Memorandum of Understanding  
between  
Transport for London  
and  
Barts Health NHS Trust

This memorandum of understanding is made between:

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

and

Barts Health NHS Trust ("Barts")  
of Newham University Hospital  
Annex House 21  
Glen Road  
Plaistow  
London E13 8SL

on:

01.01.2022

Purpose

This memorandum of understanding ("MOU") sets out the understanding between TfL and Barts on how Barts will work towards:

(1) achieving compliance with:

- the Ultra Low Emission Zone (ULEZ) vehicle emissions standards and daily charges that came into force on 8 April 2019 in Central London (in the same area as the Congestion Charge) and which from 25 October 2021 will expand to 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, and which from 1 March 2021 will impose higher standards and charges for heavy vehicles that are not Euro VI ("LEZ-Tighter Standards") compliant; (collectively called “the Charging Schemes”); and

(2) creating a zero emission fleet, to minimise harmful effects on air quality from Barts’ 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 by 2050.

**The Barts fleet**

Barts operates from four major hospital sites (The Royal London, St Bartholomew’s, Whipps Cross and Newham) and a number of community locations, including Mile End hospital.

There are 149 vehicles forming part of Barts’ patient transport services that do not meet the emissions standards. These vehicles comprise:

<p>| | |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>HDU</td>
<td>7</td>
</tr>
<tr>
<td>PTS Bariatric</td>
<td>6</td>
</tr>
<tr>
<td>PTS Seated</td>
<td>68</td>
</tr>
<tr>
<td>PTS Stretcher</td>
<td>34</td>
</tr>
<tr>
<td>WAV</td>
<td>34</td>
</tr>
</tbody>
</table>

**Defined terms**

“Daily Charge” refers to the charge payable under the Charging Schemes for operating a vehicle that is not compliant with applicable ULEZ or LEZ emissions standards at the time.

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 Scheme”)¹, under which:

(1) the “ULEZ Area”:
   a. from 8 April 2019 to 24 October 2021 means the “Central London ULEZ Area”, which means the same area as the London Congestion Charging Zone (“CCZ”), defined as the “central zone” in the Greater London (Central Zone) Congestion Charging Order 2004 (as amended); and

¹ Set out in the Schedule to the Greater London Low Emission Zone Charging Order 2006, as amended.
b. on or after 25 October 2021 means the “Inner London ULEZ Area” (broadly the area up to the North Circular Road and the South Circular Road including the Central London ULEZ Area); and

(2) the “LEZ Area” means most of Greater London including the ULEZ Area.

“Light vehicles”, “heavy vehicles”, “ULEZ or LEZ Daily Charge” and “ULEZ or LEZ emissions standards requirements” have the meanings indicated by the table below and apply from the dates indicated.

<table>
<thead>
<tr>
<th>Vehicle type (includes hybrid vehicles)</th>
<th>ULEZ and LEZ areas emissions standards requirement (minimum; in respect of NO\textsubscript{X} and PM emissions)\textsuperscript{2}</th>
<th>Date from which newly registered vehicles of this type have had to meet these emissions standards</th>
<th>Daily Charge if vehicle is not compliant with relevant ULEZ or LEZ emissions standards requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light vehicles: ULEZ Area</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Motorcycle, moped etc – Category L</td>
<td>Euro 3</td>
<td>From 1 July 2007</td>
<td>£12.50</td>
</tr>
</tbody>
</table>
| Car and small van – Categories M1 and N1 (I) | Euro 4 (petrol)  
Euro 6 (diesel) | From 1 January 2006  
From 1 September 2015 | £12.50  
£12.50 |
| Large van and minibus – Categories N1 (II and III) and M2 | Euro 4 (petrol)  
Euro 6 (diesel) | From 1 January 2007  
From 1 September 2016 | £12.50  
£12.50 |
| Heavy vehicles: LEZ area               |                                                                                                                                |                                                                                               |                                                                                          |
| Large van and minibus – Categories N1 (II and III) and M2 | Euro 3 (diesel only) | From 1 January 2002 | £100 |
| HGV – Categories N2 and N3             | Euro VI                                                                                                                        | From 1 January 2014                                                                            | £300 if Euro IV standard not met  
£100 if Euro VI standard not met |
| Bus/coach – Category M3               | Euro VI                                                                                                                        | From 1 January 2014                                                                            | £300 if Euro IV standard not met  
£100 if Euro VI standard not met |

“PCN” means a Penalty Charge Notice issued by TfL.

“Sunset Period” means a period where TfL waives any ULEZ or LEZ Daily Charge due or PCN issued in connection with operational use of a vehicle registered with it.

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

\textsuperscript{2} Euro standards for heavy duty diesel engines use Roman numerals (I–VI) and light duty vehicle standards use Arabic numerals (1–6).
1. Notwithstanding the Sunset Period referred to in paragraph 2 below, Barts will ensure that:  
   a. all other vehicles comply with the ULEZ emissions standards requirements or pay the daily charge when entering the zone wherever they are based and  
   b. Where possible, compliant patient transport services will operate within the zone  
   c. Non-compliant vehicles will only enter the zone when necessary  

2. A Sunset Period will apply until 25 October 2023 in respect of all Barts patient transport service vehicles entering the ULEZ.  

3. TfL will:  
   a. maintain a register of such vehicles and during the Sunset Period waive any applicable ULEZ or LEZ Daily Charge or PCN issued in respect of any such vehicle; and accordingly  
   b. cancel or refund any applicable ULEZ or LEZ Daily Charge payable or paid or PCN or amount paid in payment of a PCN issued by its systems in respect of any such vehicle, provided that Barts complies with paragraph 4 below.  

4. Barts will:  
   a. register the details of such vehicles with TfL; and  
   b. provide TfL with the details of any subsequent replacement of any such vehicle where the replacement is made before 25 October 2023.  

**Creating a zero emission fleet**  

5. Barts will work towards:  
   a. All London-based cars in its general purpose fleet being zero emission capable by 2025;  
   b. All new cars and vans (less than 7.5 tonnes), including response vehicles in the London fleet, being zero emission capable from 2025;  
   c. All heavy vehicles (greater than 7.5 tonnes) being zero emission capable or fossil fuel-free from 2030 at the latest;  
   d. All vehicles being zero emission by 2050 at the latest.  

6. Barts will endeavour to identify opportunities for the installation on its properties of infrastructure to facilitate the charging or refuelling of electric-powered or hydrogen-powered vehicles.  

This MOU is not a legally binding document.
Signed on behalf of TfL:

Alex Williams
Director, City Planning

Signature: ........................................

Signed on behalf of Barts:

Anthonia Okonmah
Associate Director – NEPTS

Signature: ........................................