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# Banning Diesel Vehicles from Central London

Caroline Pidgeon, Liberal Democrat Candidate for Mayor of London. February 2016

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## 1. Summary

As London Mayor, Caroline Pidgeon will phase out small and medium size diesel vehicles up to and including double-decker buses from Central London by 2024.

## 2. Targeted Approach

**Private diesel cars** will be targeted with:

- *Congestion charge surcharge*: from day one in office, Caroline will add a £2.50 surcharge to diesel vehicles entering the congestion charge zone. By 2024 this area will be restricted to electric and other virtually zero emission vehicles only.
- *Ultra Low Emission Zone (ULEZ)*: Caroline will bring forward the introduction of this zone by two years – starting in 2018 rather than 2020 – with additional charges for polluting vehicles. By 2024 small and medium size diesel vehicles will not be allowed to enter this zone which she will expand to cover London inside the north and south circular roads.
- *Low Emission Zone (LEZ)*: this zone covers most of Greater London and by 2024 Caroline will use this zone to deter (with charges) diesel vehicles from Greater London outside the north and south circular roads.

This means that by 2024 Caroline will restrict polluting vehicles in three concentric zones:

**Centre** – Virtually zero tail-pipe small and medium vehicles. Peak time HGV ban.

**Elsewhere, inside N&S Circular** – No diesel car or light vehicles up to double decker buses.

**In Greater London, outside N&S Circular** – additional charges for polluting vehicles

**Black Taxis** – will be helped to convert to electric power by the bulk buying of new vehicles from City Hall.

**Minicabs** – on a shorter replacement cycle are already converting to low emission non-diesel standards

**Light Vans and Goods Vehicles** – will also need to convert to electric or petrol hybrid systems. Again there will be City Hall buying power to achieve this.

**Buses** – There are already electric single decker buses in the London fleet and a trial is planned for double deck electric buses. All new replacement buses will be fully electric. Hybrid buses will be modified to operate on electric power for more of their journeys.

## 3. Background

The current Mayor has planned for the ULEZ to come into force only from 7 September 2020. That will be a full 10 years after the most serious legal air pollution limits in London were due to be met! But this will still allow non-compliant vehicles to enter central London by paying a daily charge of £12.50 (for cars, minibuses, vans and motorcycles) or £100 (for HGVs, coaches and non-TfL buses).

Clearly this will allow a large number of the most polluting vehicles currently on our roads to continue being driven within the ULEZ. It also puts London years behind the best practice of other major cities (e.g. Paris where they are considering a complete ban)

It's a far cry from the Mayor's original aim, when first announcing his intention to introduce an Ultra Low Emission Zone in central London, "to ensure all vehicles driving in the centre of the capital during working hours would be zero or low emission." The intention was again stated in his 2020 Vision:

*So we have brought in a highly aggressive programme of improvements, including an Ultra Low Emission Zone by 2020. Our intention is to serve due notice to consumers and manufacturers that by this time we expect to restrict central London only to those vehicles that have zero or near-zero tailpipe emissions.*

TfL's own projection is that the vast majority (73 per cent) of traffic entering central London in 2020 will already meet the proposed ULEZ standards. This suggests that there is scope for bringing forward the implementation date of the ULEZ

While the Mayor seems content to wait until 2020 before taking any action, we believe measures are needed urgently to improve air quality across the city and so avoid the prospect of substantial fines of around £300 million being passed down to the GLA under the terms of the Localism Act (2011).

Caroline has also committed to use the additional revenue generated through our scheme to fund additional participation in the *Cleaner Air for Schools* programme - giving every child in London the chance to learn about the simple steps they can take to reduce their exposure to air pollution – as well as establishing a programme to retrofit all primary school buildings sited in pollution hotspots with air filtration systems.

On HGVs Caroline has already announced clear plans to reduce vehicle movements:

- Introduce a peak-time ban on HGVs in central London
- Use consolidation centres to combine loads and reduce vehicle movements
- Make use of the River Thames for more freight traffic and during riverside building works
- Large-scale planning permissions to require these measures to reduce construction traffic

Caroline is tackling diesel vehicles because they contribute so much air pollution.

The Road Vehicle Emissions Factors 2009 research project made the following estimates of grams/mile of nitrogen oxides (NOx) and particulates (PM10):

<b>Vehicle</b>	<b>NOx</b>	<b>PM10</b>
Petrol transit size van	1.14	0.005
Diesel transit size van	1.37	0.122
Petrol saloon	0.344	0.003
Diesel saloon	0.712	0.065

These show that equivalent diesels emit over twenty times the harmful particulates and up to twice as much oxides of nitrogen.