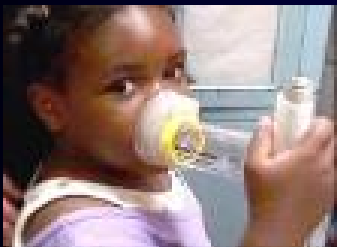


The Proposed London Low Emission Zone



Nick Fairholme
Head of London LEZ
Transport for London

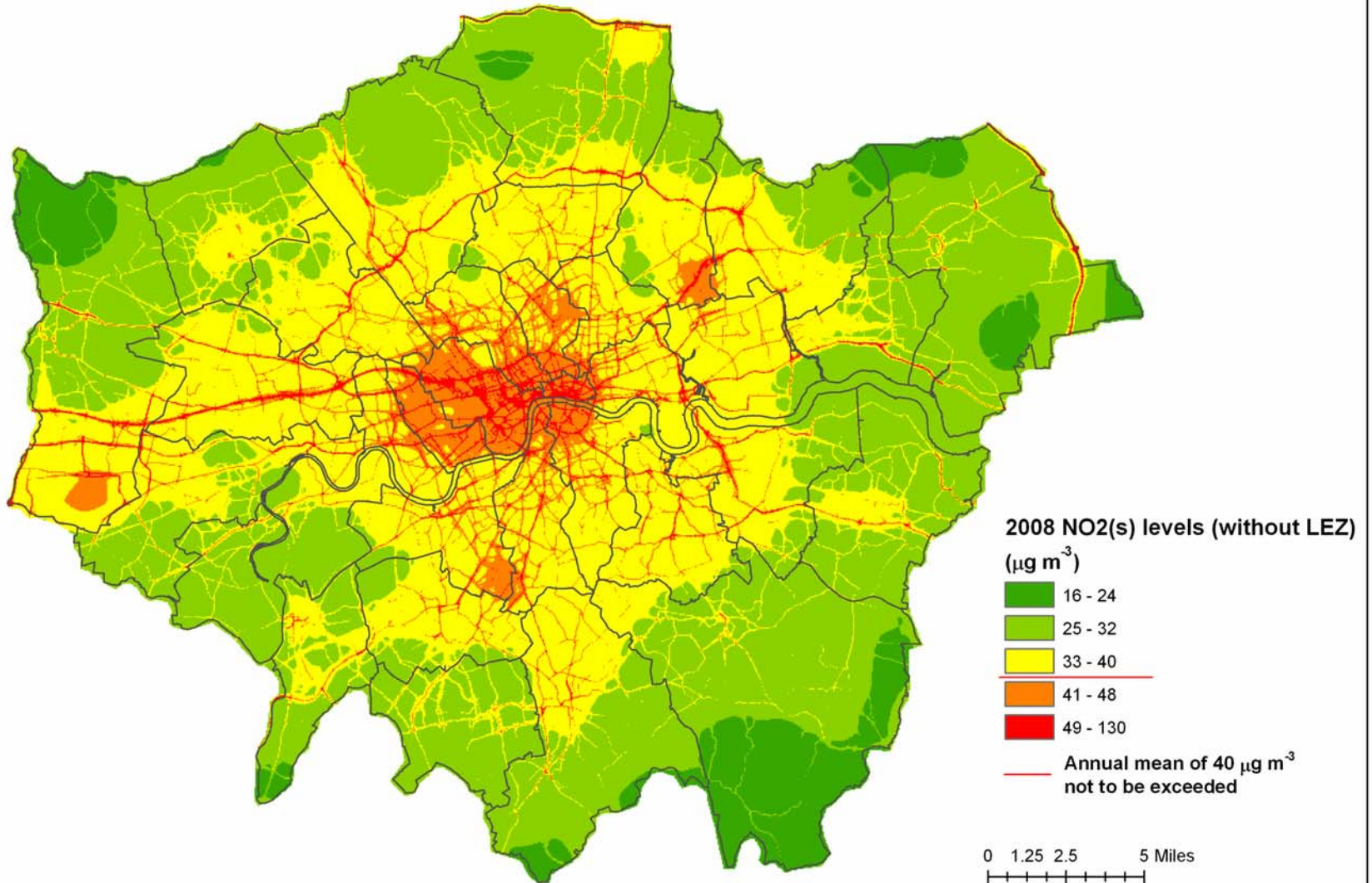


Air Quality in London

- Air pollution is a serious problem in London
 - 1,000 premature deaths per year
 - 1,000 hospital admissions per year
- Affects most vulnerable parts of society
- Majority of Londoners concerned about poor air quality and want to see it improved
- Particular problems with emissions of particulate matter (PM₁₀) and nitrogen oxides (NO_x)
- Worse in central London, main roads, Heathrow
- Road traffic major source of emissions



Projected NO₂ concentrations in 2008



LEZ proposals as consulted upon (November 2006)

- Objectives:
 - reduce vehicle emissions
 - improve human health
- Scheme to cover whole of Greater London (1,572 km²), operating all day, every day
- 'Charging scheme' as opposed to a 'ban'
- Targeting PM initially, potentially extended to NO_x
- Diesel engine trucks, buses, coaches from early 2008
- Extended to diesel engine heavier vans and minibuses from 2010

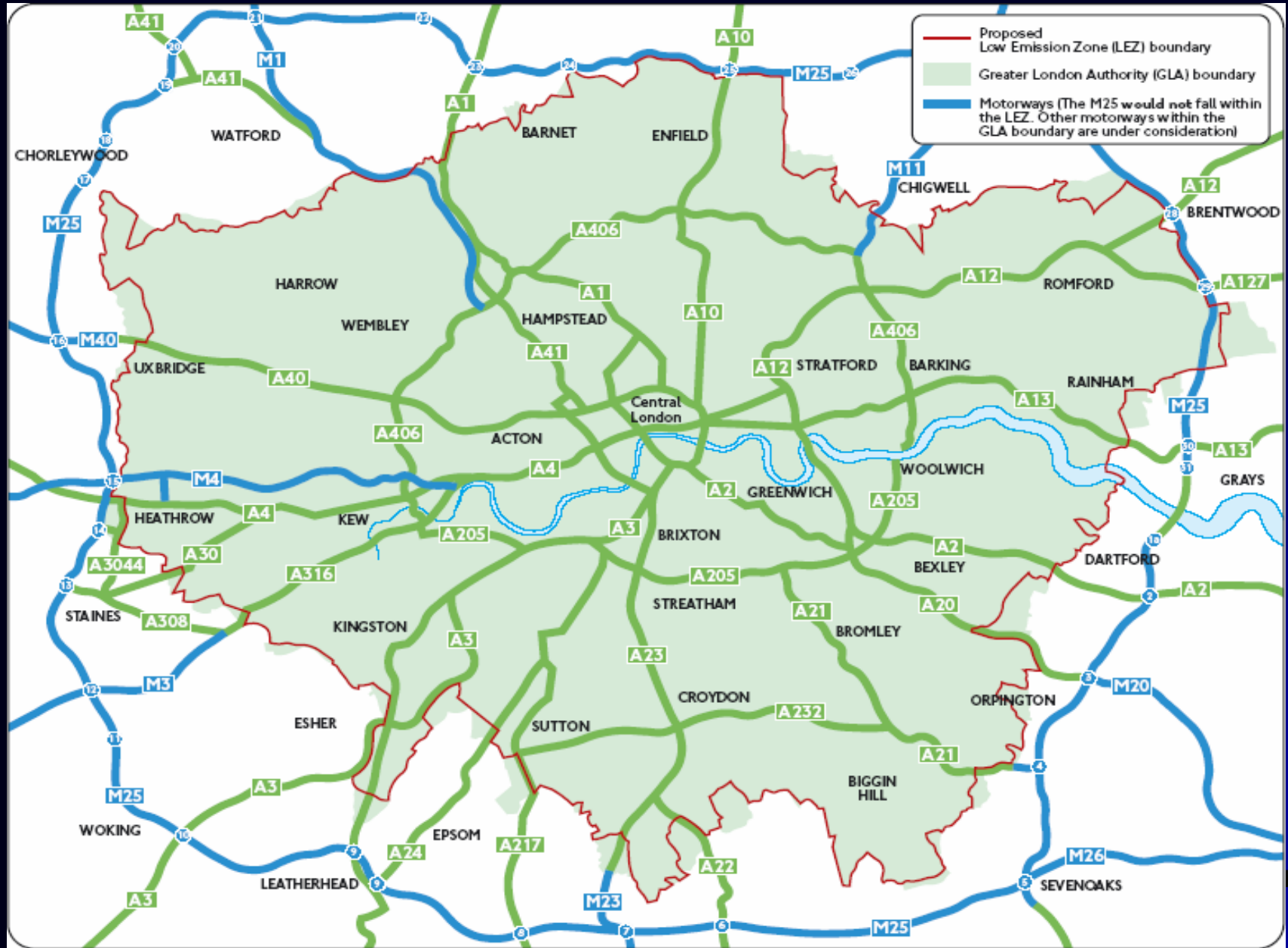


LEZ proposals as consulted upon (November 2006)

- **A standard of Euro III for PM from 2008**
- **A standard of Euro IV for PM from 2012**
- **Non-compliant vehicles to pay substantial daily charge: £100 - £200 (€150 – €300)**
- **Enforced by fixed and mobile ANPR cameras**
- **Non-payers to receive daily penalty charge: £500 - £1000 (€750 – €1500)**



Proposed LEZ Boundary



What would the LEZ achieve?

- Reductions in tonnage of PM₁₀ and NO_x emitted
- Reductions in areas of London exceeding air quality objectives / limit values
- Range of health benefits:
 - gains in life expectancy
 - reductions in premature deaths
 - reductions in hospital admissions
 - reductions in respiratory problems
- Other non-health benefits, including reductions in buildings damage and small noise reductions



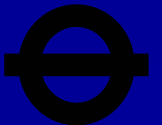
Projected Air Quality Impacts

- 2008 proposals (HGVs, buses & coaches Euro III for PM) would reduce area of London exceeding:
 - *annual mean PM₁₀ objective by some 5.8%*
 - *daily mean PM₁₀ objective by some 7.4%*
 - *annual mean NO₂ objective by some 3.7%*
- 2012 proposals (HGVs, buses & coaches Euro IV for PM & heavier LGVs & minibuses at Euro III) would reduce area of London exceeding:
 - *annual mean PM₁₀ objective by some 16.2%*
 - *24 hour mean PM₁₀ objective by some 14.7%*
 - *annual mean NO₂ objective by some 15.6%*



Monetised Health Benefits (NPV) 2008 - 2015

- Estimated health benefits - using **Defra methodology**:
 - some £80 - £120 million inside London
 - some £80 - £120 million outside London
- Estimated health benefits - using **EU methodology**:
 - some £150 - £390 million inside London
 - some £90 - £250 million outside London



Key Next Steps

(Subject to outcome of consultation)

- **May '07** **Mayoral decision on Order & enquiries go-live**
- **July '07** **Registrations go-live**
- **Oct '07** **Payments go-live**
- **Feb '08** **Go-live HGV's >12 t (Euro III PM)**
- **July '08** **Go-live HGV's <12 t, buses, coaches (Euro III PM)**
- **Oct 2010** **Go-live for heavier vans and minibuses**
- **Jan 2012** **Standards tightened for HGV's, buses, coaches (Euro IV for PM)**



Further Information

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