



**TRANSPORT
FOR LONDON**

EVERY JOURNEY MATTERS

Electrification of Transport in London

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Transport Strategy

Towards a Zero Emission Transport System

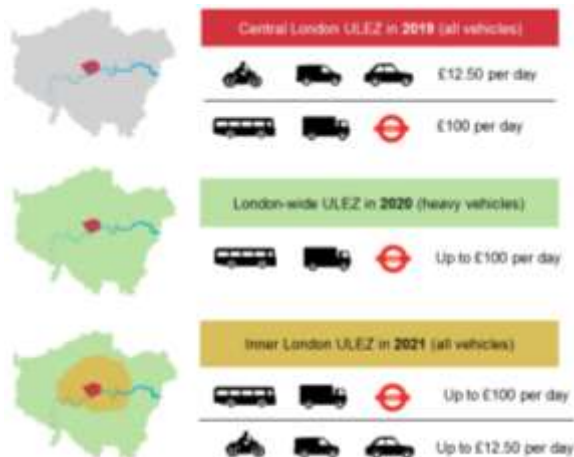


- Policy: Mayor's Transport Strategy
- London's emissions challenge
- London's energy needs
- TfL's plans for electrification



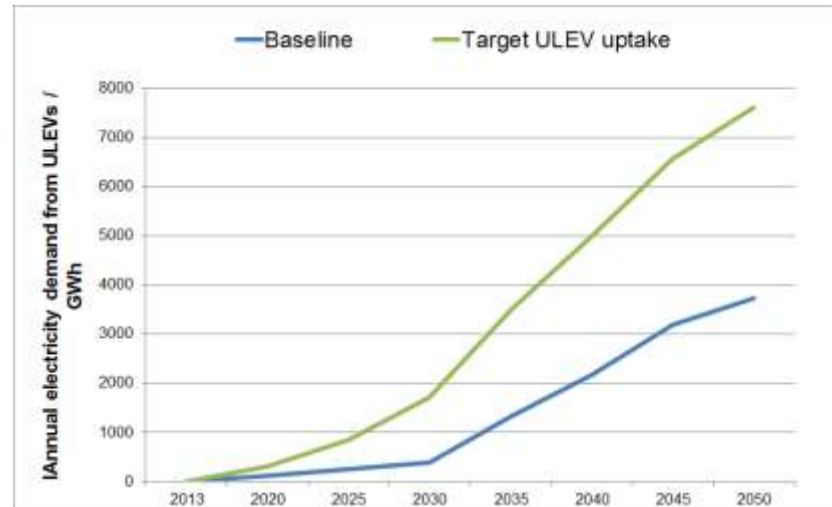
Emission Control Policy

- ULEZ 8 April 2019
- Expanded ULEZ 25 Oct 2021
- ZEZ coming soon



Ultra Low Emission Vehicles' Energy Needs

- Moving to a zero emission vehicle fleet has implications for London's energy supply
- At higher levels of ULEV uptake, demand of 7-8 TWh p.a. is possible



Mode of transport	Estimated ENERGY consumption p.a.	Max POWER consumption
London Underground	1.1 TWh	~ 250 MW
London Buses	750 GWh – 1 TWh	~ 250 MW
Other road transport	5-6 TWh	~ 1GW



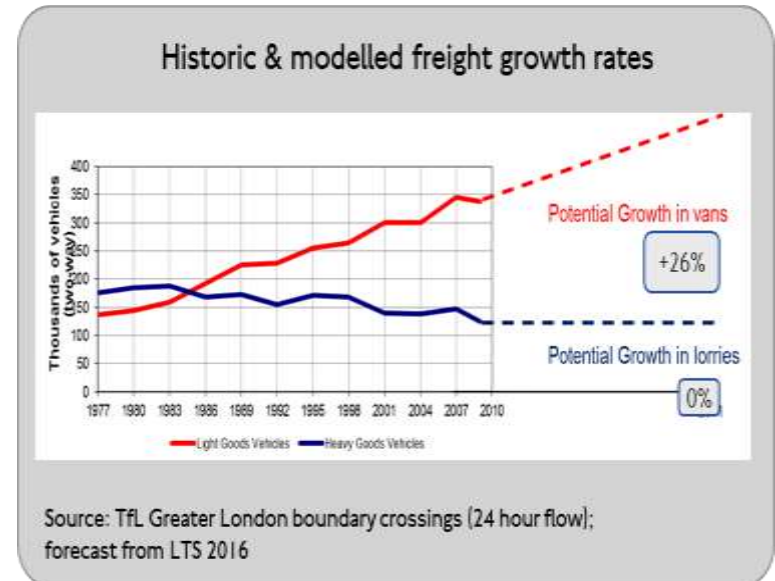
Better managing and mitigating freight's impact is a key part of delivering the Mayor's ambition

In a growing city with reducing road capacity:

- Freight traffic is almost 1/3 of all am peak traffic
- Van traffic is already 80 per cent of road freight
- Vans are only motorised mode forecast to grow in London

Air Quality and diesel in particular is a challenge

- CO2 emissions – 24 per cent
- NOx emissions – 33 per cent
- PM10 emissions – 27 per cent



Lowering freight emissions – LoCITY programme

LoCITY is increasing the uptake and availability of low emission commercial vehicles as part of the Mayor's Ultra Low Emission Vehicle Delivery Plan

- Industry-led, with involvement from manufacturers, fleets, trade associations and government
- Technology neutral – right mix for fleet/situation
- Supporting the roll-out of infrastructure for alternatively fuelled vehicles
- Ensuring planning and procurement activity supports uptake of cleaner vehicles
- Helping fleets prepare for ULEZ



Lowering Emissions
from Commercial Vehicles



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