

AIR QUALITY IN LONDON

A photograph of the London skyline. In the foreground on the right is the curved, glass-clad facade of the Gherkin building. In the background on the left is the Tower of London, a historic stone building with several spires topped with crosses. A portion of the Tower Bridge is visible on the far left. The sky is a clear, bright blue.

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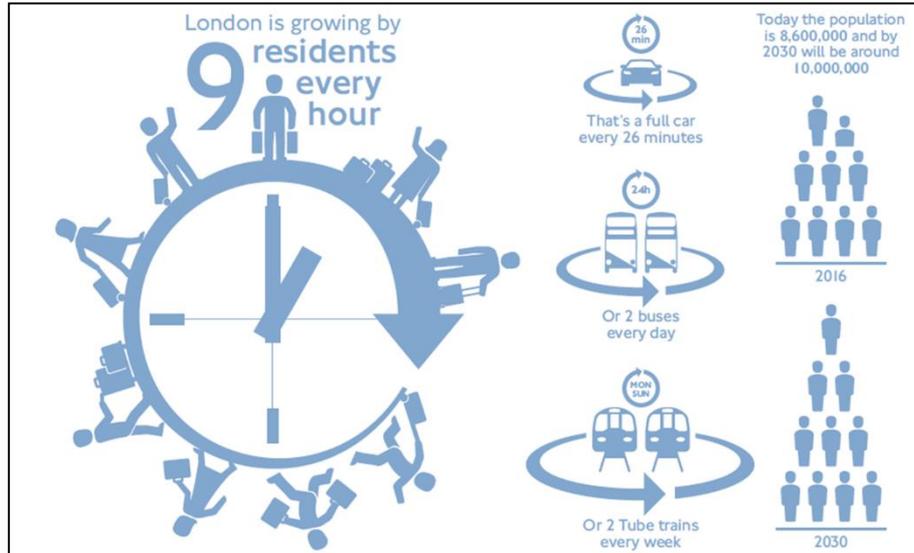
AIR QUALITY – WE NEED TO DO MORE

- **Thousands of Londoners die prematurely each year** because of toxic air pollution.
- London's toxic air is **stunting the growth of children's lungs** in ways that will affect them for the rest of their lives.
- Toxic **air pollution is a cause of cancer** and it increases the risk of asthma, stroke and dementia.
- **London's toxic air crisis is also an issue of social justice** as air pollution is worse in more deprived areas.
- Over **400 London schools** and nearly **600 inner-London NHS facilities** are in areas exceeding legal limits for NO₂
- **Every Londoner** lives in an area exceeding the WHO guidelines for PM_{2.5}

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WE ALSO NEED TO DO MORE FOR LESS

- London is growing, and will continue to grow.
- This means that we will need to house, move and provide employment for more people in the future.
- To avoid creating new air quality problems, or undoing the good work we are doing now, we will need to continue to reduce emissions.



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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.

NEW STRATEGIES



NEW STRATEGIES

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London Environment Strategy:

- Focus on cross cutting policies
- Includes policies to ensure that reductions in climate change gas emissions, increased green space etc also benefit air quality

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Mayor's Transport Strategy:

- Focus on transport policies
- Includes ambitious targets to improve Air Quality and reduce the need car use generally

Mayor's Transport Strategy

MARCH 2018

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The London Plan:

- Focus on the spatial policies needed to deliver London's ambitions.
- Key policies on "good growth" and design led solutions



Integrated strategy: environment, transport and planning



- 80% of journeys in London by “sustainable modes” by 2041
- “Healthy streets”, that re-balance streets away from the dominance of the car in favour of people
- Provision of new public transport infrastructure in areas of high predicted population growth



- Reducing pollutant emissions from all sources, so that London has the cleanest air of any major world city by 2050
- London will be a zero carbon city by 2050, with energy efficient buildings, clean transport and clean energy
- London to become a “national park city”

- Healthy streets incorporated in headline Good Growth policies and throughout the Plan.
- Co-ordination of areas identified for the most intense growth with new public transport provision
- New, tougher, parking policies.
- New, stronger air quality policies
- Introduction of a more articulated energy hierarchy, promoting zero-carbon, zero-pollutant energy sources
- Strong green cover and green infrastructure policies.



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THE LONDON PLAN

THE SPATIAL DEVELOPMENT
STRATEGY FOR GREATER LONDON
DRAFT FOR PUBLIC CONSULTATION

DECEMBER 2017



THE LONDON PLAN

Policy SI1: London's air quality should be significantly improved and exposure to poor air quality, especially for vulnerable people, should be reduced

1. Development proposals should not:
 - a) lead to further deterioration of existing poor air quality
 - b) create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits
 - c) reduce air quality benefits that result from the Mayor's or boroughs' activities to improve air quality
 - d) create unacceptable risk of high levels of exposure to poor air quality.
2. Development proposals should use design solutions to prevent or minimise increased exposure to existing air pollution and make provision to address local problems of air quality. Particular care should be taken with developments that are in Air Quality Focus Areas or that are likely to be used by large numbers of people particularly vulnerable to poor air quality, such as children or older people.
3. The development of large-scale redevelopment areas, such as Opportunity Areas and those subject to an Environmental Impact Assessment should propose methods of achieving an Air Quality Positive approach through the new development. All other developments should be at least Air Quality Neutral.
4. Development proposals must demonstrate how they plan to comply with the Non-Road Mobile Machinery Low Emission Zone and reduce emissions from the demolition and construction of buildings following best practice guidance.
5. Air Quality Assessments (AQAs) should be submitted with all major developments, unless they can demonstrate that transport and building emissions will be less than the previous or existing use.
6. Development proposals should ensure that where emissions need to be reduced, this is done on-site. Where it can be demonstrated that on-site provision is impractical or inappropriate, off-site measures to improve local air quality may be acceptable, provided that equivalent air quality benefits can be demonstrated.

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London
Environment
Strategy

MAY 2018

THE LONDON ENVIRONMENT STRATEGY

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

IMPACT OF EXPANDING THE ULEZ

- Expanding the ULEZ will lead to approximately 100,000 people no longer living in areas exceeding legal limits.
- In outer London there will be a 28 per cent reduction in NO_x road transport emissions, and in inner London there will be around a 31 per cent reduction in NO_x road transport emissions in 2021.
- Over 3,000 primary school children in polluted areas of London and Luton will have their lung health monitored over a four-year period in a new international study led by Queen Mary University of London.

London Non-Road Mobile Machinery Low Emission Zone for construction sites

Covers NRMM on construction sites between 37 and 560 kW

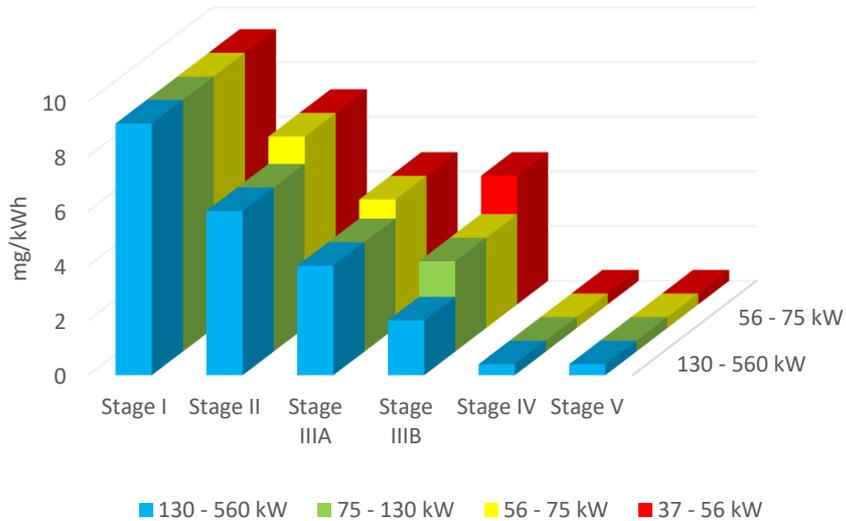
- Now: Stage IIIB in the Central Activity Zone (CAZ) plus Canary Wharf area (yellow zones), Stage IIIA everywhere else
- 2020: Stage IV in CAZ plus Opportunity Areas (where we are planning the most construction), Stage IIIB everywhere else.
- 2025: Stage IV throughout London
- 2030: Stage V throughout London
- 2040: zero emissions throughout London

We are also working with industry as they develop hybrid and zero emission technology as well as retro-fit solution for existing machinery.

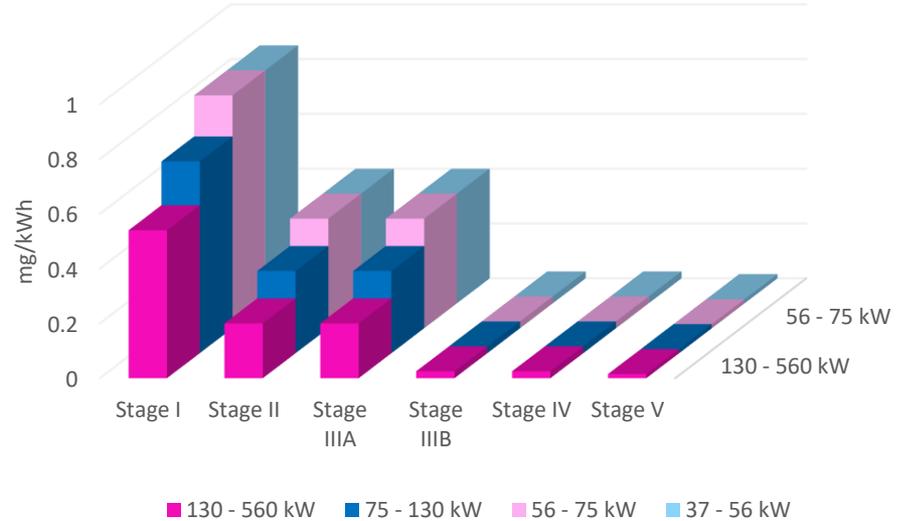


Progressive emission limits for NRMM

NO_x EMISSIONS LIMITS



PM₁₀ EMISSIONS LIMITS



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OUR GOALS

- London to have the best air quality of any major world city by 2050, going beyond the legal requirements to protect human health and minimise inequalities and;
- London to be a zero carbon city by 2050, with energy efficient buildings, clean transport and clean energy.
- Deliver policies that support phasing out fossil fuels, especially diesel, encourage the take up of zero emission vehicles and a mode shift towards sustainable travel.



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www.london.gov.uk/environment-newsletter