A New Approach for London

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Greater London Authority

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Air quality challenge

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Solutions

Air Quality Neutral
Retrofit programmes
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Mayor’s Air Quality Fund
Health and comms

Huge progress by 2020 but still won’t meet EU legal limits
Why Central London?

- Central London predicted to remain an air quality focus area beyond 2020
- Greatest amount of public exposure and highest emissions occurs in Central London
- Congestion Zone is established with embedded travel behaviour and enforcement

**ULEZ standards**

| Upgrade or switch to a compliant vehicle by 2020 | Euro VI (≤ 6 years old in 2020) | Euro 6 (≤ 6 years old in 2020) or Euro 4 (≤ 14 years old in 2020) |
| Stay and pay a ULEZ charge | £100 daily charge | £12.50 daily charge |

Adopt journey: A proportion of drivers will instead change route or destination, change mode or reduce the amount they travel.

**Impact of ULEZ**

- The full ULEZ package would reduce total vehicle NO2 by 51%, PM10/PM2.5 64% and CO2 by 15% in central London
- Breakdown of NO2 savings according to vehicle type:

<table>
<thead>
<tr>
<th>ULEZ</th>
<th>Inner London</th>
<th>Outer London</th>
</tr>
</thead>
<tbody>
<tr>
<td>CO2</td>
<td>15%</td>
<td>2%</td>
</tr>
<tr>
<td>NOx</td>
<td>50%</td>
<td>18%</td>
</tr>
<tr>
<td>NO2</td>
<td>51%</td>
<td>18%</td>
</tr>
<tr>
<td>PM10 (exhaust)</td>
<td>64%</td>
<td>19%</td>
</tr>
<tr>
<td>PM2.5 (exhaust)</td>
<td>64%</td>
<td>19%</td>
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</tbody>
</table>

**Buses**

- London has the largest fleet of hybrid buses in Europe (20% of fleet by 2016)
- Retrofitted 1,800 older buses with SCR to cut NOx emissions by 88%
- From 2020, all TfL double decker buses operating in central London will need to be hybrid and Euro 6 (or very close for some Routemasters). All single deck buses will operate in zero emission at all times.

**Taxis**

- From 1 January 2018, all taxis presented for licensing for the first time must be ZEC.
- ZEC requirement is ≤50g/km CO2 and minimum zero emission range of 30 miles.
- London has been awarded £25m to provide taxi top-up grants towards purchase of new ZEC taxi.
- A voluntary taxi decommissioning scheme will compensate drivers to remove the oldest taxis from the fleet. 15 year age limit retained.

**Modelled post-ULEZ NO2**

- NO2 2020 Annual Mean without ULEZ
- NO2 2020 Annual Mean with ULEZ
LLAQ M- Objectives

- Reflect London’s unique opportunities, risks and policies
- Enhanced co-ordination of air quality projects and funding
- Enhanced focus on air quality and raised profile of borough air quality work

LLAQ M Support

- AQAP template
- Air Quality Action Matrix
- Borough by borough modelled maps and source apportionment for NO2, PM10 and PM2.5
- Identification of air quality focus areas (in consultation with boroughs)
- Guidance and contract clauses for procurement of monitoring services
- Provision of template SPG
- Annual compendium of highlights of air quality action taken by boroughs
- Annual report to TEC
- Mayor’s Air Quality Fund

Example LLAQM Mapping

Example LLAQM Mapping

LLAQ M – key changes

- Reporting
- Provision of resources and templates
- Action plans revised every 5 years
- Consideration of focus areas when action planning
- More information sharing and partnership working
- GLA to have strategic oversight of monitoring network

Mayor’s Air Quality Fund

£20 million over 10 years

Round 2 includes £2 million for two transformational Low Emission Neighbourhoods
NRMM LEZ

- Construction/ NRMM contributes 15% PM10 and 12% NOx in London
- LEZ introduced September 2015
- Tightest standards (IIB) for all sites in central London and Canary Wharf
- Less rigid standards (IIA) for major sites across the rest of London
- Enforced via local authority Planning process
- Online register: nrmm.london
- Funding available via MAQF

National NO2 Plans

<table>
<thead>
<tr>
<th>Key points from GLA response:</th>
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<tbody>
<tr>
<td>• Air quality requires cross-governmental support and funding</td>
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<td>• Fiscal incentives need to be in place at the national level (e.g. VED)</td>
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<td>• Crucial to ensure real world driving emissions are included in testing regime for Euro 6 as soon as possible</td>
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<tr>
<td>• London needs funding for ULEZ and ULEV’s</td>
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<td>• National diesel scrappage scheme</td>
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<td>• Expansion of Heathrow jeopardises objectives of the plan</td>
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<td>• Defra AQ grants should revert back to £1million and offer revenue as well as capital funding.</td>
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www.london.gov.uk/mayors_air_quality_fund
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