

MAYOR OF LONDON

The Toxicity Charge (T-Charge) and improving air quality in London

Overview

On 23 October 2017 Sadiq Khan, the Mayor of London, will be introducing the Toxicity Charge (or T-Charge) in central London to tackle emissions from the oldest polluting vehicles.

The T-Charge is part of a package of actions intended to help clean up London's dangerously polluted air which contributes to thousands of early deaths each year in London. It also impacts our health over the course of our lives – leading to smaller lungs in our children and greater risk of dementia and strokes as we get older.

The T-Charge will be the toughest vehicle emission standard of any world city and is a step to implementing an Ultra Low Emission Zone with even tighter standards from April 2019 (subject to consultation). The Mayor has more than doubled funding to improve London's air quality to £875 million, and is cleaning up London's bus and taxi fleets.

The powerful response to the smogs of the 1950s and 1960s shows that it is possible to improve air quality in London if we are bold enough. But to do this the leadership shown by the Mayor needs to be matched by equally ambitious action by Government, including a national diesel scrappage fund, a new Clean Air Act and stronger powers for regional and local authorities to tackle non-transport sources of pollution.

This briefing explains the air pollution health challenge London faces, what the T-Charge is, what else the Mayor is doing to improve air quality and how you can help.

How does air quality impact on public health?

- Our poor air quality is the biggest environmental health challenge facing London.
- We estimate that air pollution contributes to thousands of premature deaths each year in London, as well as having effects over the course of our lives, from smaller lungs in our children to greater risk of dementia and strokes when we get older.
- The impact on London's children is severe, with over 400 schools in London located in areas with illegal levels of pollution and 1 in 10 Londoners under the age of 18 with asthma. We estimate that a London child born in 2010 (exposed to the same level of pollution over the course of his or her life) would lose around two years of life expectancy due to pollution.

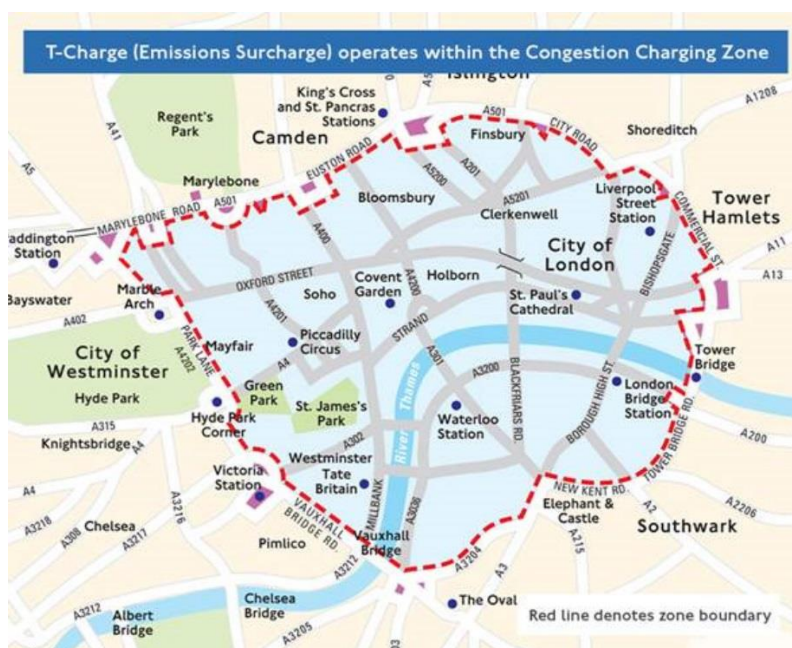
Why do we need to reduce emissions from vehicles, especially diesel cars?

- Road transport is responsible for around half of NOx emissions in London, and around 88 per cent of these emissions are caused by diesel vehicles.
- As buses and taxis become cleaner we estimate the road transport pollution contribution from diesel cars increases dramatically, from 24 per cent in 2013 to 40 per cent in 2020.
- Clearly any approach to tackle pollution in London needs to address diesel vehicles, including cars.

What is the T-Charge?

- The T-Charge is an additional charge to the existing Congestion Charge scheme and entails a £10 supplement for vehicles that do not meet the Euro 4 standards for both PM and NOx (largely equating to vehicles registered before 2006 or over 10 years old).
- It only applies in Congestion Charge hours – Monday to Friday from 7am to 6pm – and to the same area. This excludes bank holidays and the period between Christmas Day and New Year's Day inclusive.

- TfL have an easy to use tool on their website that helps people check if their vehicle meets the required emissions standard. This is available at: www.tfl.gov.uk/t-charge
- There is a 90 per cent discount for residents, a 100 per cent discount for blue badge holders and exemptions for emergency service vehicles, certain NHS and Ministry of Defence vehicles and motorbikes. Full details are available at: www.tfl.gov.uk/t-charge.



How does the Ultra Low Emission Zone differ from the T-Charge?

- The T-Charge is, in effect, the first phase of the Ultra Low Emission Zone (ULEZ). The differences between the T-Charge and ULEZ are set out in the table below.





	T-Charge	ULEZ
Start date	23 October 2017 (confirmed)	8 April 2019 (subject to recent consultation)
Area	Central London Congestion Charge zone	Initially central London Congestion Charge zone and then expanding to inner London for all vehicles and Londonwide for buses, coaches and lorries (subject to consultation later this year)
Emission standards	Minimum Euro 4 for both petrol and diesel (roughly more than 10 years old)	Minimum Euro 6 for diesel vehicles (roughly more than 4 years old); Euro 4 for petrol (roughly more than 10 years old)
Hours of operation	Monday – Friday, 7am – 6pm (Excludes Bank Holidays and the period between Christmas Day and New Year's Day inclusive)	24 hours a day, 7 days a week, 365 days a year
Charges	£10 a day for any non-compliant vehicles	£12.50 a day for cars, vans and motorbikes and £100 a day for buses, coaches and lorries
Discounts and exemptions	There is a 90 per cent discount for residents, a 100 per cent discount for	There will be a 'sunset period' for residents of the central area and all vehicles adapted for





	blue badge holders and exemptions for emergency service vehicles, NHS vehicles and motorbikes.	disability needs before the emission standards come into effect, but fewer discounts and exemptions. These will be determined through consultation.
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How is the Mayor helping diesel drivers?

- The health impacts of London’s poor air quality are such that we cannot delay in introducing measures to cut levels of pollution.
- However, the Mayor recognises more support is required for those who bought diesel vehicles in good faith which is why he is lobbying Government to implement a national diesel scrappage fund.
- The Mayor has proposed a targeted, fully-costed, city-led, time-limited approach to scrappage which simplifies administration for Government and which would cost £515 million in London over a two-year period.
- In addition, the Mayor is also launching a new independent Cleaner Vehicle Checker to inform and encourage consumers to buy cleaner vehicles where they need one.

What else is the Mayor doing to improve air quality?

	<p>Cleaning up the bus fleet</p> <ul style="list-style-type: none"> • Retrofit around 5,000 older buses to reduce NOx emissions by around 84 per cent • 12 Low emission Bus Zones by 2020 • New double decks will be hybrid, hydrogen or electric from 2018; new single decks will be zero exhaust emission from 2020 • Zero emission bus fleet by 2037 at the latest
	<p>Zero Emission Capable Taxis</p> <ul style="list-style-type: none"> • No more diesel taxis licensed from 2018 and all new taxi licences will need to be zero emission capable • Zero emission capable taxi fleet by 2033 at the latest
	<p>Supporting an electric vehicle revolution</p> <ul style="list-style-type: none"> • TfL investing £18m in a new rapid charging network and working with boroughs to deliver more residential charging points • Zero emission zones in town centres and central London from 2025 • All new cars and vans in London will be zero emission by 2040 at the latest
	<p>Improving air quality at schools</p> <ul style="list-style-type: none"> • Air quality audits at 50 polluted primary schools • Boroughs will deliver the recommendations in partnership with the schools, using funding from the Local Implementation Plan

	<p>Creating Low Emission Neighbourhoods (LENS)</p> <ul style="list-style-type: none"> • Five Borough LENS across eight boroughs with a total of £5m from the Mayor matched by boroughs • Delivering interventions such as public realm improvements, EV charge points and parking/road use restrictions, by April 2019 • Five local Business LENS, these will be funded with £1m in total and delivered by April 2019
	<p>Providing alerts and information to the public:</p> <ul style="list-style-type: none"> • During and on the day before high and very high air pollution days, air quality alerts are displayed at: <ul style="list-style-type: none"> ○ 2,500 bus countdown signs and river pier sign ○ 140 road signs, with instructions to switch engines off when stationary to reduce emissions ○ The entrance to all 270 London Underground stations
	<p>Reducing emissions from construction sites:</p> <ul style="list-style-type: none"> • Construction machinery is the second largest source of PM2.5; fifth largest source of NOx • The Mayor has set minimum emission standards through the planning system • But due to the limits of the planning system these do not apply to all construction sites and it is difficult to enforce without the ability to fine those not complying with the rules
	<p>Adopting tighter World Health Organisation (WHO) guidelines for pollution</p> <ul style="list-style-type: none"> • Aiming to achieve these by 2030 to deliver further improvements in public health over and above legal limits

What will the Mayor’s air quality programme achieve?

- The Mayor’s air quality programme is expected to reduce NOx emissions by more than a half and PM2.5 emissions by more than a third by 2025 across the whole of London
- In addition, we expect there will be larger reductions in some of the most polluted areas, e.g. central London, due to the phased introduction of the Ultra Low Emission Zone
- These emission reductions are mainly driven by reductions from road transport
- If the Mayor had similar powers over non-transport sources, and if the Government took further action, we could go further and faster

How you can help bring this about?

- **Show your support for the T-Charge** when it is introduced on 23rd October 2017.
- **Ask the Chancellor to create a national diesel scrappage fund, so cities can get the most polluting vehicles off our streets now.** The Mayor has proposed a targeted, fully-costed, city-led, time-limited approach to scrappage which simplifies administration for Government and which would cost £515m in London over a two-year period.
- **Ask the Chancellor to amend pro-diesel taxes and other incentives like Vehicle Excise Duty (VED).** These still encourage people to buy more polluting diesel vehicles. Instead we should focus on encouraging a switch to zero emission vehicles.
- **Support the Mayor’s call for new powers for local and regional authorities.** The Mayor believes authorities need new powers to tackle emissions from construction, buildings and the river. These could be included in a new Clean Air Act, or attached to other appropriate legislation like the Automated and Electric Vehicles Bill.