

	Rationale	Who pays	Charge level	Percentage of vehicles affected <i>(assumes no discounts or exemptions)</i>	Approx Gross Revenues ** <i>(£m over 3 years at variable levels of charge)</i>	Lifespan of policy	Pros / Cons	Risks / Considerations																																										
Only the Oldest	<ul style="list-style-type: none"><li>A slightly higher charge for the oldest vehicles to nudge them towards a cleaner vehicle</li><li>As number of vehicles affected is smaller you could charge a higher rate to try and encourage removal of the vehicles</li></ul>	Euro 3 and older vehicles	£1 - £5	<table><thead><tr><th></th><th>2017</th><th>2018</th><th>2019</th><th>2020</th></tr></thead><tbody><tr><td>Petrol Car</td><td></td><td></td><td></td><td></td></tr><tr><td>Diesel Car</td><td></td><td></td><td></td><td></td></tr><tr><td>Van</td><td></td><td></td><td></td><td></td></tr><tr><td>HGV</td><td></td><td></td><td></td><td></td></tr><tr><td>Non-TfL Bus &amp; Coach</td><td></td><td></td><td></td><td></td></tr></tbody></table>		2017	2018	2019	2020	Petrol Car					Diesel Car					Van					HGV					Non-TfL Bus & Coach					<table><thead><tr><th>charge</th><th>£1</th><th>£2</th><th>£3</th><th>£4</th><th>£5</th></tr></thead><tbody><tr><td>Revenue (£m)</td><td>5</td><td>10</td><td>15</td><td>20</td><td>25</td></tr></tbody></table>	charge	£1	£2	£3	£4	£5	Revenue (£m)	5	10	15	20	25	2017 to 2020*	<ul style="list-style-type: none"><li>Few vehicles affected so acceptability is high and can probably be brought in the fastest (if at low charge levels)</li><li>Standard is not linked to any other scheme so public might not understand the standards</li><li>Revenues are not significant</li></ul>	
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Preparing for ULEZ	<ul style="list-style-type: none"><li>Sends an early signal about the ULEZ standards</li><li>Low level increase in congestion charge for those who pay it</li><li>Could lead to some pre-compliance with ULEZ</li></ul>	Non-ULEZ compliant vehicles (pre-euro 4 if petrol, pre-euro 6 if diesel)	£1 - £5	<table><thead><tr><th></th><th>2017</th><th>2018</th><th>2019</th><th>2020</th></tr></thead><tbody><tr><td>Petrol Car</td><td></td><td></td><td></td><td></td></tr><tr><td>Diesel Car</td><td></td><td></td><td></td><td></td></tr><tr><td>Van</td><td></td><td></td><td></td><td></td></tr><tr><td>HGV</td><td></td><td></td><td></td><td></td></tr><tr><td>Non-TfL Bus &amp; Coach</td><td></td><td></td><td></td><td></td></tr></tbody></table>		2017	2018	2019	2020	Petrol Car					Diesel Car					Van					HGV					Non-TfL Bus & Coach					<table><thead><tr><th>charge</th><th>£1</th><th>£2</th><th>£3</th><th>£4</th><th>£5</th></tr></thead><tbody><tr><td>Revenue (£m)</td><td>20</td><td>40</td><td>60</td><td>80</td><td>90</td></tr></tbody></table>	charge	£1	£2	£3	£4	£5	Revenue (£m)	20	40	60	80	90	2017 to 2020*	<ul style="list-style-type: none"><li>Simplest standards - already understood by the public (ULEZ standard)</li><li>Can be seen as moving towards / bringing elements of ULEZ forward early</li><li>Could be seen as unfair as people are expecting 5 years notice to comply with ULEZ</li><li>High proportion of Vans would have to the pay the charge</li></ul>	Level of charge and standard being set determines the acceptable 'notice period' <ul style="list-style-type: none"><li>If acceptable notice isn't seen to be granted this opens up risks of judicial review</li></ul>
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'Best in class'	<ul style="list-style-type: none"><li>For each vehicle type there is a mass-market available option that has the lowest emissions. For most heavy vehicles and vans this is Euro VI diesel.</li><li>However, for cars Petrol vehicles offer this alternative</li><li>The charge therefore is simply levied on any Euro standard that isn't 'best in class'</li></ul>	Non Euro 6/VI vans and HGVs Pre-Euro 4 Petrol All Diesel Cars	£1 - £5	<table><thead><tr><th></th><th>2017</th><th>2018</th><th>2019</th><th>2020</th></tr></thead><tbody><tr><td>Petrol Car</td><td></td><td></td><td></td><td></td></tr><tr><td>Diesel Car</td><td></td><td></td><td></td><td></td></tr><tr><td>Van</td><td></td><td></td><td></td><td></td></tr><tr><td>HGV</td><td></td><td></td><td></td><td></td></tr><tr><td>Non-TfL Bus &amp; Coach</td><td></td><td></td><td></td><td></td></tr></tbody></table>		2017	2018	2019	2020	Petrol Car					Diesel Car					Van					HGV					Non-TfL Bus & Coach					<table><thead><tr><th>charge</th><th>£1</th><th>£2</th><th>£3</th><th>£4</th><th>£5</th></tr></thead><tbody><tr><td>Revenue (£m)</td><td>30</td><td>60</td><td>80</td><td>110</td><td>130</td></tr></tbody></table>	charge	£1	£2	£3	£4	£5	Revenue (£m)	30	60	80	110	130	2017 onwards	<ul style="list-style-type: none"><li>Essentially a 'diesel charge' for cars which would be welcomed by some AQ stakeholders</li><li>Could continue to run when ULEZ begins in 2020</li><li>Could causes confusion with the ULEZ standards where diesel car Euro 6 is considered 'compliant' and don't pay the higher rate</li></ul>	Speed of implementation is dependent on: <ul style="list-style-type: none"><li>DVLA agreeing to provide required vehicle data earlier than planned (currently data is required for 2020 ULEZ implementation)</li><li>DVLA data being of an acceptable quality (otherwise we may need to develop our own source of data, as we did for LEZ)</li></ul>
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Looking Beyond ULEZ	<ul style="list-style-type: none"><li>ULEZ encourages the use of the cleanest 'mass market' available vehicle</li><li>However these vehicles are still emitting pollution at tailpipe which, when plug-in vehicles are more common-place, will no longer be the cleanest alternative</li><li>Through this mechanism we can start to differentiate between petrol and diesel cars.</li></ul>	Two charge system	£1 - £5	<table><thead><tr><th></th><th>2017</th><th>2018</th><th>2019</th><th>2020</th></tr></thead><tbody><tr><td>Petrol Car</td><td></td><td></td><td></td><td></td></tr><tr><td>Diesel Car</td><td></td><td></td><td></td><td></td></tr><tr><td>Van</td><td></td><td></td><td></td><td></td></tr><tr><td>HGV</td><td></td><td></td><td></td><td></td></tr><tr><td>Non-TfL Bus &amp; Coach</td><td></td><td></td><td></td><td></td></tr></tbody></table>		2017	2018	2019	2020	Petrol Car					Diesel Car					Van					HGV					Non-TfL Bus & Coach					<table><thead><tr><th>charge</th><th>£1</th><th>£2</th><th>£3</th><th>£4</th><th>£5</th></tr></thead><tbody><tr><td>Revenue (£m)</td><td>60</td><td>80</td><td>100</td><td>120</td><td>130</td></tr></tbody></table>	charge	£1	£2	£3	£4	£5	Revenue (£m)	60	80	100	120	130	2017 onwards	<ul style="list-style-type: none"><li>Has a stronger theoretical basis in that all polluting vehicles pay a charge (by varies based on how relatively polluting they are)</li><li>Could continue beyond 2020 and form the basis of wider emissions charging</li><li>Could be seen as a way of increasing the Congestion Charge by the back door unless the funds raised were specifically hypothecated for environmental projects</li></ul>	If residents pay this charge the scheme would need to continue until their sunset period for ULEZ ends in 2023
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\* consider if it continues beyond 2020 for vehicles with a ULEZ sunset period

\*\* does not include any shifting between vehicle categories, based on mirror CC option

