

ADDRESSING LONDON'S AIR QUALITY CHALLENGE

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Air Quality Manager

MAYOR OF LONDON

AIR QUALITY IN LONDON

- London now meets legal limits for eight of the nine pollutants regulated by the European Commission.
- Even though we are reported compliant for Particulate Matter, it is commonly accepted there is no safe limit and further reductions are being sought to protect health.
- NO₂ remains a serious challenge. In some places London exceeds the limits by a factor of three. The Government has a plan to meet legal limits in London by 2025, which will require further action over the next ten years but some have criticised this for being too slow.

AIR QUALITY IN LONDON

EveningStandard.

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'Oxford Street pollution levels breached EU annual limit just four days into 2015'

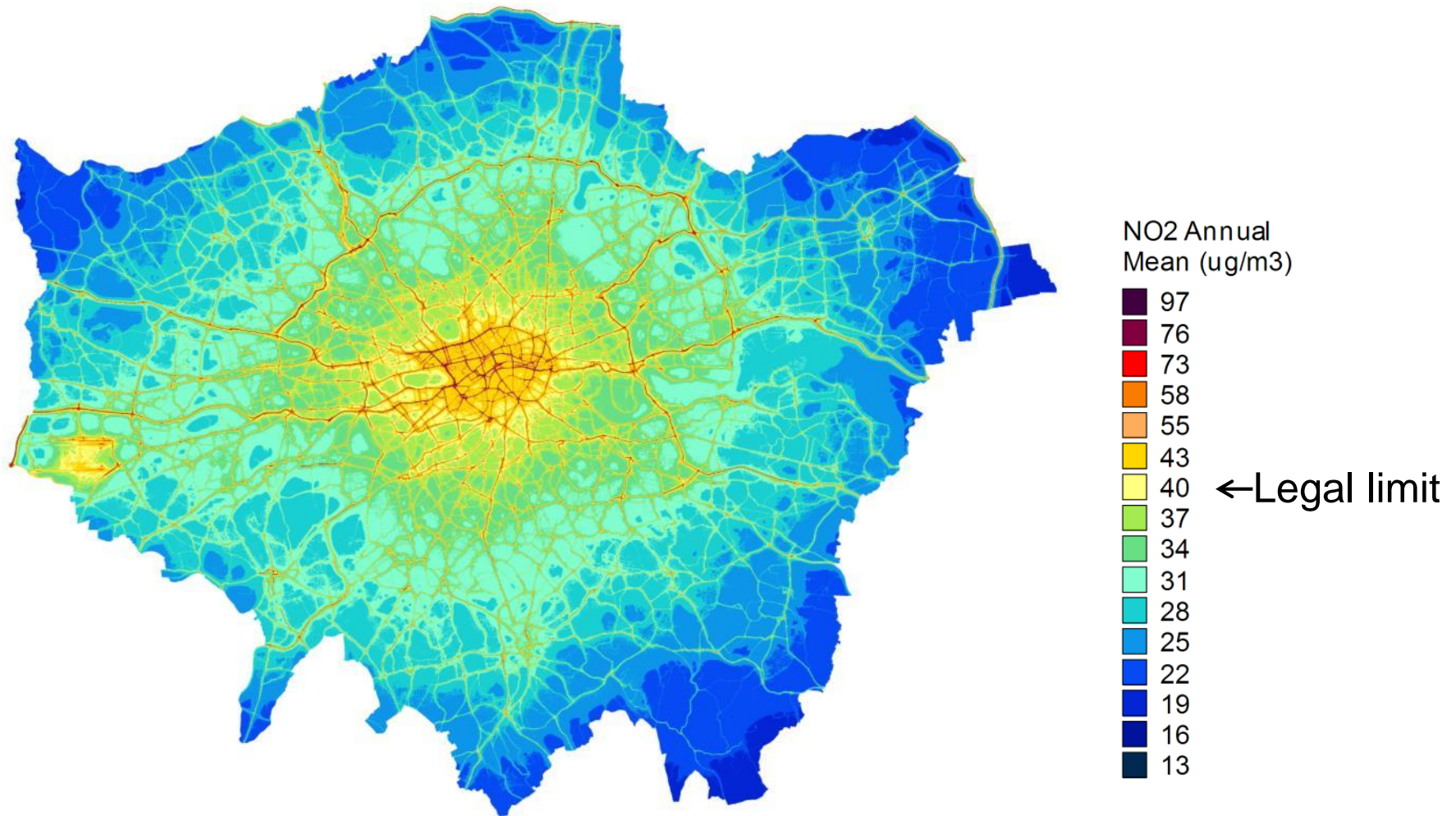
NICHOLAS CECIL | Tuesday 6 January 2015 |



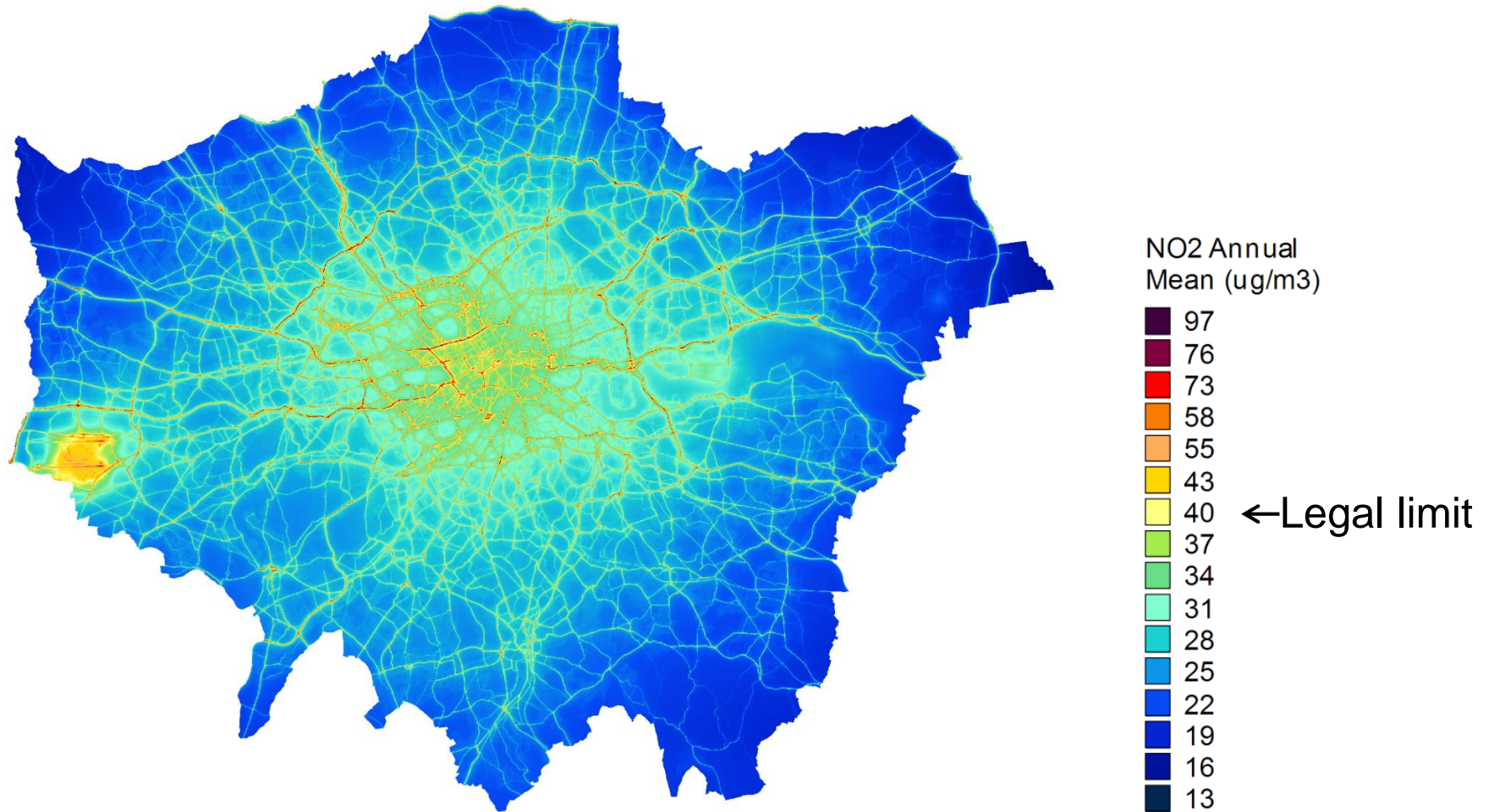
AIR QUALITY IN LONDON



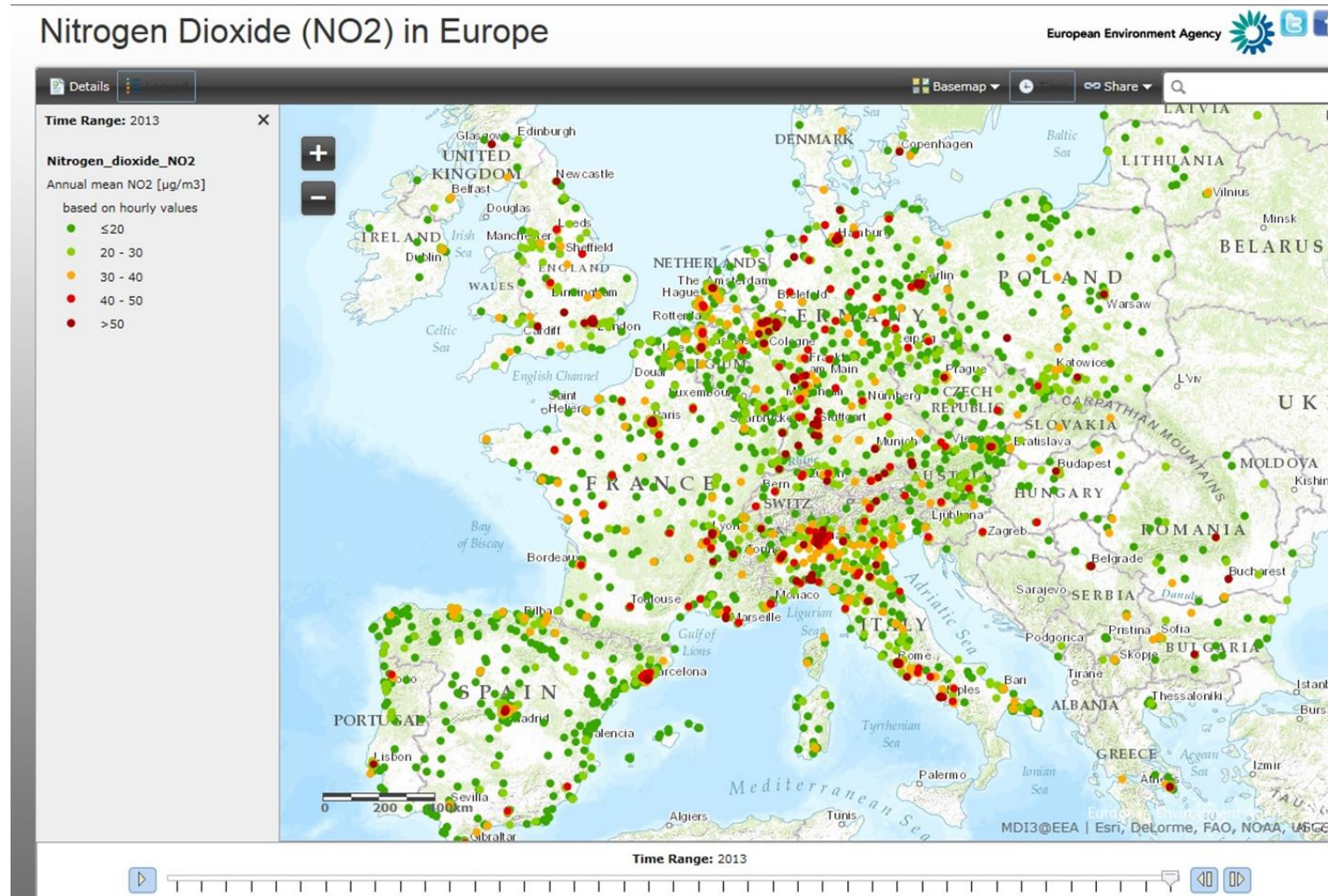
NO₂ CHALLENGE IN 2013



NO₂ CHALLENGE IN 2020



NO₂ – A EUROPE WIDE CHALLENGE



HEALTH AND EQUALITIES

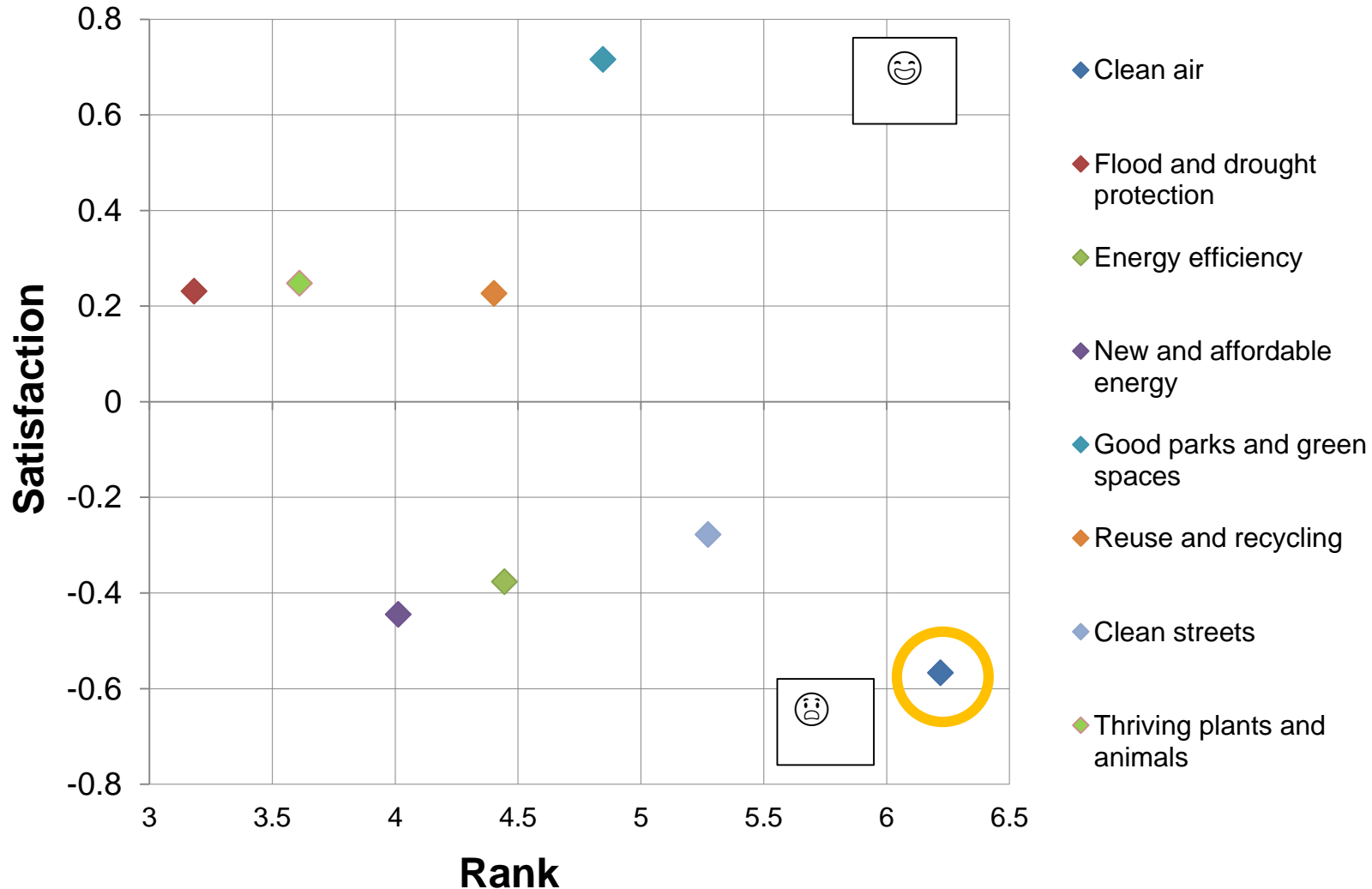
Health

- We estimate an equivalent of around 9,400 deaths were caused by long-term exposure to air pollution.
- A baby born in 2010 and exposed to that same level of air quality for its entire life would lose 2.2 years (if male) and 2 years (if female) of life expectancy.

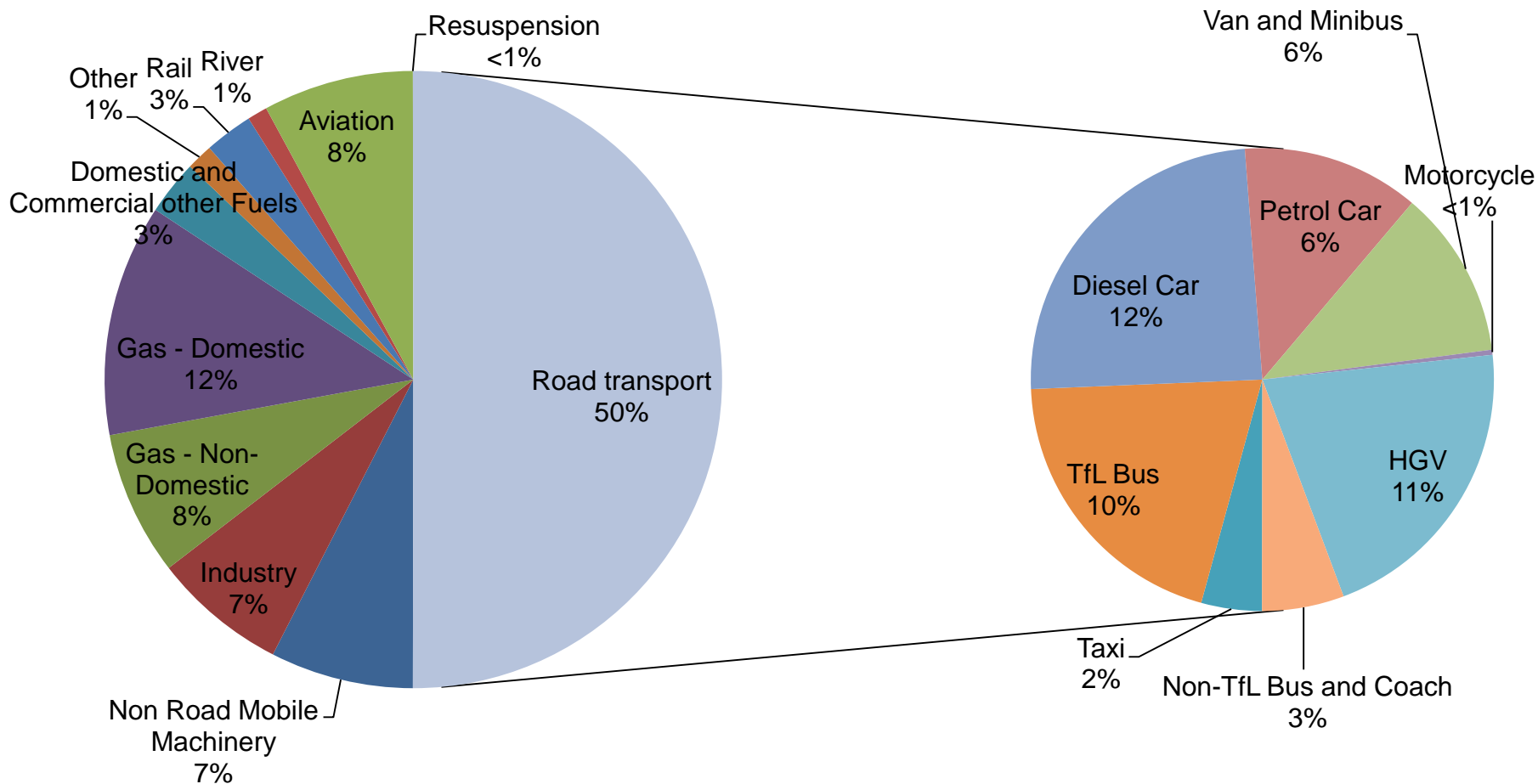
Fairness

- 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.
- Tackling air pollution is about social justice and there is an urgent need to do more to tackle public health inequalities.

PUBLIC PERCEPTION



NO_x EMISSIONS IN 2013



NEW MAYORAL PRIORITY

- Mayor was elected on a mandate to improve air quality.
- The Mayor held a consultation on a number of measures within weeks of coming into office.

“...we need big, bold and sometimes difficult policies if London is to match the scale of the challenge.”

www.london.gov.uk/cleanair



DIESEL

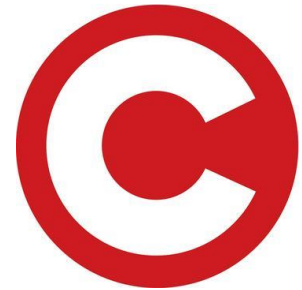
“One of the biggest tasks we have when formulating these new measures is looking at how we can deal with the problem of diesel *vehicles*...

“We now have to face the reality that if we are going to come close to tackling air pollution in London, we have to tackle the problem of dirty diesels too.”

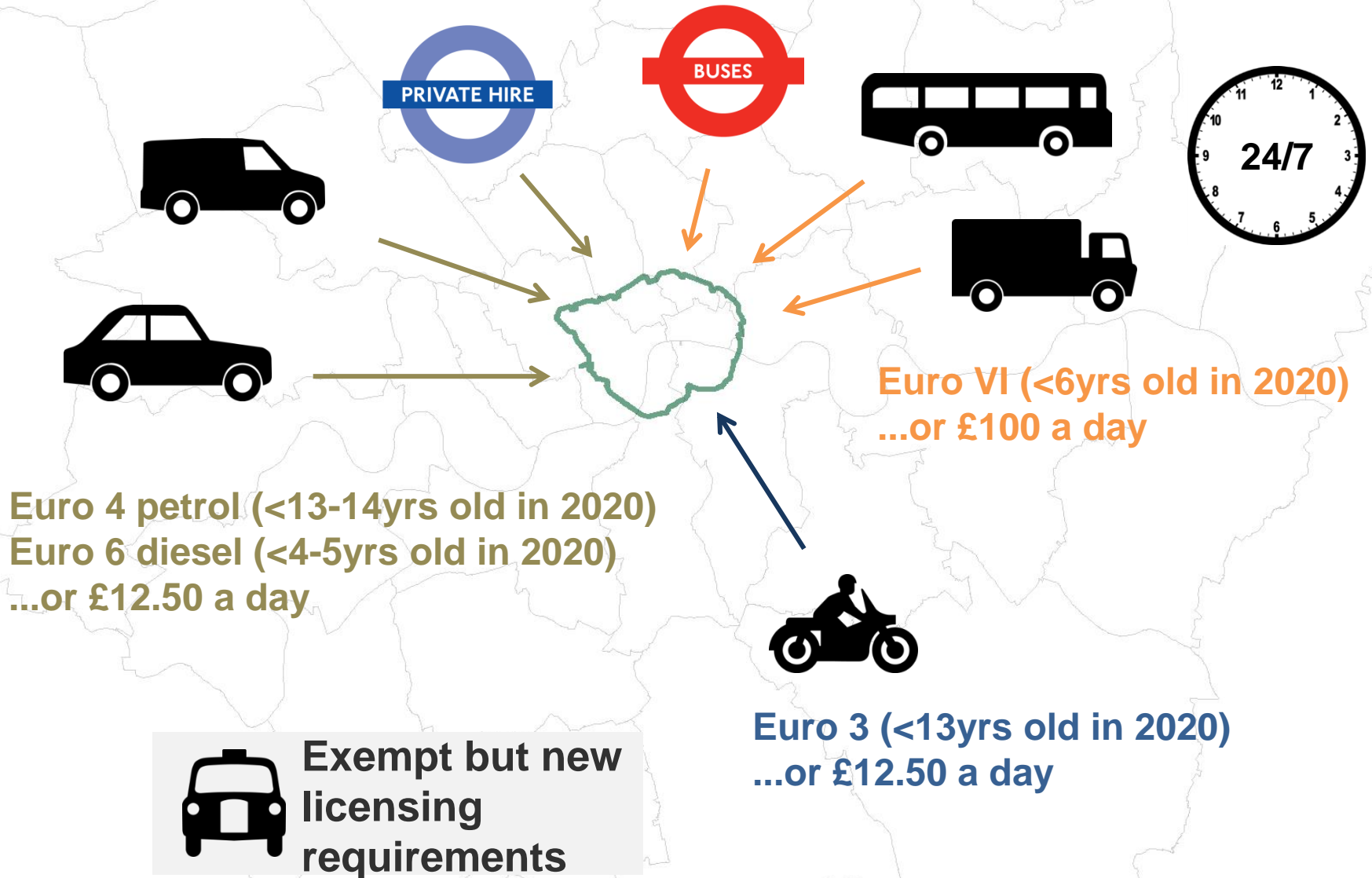
Sadiq Khan, Mayor of London
5th July 2016

EMISSIONS SURCHARGE

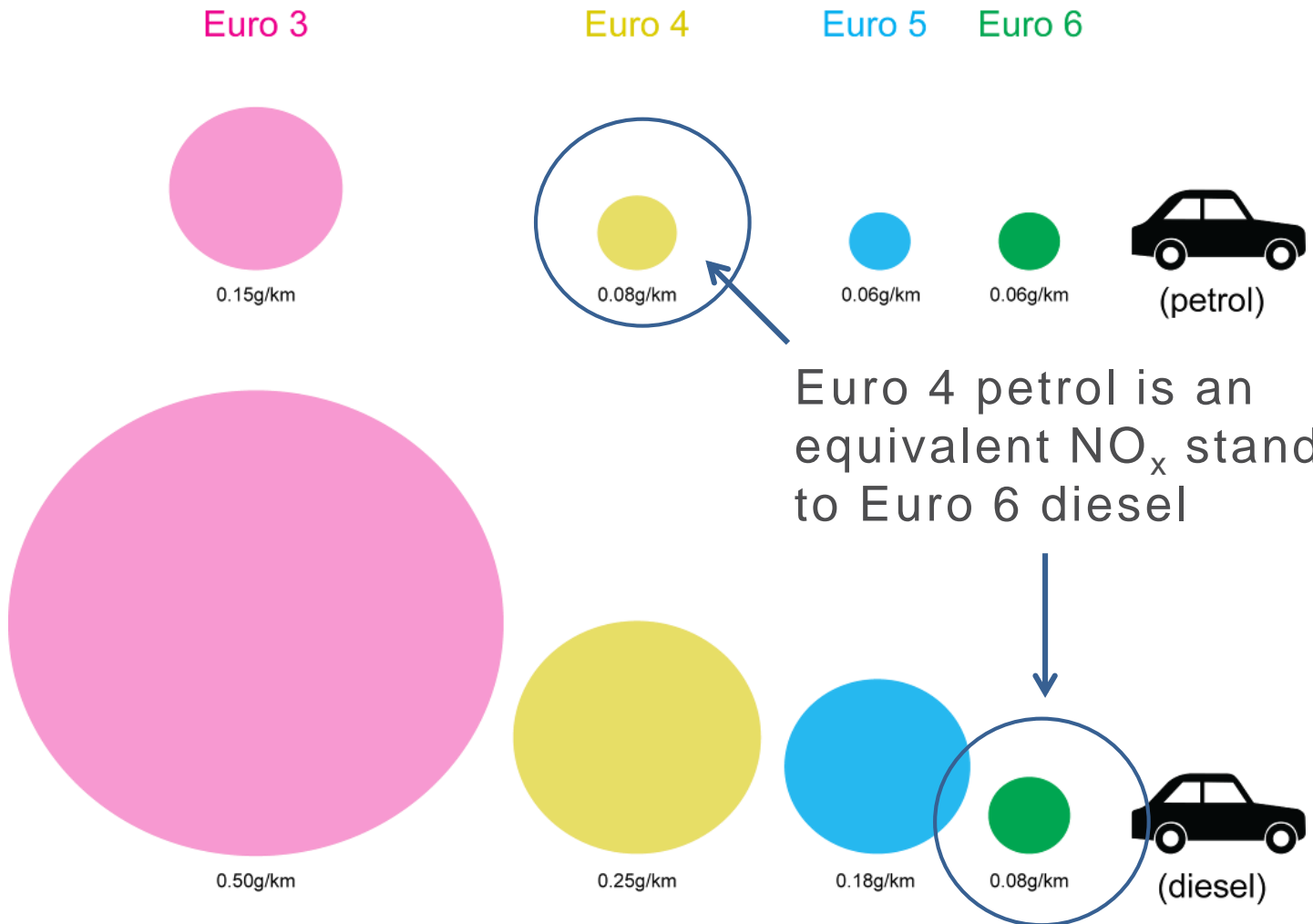
- We will be consulting on an emissions surcharge (T-charge) on older polluting vehicles entering central London from 2017.
 - A £10 charge during Congestion Charge hours
 - On top of the existing £11.50 congestion charge
 - For pre-Euro 4/VI vehicles (generally those registered up to and including 2005)
- In July, there was strong support from the public – 81% of Talk London respondents and 62% of TNS respondents support.



ULTRA LOW EMISSION ZONE



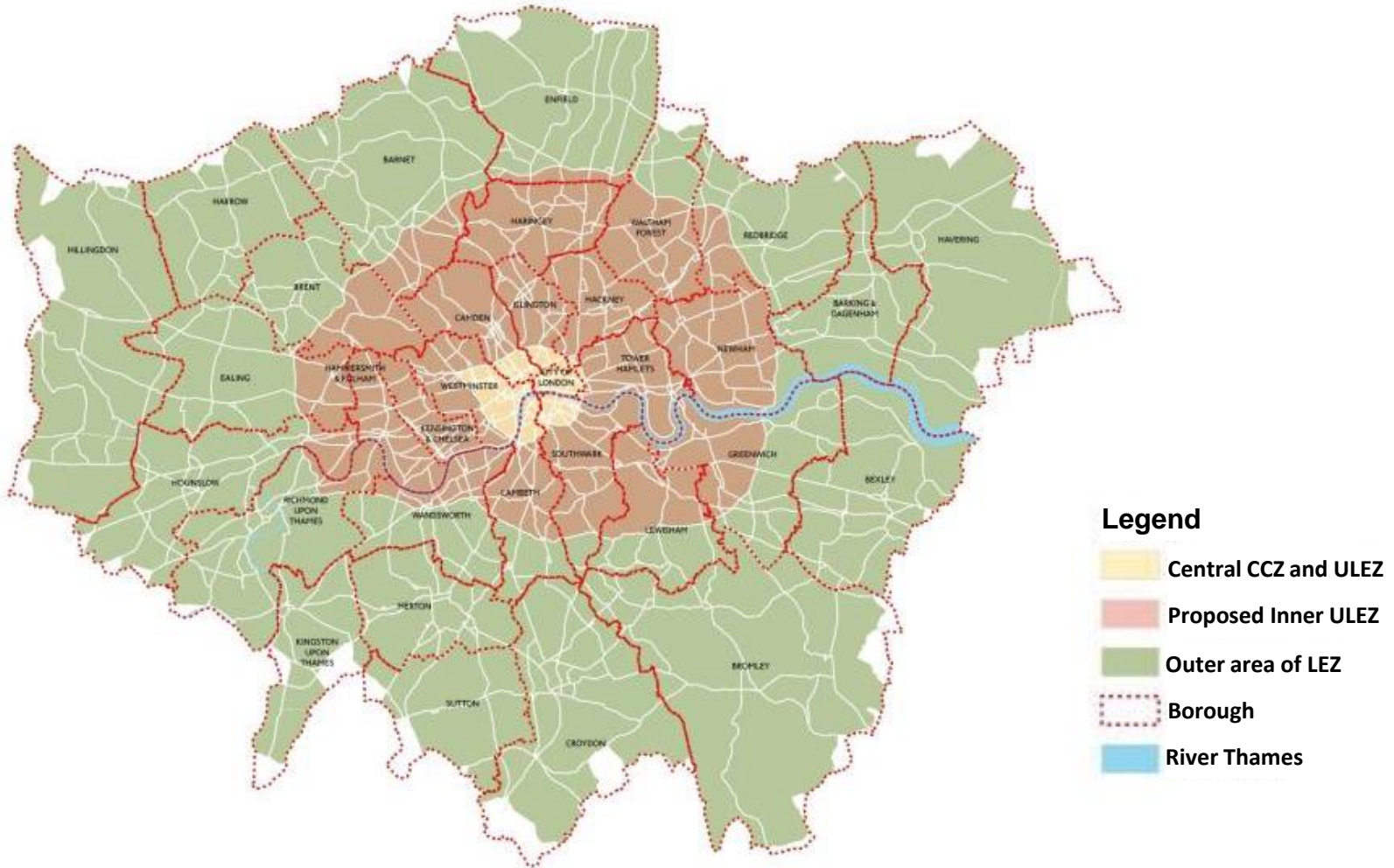
EURO 6 DIESEL AND EURO 4 PETROL



ULTRA LOW EMISSION ZONE

- Bringing forward the ULEZ in central London by 2019;
- Extending the ULEZ beyond central London in, or around, 2020:
 - For motorcycles, cars and vans, to the North and South Circular roads
 - For lorries, buses and coaches, London-wide
- TfL have started work on a diesel scrappage scheme as part of a wider national scheme to be delivered by Government and lobbying for a reformed Vehicle Excise Duty.

ULTRA LOW EMISSION ZONE



GREENER BUSES

- The Mayor expects TfL to lead by example and has proposed a number of improvements to the bus fleet:
 - **Only hybrid or zero-emission** double-decker buses from 2018
 - **Euro VI compliance** in central London by 2019
 - **Expanding the ULEZ retrofit** programme to 3,000 buses outside the central zone (over 5,000 buses in total)
 - **New low emission bus zones** – tackling pollution hotspots by concentrating cleaner buses on the dirtiest routes

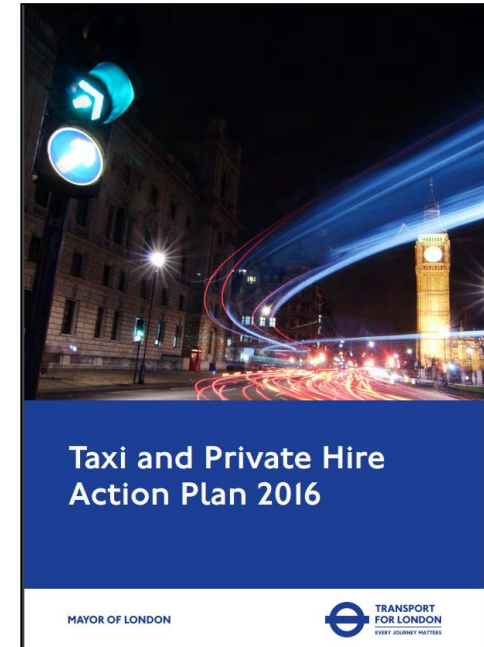
GREENER BUSES

- In September, the Mayor announced that routes 507 and 521 will exclusively run a 51-strong fleet of all-electric buses by the end of the year.
- In November, the Mayor will host an international bus summit at City Hall.



GREENER TAXIS

- The Mayor wants to deliver the greenest taxi fleet in the world by:
 - No more new diesel taxis and only 'zero emission capable' from 2018;
 - Providing a £3,000 grant towards the first 9,000 ZEC taxis;
 - Delivering a rapid charging network from 2017;
 - Introducing a scrappage scheme for the oldest taxis from 2017;
 - Exploring options to convert to a cleaner fuel;
 - Rewarding drivers who pioneer green technology.



LOW EMISSION NEIGHBOURHOODS

- Five flagship £1m Low Emissions Neighbourhoods were announced in July:
 - **Westminster** – Marylebone
 - **Hackney, Islington and Tower Hamlets** – City Fringe
 - **City of London** – Barbican
 - **Greenwich** – Town Centre and Trafalgar Road
 - **Redbridge and Newham** – Ilford Garden Junction



AIR QUALITY ALERTS

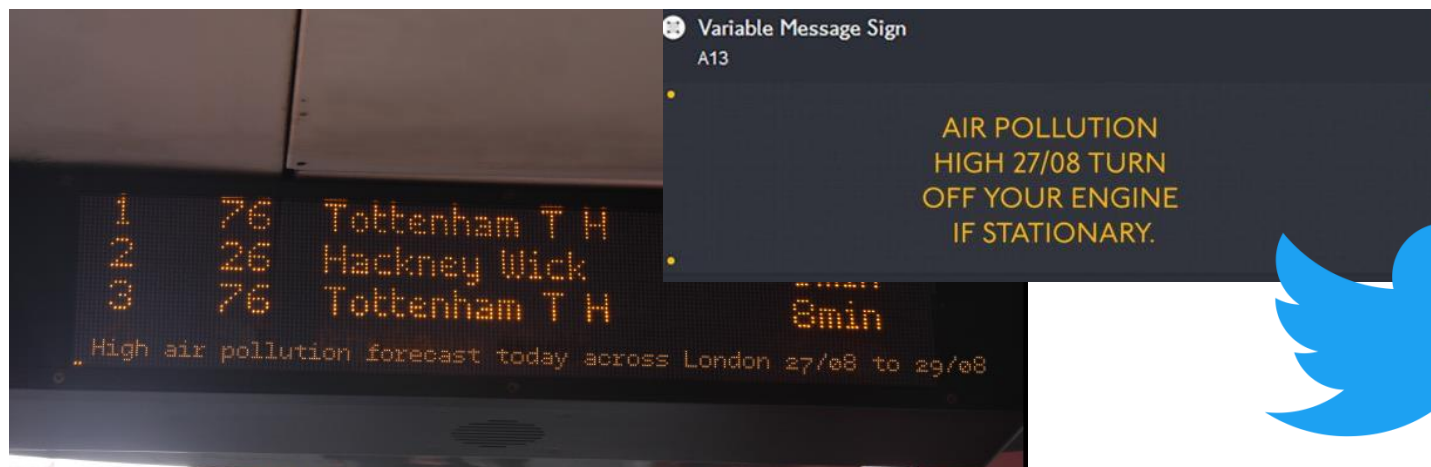


- The Mayor wants to better inform Londoners when air quality is at dangerous levels.
- The alerts will use a three-day ahead forecast about air pollution levels provided by airTEXT.
- This is the first step towards London putting in place a comprehensive air pollution incident plan, which will also provide critical information to emergency and support services similar to the existing heatwave plan for England.

AIR QUALITY ALERTS



- During and on the day before high and very high air pollution days, air quality alerts will be displayed at:
 - **2,500 bus countdown signs** and river pier signs.
 - **140 road signs**, with instructions to switch engines off when stationary to reduce emissions.
 - The entrance of **all 270 London Underground stations**.



NON-TRANSPORT MEASURES

AQ ~~Neutral~~ Positive?



Retrofit



Construction



Local measures



Mayor's AQ Fund



Health

AIR QUALITY IN
WANDSWORTH:
A GUIDE FOR
PUBLIC HEALTH
PROFESSIONALS

MAYOR OF LONDON

NON-ROAD MOBILE MACHINERY (NRMM) SPG

- We have supplementary guidance to support the policies in the London Plan:
 - the Air Quality Statement;
 - the identification of the potential scale of dust emissions for each stage of work;
 - the identification of the level of risk due to the scale of dust emissions
 - best practice methods for controlling dust on-site and to prevent trackout
 - recommendations for monitoring
 - emission standards for non-road mobile machinery



**THE CONTROL OF DUST AND
EMISSIONS DURING CONSTRUCTION
AND DEMOLITION**
SUPPLEMENTARY PLANNING GUIDANCE

JULY 2014

LONDON PLAN 2011
IMPLEMENTATION FRAMEWORK

MAYOR OF LONDON

TOWARDS A NEW LONDON ENVIRONMENT STRATEGY



CCMES



CCAS



MAQS



MANS



MBS



MWMS

London Environment Strategy

GOVERNMENT'S ROLE

- Mayor is doing everything he can but Government needs to ensure they are using their powerful policy levers in a complementary way:
 - **VED reform / devolution**, to start reversing dieselisation and promote cleaner vehicles
 - **A national diesel scrappage scheme**, to help people meet new emission standards
 - **A new Clean Air Act**, enshrining the right to clean air while providing local authorities with the powers they need to tackle emissions from sources like construction and river vessels





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www.london.gov.uk/environment-newsletter

MAYOR OF LONDON