

Past, present and future of London air quality policy

Hosted by Murad Qureshi AM, City Hall

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Clean Air in London

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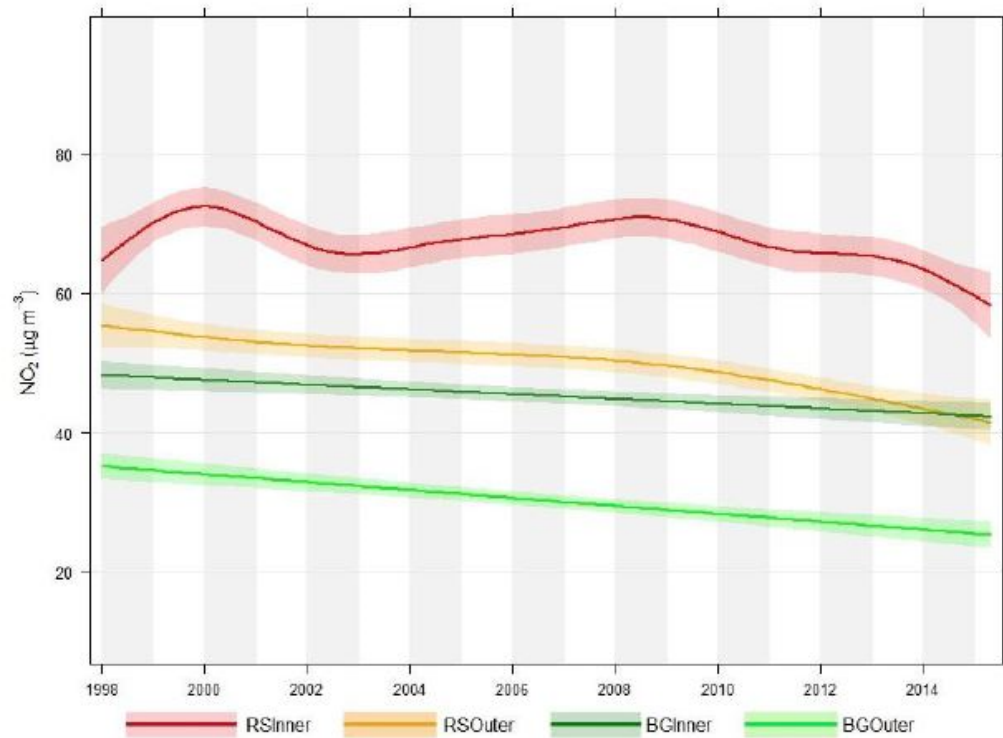
Summary

- Context – How bad is air pollution?
- Developments since last year
- Supreme Court judgment
- Latest medical evidence
- Current and forthcoming issues
- Boris's legacy?
- What can the next Mayor do?
- What can local authorities do?



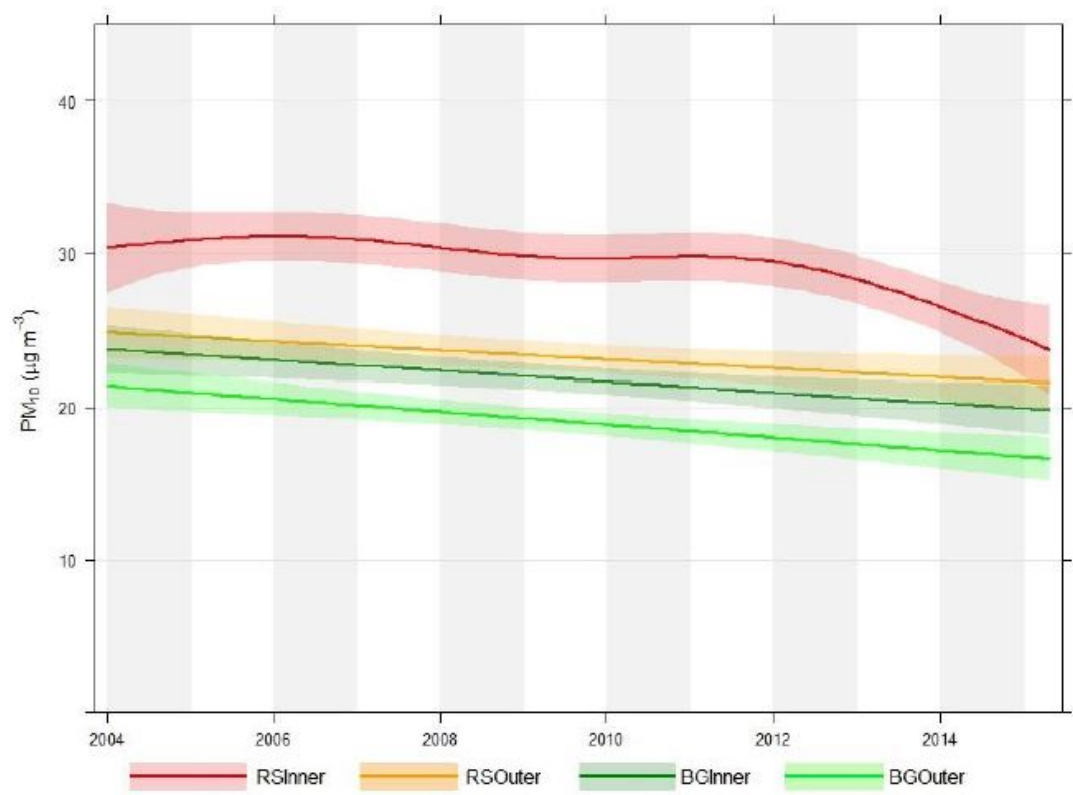
Developments since last year

- ClientEarth victory in the Supreme Court
- Public Health Indicators for PM_{2.5} for 2012. Birkett Index app
- Evening Standard and Sunday Times campaigns
- City of London getting excellent media coverage
- Boris misled people on ULEZ impacts. ASA ruling
- Euro 6 diesel emissions far worse than expected. Petrol fears
- London Assembly report: 'Driving away from diesel'
- King's College London study on NO₂ mortality
- National Emissions Ceilings Directive. Even better in Plenary?!



Source - the London Air Quality Network and analysis by King's College London (BG = "background", not next to a road. RS = "Roadside" and "inner" and "outer", refer to inner and outer London).

Trends in NO₂ between 1998 and 2014



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Trends in PM₁₀ between 2004 and 2014

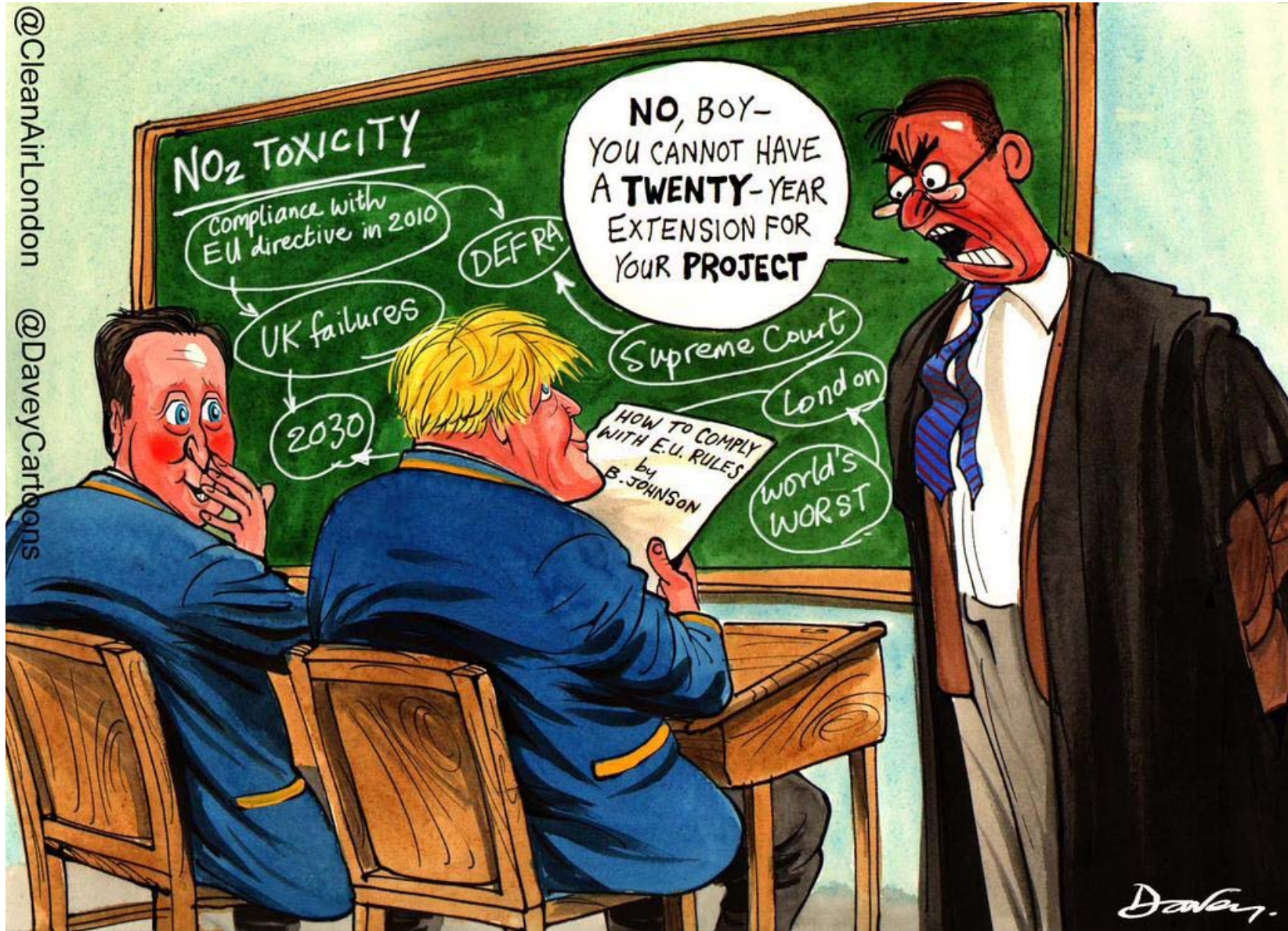


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Current and forthcoming issues

- Defra consultation on NO₂ plan. Lodge with Commission
- London Local Air Quality Management < 25 September
- Review of monitoring network arrangements...?
- Barry Gardiner MP setting up APPG on air pollution. EAC?
- New EPUK/IAQM planning guidance
- Smog episodes – summer, autumn and January to April 2016
- Taxis – emissions and cost. PHVs – emissions and congestion
- Taxis, PHVs and car clubs scrapping diesel. Soon...
- NO₂ infraction action – Reasoned opinion in February 2016?
- 60th anniversary of the first Clean Air Act on 5 July 2016



Boris's legacy?

- Scrapping the WEZ. Delaying Phase 3 of the LEZ
- Using the Pollution Suppressor before the Olympics
- Many central roads tend to have the highest NO₂ in the world. NO₂ reduced about 2% pa? Infracton action on NO₂
- Incentivising smaller diesel cars into the CCZ. No other action to restrict cars before ULEZ in 2020. Lots of exemptions?
- New Routemaster with 300 requiring exemption from ULEZ
- No joining up of climate and air pollution policies e.g. biofuels
- Diesel taxis until 2018 or 2033? 105,000 PHVs by 2017?
- Track record of issuing press releases then doing 'nothing'
- Refusal to issue smog warnings. One or two exceptions?





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What can the next Mayor do?

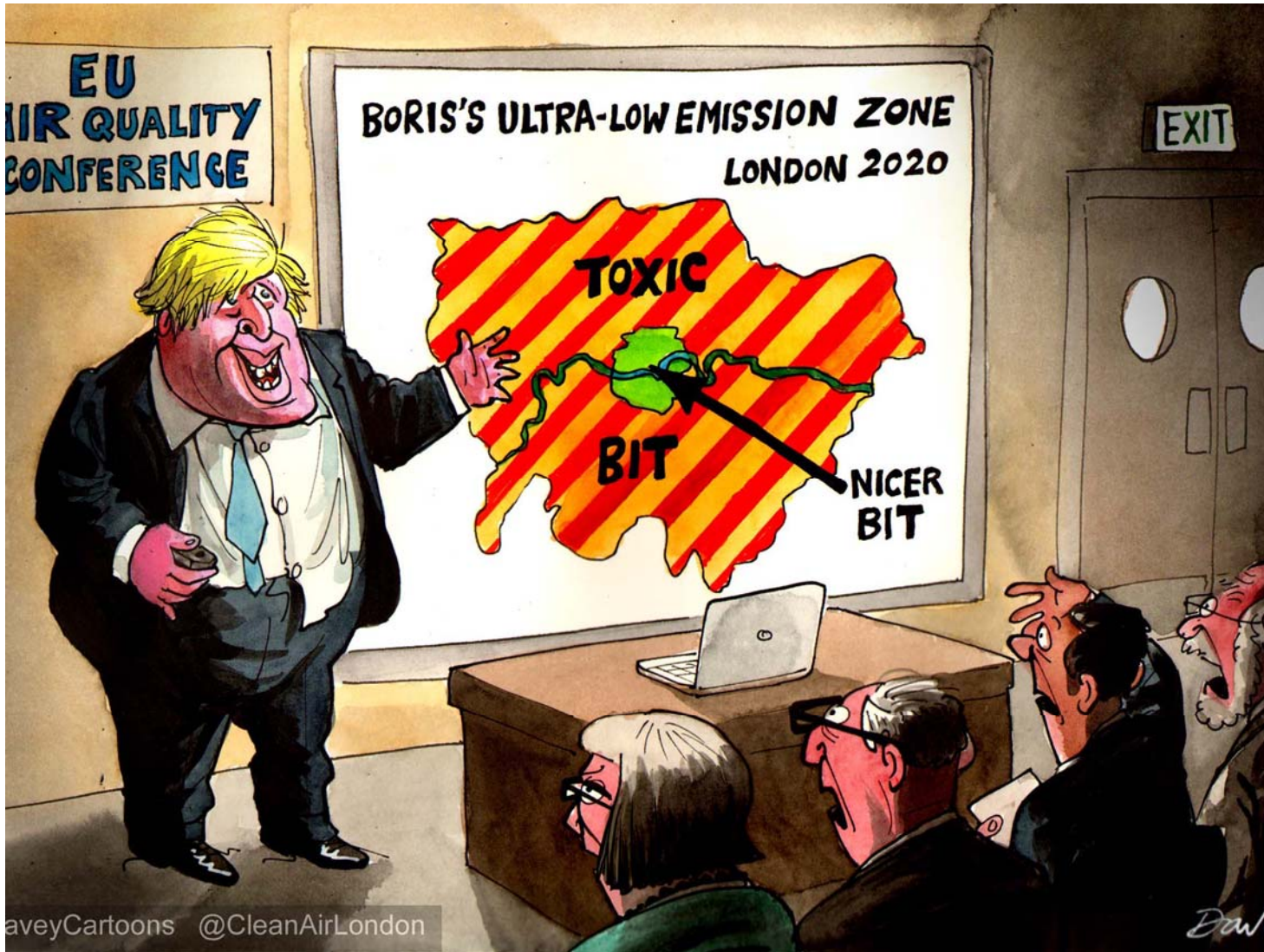
Policies and commitments

- Full compliance with air pollution laws throughout London by 2020
- Massive campaign to build public understanding. Protect. Reduce
- Emissions based road charging by 2018. Ban diesel from the most-polluted places by 2020. Tighten LEZ. Pay walkers and cyclists
- Clean public transport emissions. Eight point package for taxis and PHVs. Retrofit all existing buses now. Electric/biomethane by 2020
- Pedestrianise Oxford Street and other people/polluted areas
- Tube dust. Tunnel cleaning train operational
- Active travel. 20 mph. Lifestyle changes. Ban or close. Technology
- Align climate and air quality measures. No biomass burning or CHP
- Demand new Clean Air Act for modern fuels and technologies
- New Air Quality Strategy. Diesel, diesel, diesel...

What can local authorities do?

Policies and commitments

- Take action on local roads. Demand action on TfL roads
- Active travel. Discourage private cars. Encourage car clubs etc.
- Tightly manage developments, construction, NRMM etc
- Support emissions based road charging
- Join the ULEZ (EBRC) by 2018. Tighter LEZ (EBRC) by 2018
- Align climate and air pollution policies e.g. biomass
- Enforce Clean Air Act. Call for it to be updated
- Publicise events/issues. Clean Air in London's calendar widget
- Smog warnings. Speak up. Warn people. Protect people



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