



Air pollution



The climate emergency



Congestion

*Courtesy: Colin Brady, Transport for London*

## Improving London's Air Quality

25/05/2022

- **Air pollution is a big problem that requires transformative solutions, both technological and behavioural.** Technological solutions include low emission zones, electrifying part of the vehicle fleet or moving from diesel to electric cars. Behavioural solutions all have to do with getting people out of their cars and into walking, cycling, and public transportation. According to the [Climate, air quality and health impacts of transport policies in cities](#) thesis by Andrea Calderon, behavioural solutions have at least 2-15 times greater health benefits than even the most ambitious and drastic of all technological solutions, which is electrifying the entire vehicle fleet in London.
- **The GLA is developing two pieces of London Plan Guidance (LPG), [Air Quality Positive](#) and [Air Quality Neutral](#), to support implementation of air quality policies in the revised [London Plan](#).** The Air Quality Positive approach maximises the benefits to local air quality in and around a development site or masterplan area and minimises exposure to existing sources of poor air quality. 'Air Quality Neutral' is a term for developments that do not contribute to air pollution beyond allowable benchmarks. The Air Quality Positive guidance includes a matrix outlining the minimum standards of what should be included in the Air Quality Positive Statement, which should be submitted as part of an Energy Impact Assessment (EIA), alongside the Environmental Statement.
- **The proposed London-wide expansion of the Ultra Low Emission Zone (ULEZ) by TfL is intended to address air pollution, climate change, and traffic congestion.** The existing ULEZ scheme has been successful in reducing emissions in the areas where it has been implemented, and its expansion is expected to reduce non-compliant cars and vans, and emissions of nitrogen oxides and particulate matter city-wide. TfL is consulting on the expansion proposals until 29<sup>th</sup> July 2022 and more information on the proposals and how to submit your feedback to the consultation can be found [here](#).
- **Road user charging is also a potential way to address issues like air pollution, the climate emergency, and traffic congestion.** Road user charging involves charging drivers for the use of the roads they drive on. Such a scheme could have benefits like increasing opportunities for walking and cycling, reducing road danger and noise pollution, and benefiting the high street and local economy. Factors that could be considered in the design of a road user charging scheme include distance, time of day, vehicle type, and location, among various other factors. TfL is asking Londoners to help them shape the future of road user charging in London as part of the consultation that can be found [here](#).



**Air pollution**



**The climate emergency**



**Congestion**

*Courtesy: Colin Brady, Transport for London*

## **Speakers:**

**Dr Audrey de Nazelle**, Co-Deputy Director of the Centre of Environmental Policy, Imperial College London

**Stephen Inch**, Principal Policy and Programmes officer (ULEZ delivery manager), GLA

**Katherine Howatson**, Principal City Planner, TfL

**Oliver Drasar**, Principal City Planner, TfL

**Colin Brady**, Principal City Planner, TfL

**Attendees: 225**