehicle type	Weight	Vehicle type	Weight
Lorries Motor caravans Motorised horseboxes Breakdown and recovery vehicles Snow ploughs Gritters Refuse collection vehicles Road sweepers Concrete mixers Fire engines Tippers Removal lorries Other specialist vehicles	More than 3.5 tonnes gross vehicle weight	Larger vans Motorised horseboxes 4x4 light utility vehicles Pick-ups Other specialist vehicles	Between 1.205 tonnes unladen and 3.5 tonnes gross vehicle weight
Buses Coaches (with 8+ passenger seats)	More than 5 tonnes gross vehicle weight	Motor caravans Ambulances	2.5 - 3.5 tonnes gross vehicle weight
		Minibuses (with 8+ passenger seats)	5 tonnes or less gross vehicle weight
		All other vehicle types	<1.205 tonnes



Londonwide Expansion for Heavy Vehicles



London wide ULEZ for heavy vehicles



- Euro VI standard for heavy vehicles out to the current Low Emission Zone (London-wide) boundary
- Estimated 30 per cent road transport NO_x reduction

	Non-compliant levels (average day)	
	HGV	Coach
2019	31%	49%
2020	24%	40%
2021	20%	29%
2022	16%	21%
2023	13%	13%

ULEZ expansion up to N/S circular for all vehicles



	2020	2021
Petrol car	10%	8%
Diesel car	37%	32%
Van	43%	35%
HGV	19%	15%
Coach	33%	24%

Projected non-compliance with ULEZ standards

	Central	Up to N/S Circular	
Area	21 sq. km	381 sq. km	(18 times larger)
Population	136k	3.8m	(28 times larger)
Vehicles	~150,000	~660,000	(4.5 times as many)



Extending ULEZ up to N/S Circular



- Affects the same vehicles as central London ULEZ
- Could consider a lower charge
- Approximately 40 per cent reduction in road transport NO_x inside the zone

Next steps

- Statutory consultation on the proposal to introduce the ULEZ in central London on 8 April 2019 (17 months sooner) and to strengthen the emissions standard to include Particulate Matter starts tomorrow (4 April 2017) and ends 25 June.
- Consultation material and short online questionnaire is available at tfl.gov.uk/airquality-consultation
- The Mayor will review the consultation results and decide whether or not to proceed in changing ULEZ. Decision expected August/September.
- A statutory consultation on the proposal to expand the ULEZ boundary beyond central London will be held in Winter 2017. Integrated Impact Assessment will be undertaken as part of this
- TfL welcomes the opportunity to meet with stakeholders who wish to have more in depth conversations.
- Consultation on draft Mayor's Transport Strategy and London Environment Strategy this Spring.

Questions

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