Memorandum of Understanding
between
Transport for London
and
South Central Ambulance Service NHS Foundation Trust

This memorandum of understanding is made between:

Transport for London ("TfL")
of 5 Endeavour Square,
London
E20 1JN

and

South Central Ambulance Service NHS Foundation Trust
of Northern House
Unit 7-8 Talisman Business Park
Talisman Road
Bicester
Oxfordshire
OX26 6HR
("the Provider")

on:

3rd November 2022

Purpose

This memorandum of understanding ("MOU") sets out the understanding between TfL and South Central Ambulance Service NHS Foundation Trust (the Provider) on how the Provider will work towards:

(1) achieving compliance with:
   • the Ultra Low Emission Zone (ULEZ) vehicle emissions standards and daily charges in the area of Inner London broadly encompassed by the North-South Circular roads; and
   • the Low Emission Zone (LEZ) vehicle emissions standards and daily charges which apply London-wide

   (collectively called "the Charging Schemes"); and

(2) creating a zero emission fleet, to minimise harmful effects on air quality from the Provider’s road vehicle operations.

The Mayor of London supports the positions of the parties as set out in this MOU.
Under section 7 of the Transport for London Act 2008, TfL may suspend or partially suspend the operation of the Charging Schemes for such period or periods as it thinks fit where it appears to TfL to be desirable or expedient so to do. Therefore, TfL is able to waive LEZ and ULEZ Daily Charges for a vehicle that does not comply with the relevant LEZ and/or ULEZ emissions standards requirements and would otherwise be obliged to pay, and to cancel Penalty Charge Notices issued in respect of any such vehicles where the Daily Charge is unpaid.

Emergency services and other public organisations that maintain vehicle fleets can lead by example in tackling environmental challenges and procuring responsibly – delivering, driving and enabling best practice. They can be powerful demonstrators of best practice or new technologies and use their scale to help to drive down costs to enable others to follow suit.

In particular, they have a leading role to play in the demonstration and roll out of zero emission vehicles to help to fulfil the Mayor’s ambition for a zero carbon city.

**The South Central Ambulance Service fleet**

SCAS provide emergency services, as well as non-emergency patient transport services, NHS 111 services, logistics, commercial and training services across Berkshire, Buckinghamshire, Hampshire, Oxfordshire, Surrey and Sussex, serving a population of 7 million people. There are occasions when their vehicles go outside of these areas, including Dorset, London and other areas when required.

There are 1250 emergency/specialist and patient transport vehicles in the SCAS fleet, which includes:

- 393 Front line emergency ambulances, of which 57 are non-compliant with ULEZ standards
- 312 Rapid Response Cars and unmarked officer’s blue lit response vehicles, of which 127 are non-compliant with ULEZ standards
- 545 non urgent patient transfer ambulances, of which 72 are non-compliant with ULEZ standards

**Defined terms**

“ULEZ or LEZ Daily Charge” refers to the charge payable under the Charging Schemes for operating an Operational Vehicle that is not compliant with applicable ULEZ or LEZ emissions standards at the time set out in the Table below.

Low Emission Zone (“LEZ”) and the Ultra Low Emission Zone (“ULEZ”) and their areas are more particularly defined in the Greater London Low Emission Zones Charging Scheme (“the Charging Schemes”)¹, as amended from time to time.

“Light vehicles”, “heavy vehicles” and “ULEZ or LEZ emissions standards requirements” have the meanings indicated in the Table below and apply from the dates indicated.

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¹ Set out in the Schedule to the Greater London Low Emission Zone Charging Order 2006.
Vehicle type (includes hybrid vehicles)\(^2\) & ULEZ and LEZ areas emissions standards requirement (minimum; in respect of NO\(_x\) and PM emissions)\(^3\) & Date from which newly registered vehicles of this type have had to meet these emissions standards & LEZ or ULEZ Daily Charge if vehicle is not compliant with relevant ULEZ or LEZ emissions standards requirement \\

**Light vehicles:** ULEZ area & & & \\
Motorcycle, moped etc – Category L & Euro 3 & From 1 July 2007 & £12.50 \\
Car and small van – Categories M1 and N1 (I) & Euro 4 (petrol) & From 1 January 2006 & £12.50  \\
 & Euro 6 (diesel) & From 1 September 2015 & \\
Large van and minibus – Categories N1 (II and III) and M2 & Euro 4 (petrol) & From 1 January 2007 & £12.50  \\
 & Euro 6 (diesel) & From 1 September 2016 & \\

**Heavy vehicles:** LEZ area & & & \\
Large van and minibus – Categories N1 (II and III) and M2 & Euro 3 PM (diesel only) & From 1 January 2002 & £100 (plus ULEZ daily charge in ULEZ areas if not Euro 6) \\
HGV – Categories N2 and N3 & Euro VI & From 1 January 2014 & £300 if Euro IV PM standard not met  \\
 & & & £100 if Euro VI standard not met  \\
Bus/coach – Category M3 & Euro VI & From 1 January 2014 & £300 if Euro IV PM standard not met  \\
 & & & £100 if Euro VI standard not met \\

“Non-Operational Vehicles” means vehicles not registered with TfL under paragraph 2 (i.e. its non-“blue-light” vehicles)

**Compliance with the Ultra Low Emission Zone and Low Emission Zone**

1. Notwithstanding the Sunset Period referred to in paragraph 2 below, the Provider will ensure that:
   a. all its non-blue light cars and vans comply with the ULEZ or LEZ emissions standard requirements or will not be driven in the zone 
   b. where scheduled trips for patient transport are undertaken they will be undertaken using compliant vehicles where practicable.

2. A Sunset Period will apply until 25 October 2023 in respect of all the Provider’s specialised vehicles and emergency response (blue light) vehicles which are required for operational reasons to enter the ULEZ or LEZ area. TfL will maintain a register of such

\(^2\) Note that ambulances with a maximum mass not exceeding 3,500kg are treated as Category N1 (II and III), while ambulances with a maximum mass exceeding 3,500kg are treated as Category N2

\(^3\) Euro standards for heavy duty diesel engines use Roman numerals (I–VI) and light duty vehicle standards use Arabic numerals (1–6). Category L emission standards apply to NO\(_x\) emissions only.
vehicles and during the Sunset Period will waive any applicable ULEZ or LEZ Daily Charge and/or Penalty Charge Notice ("PCN") issued in respect of any such vehicle (and it will cancel or refund any Daily Charge payable or paid or PCN issued by its systems in respect of any such vehicle) provided that the Provider will register the details of such vehicles with TfL and will provide TfL with the details of any subsequent replacements of relevant vehicles.

Creating a zero emission fleet

3. The 2018 Mayor’s Transport Strategy identifies that it is important that the public sector leads by example in the take up of zero emission vehicles. It sets out the ambition that cars in support fleets are zero emission capable (ZEC) by 2025 at the latest, all newly purchased or leased cars and vans (less than 3.5 tonnes), including emergency response vehicles are ZEC from 2025, all heavy vehicles are fossil fuel-free from 2030 and entire fleets are zero emission by 2050. The Mayor has set a new target for London to be net zero carbon by 2030. Transport for London and the Greater London Authority are working to revise zero emission targets in line with this new commitment.

4. The Provider will work towards meeting the NHS net zero targets by 2040, with an ambition to reach an 80 per cent reduction by 2028 to 2032.

5. The Provider’s agreement to work towards the objectives in paragraphs 3 and 4 is a statement of intention and not legally binding and otherwise strictly subject to the affordability of these activities and subject to funding from the Department of Health, NHS England, or Clinical Commissioning Groups or such other commissioner of emergency health care services, and any cap or restrictions placed upon capital investment on the Provider by NHS Improvement or such other commissioner of emergency health care services

This MOU is not a legally binding document.

Signed on behalf of TfL: Signed on behalf of the South Central Ambulance Service NHS Foundation Trust:

Alex Williams Name: Phil Pimlott MBE
Director, City Planning Title: Assistant Director Operations

Signature:………………………………… Signature:…………………………………