

# The Ultra Low Emission Zone

10 January 2020  
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Transport for London



# The challenge



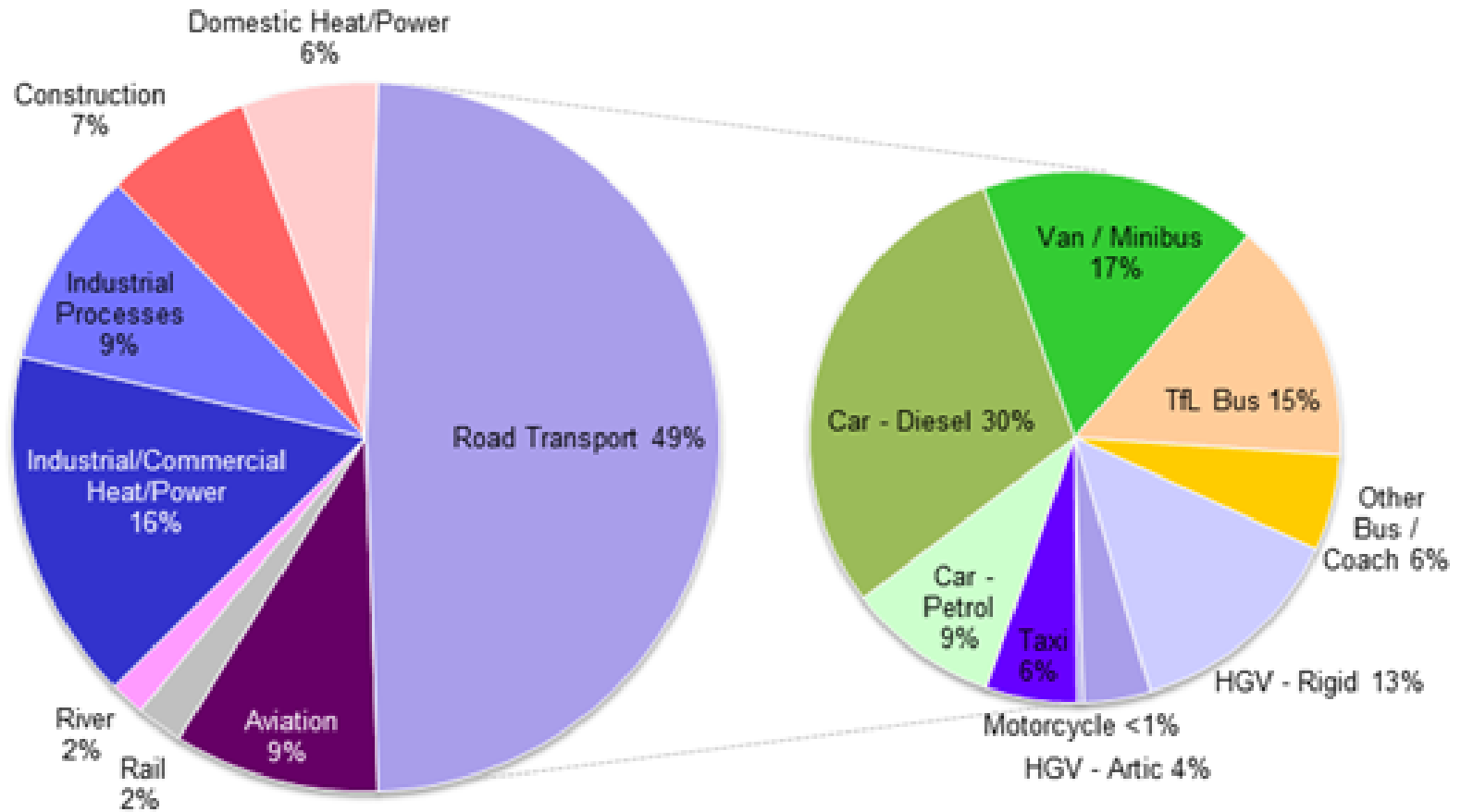
# London's toxic air is a public health crisis



- Thousands of Londoners die prematurely each year because of toxic air pollution.
- London's toxic air is **stunting the growth of children's lungs** in ways that will affect them for the rest of their lives.
- Toxic air pollution is a cause of cancer and it increases the risk of asthma, stroke and dementia.
- London's toxic air crisis is also an issue of social justice as air pollution is worse in more deprived areas.
- Road transport is the biggest contributor to air pollution in London

# NO<sub>2</sub> Road Transport Problem

## Distribution of NO<sub>x</sub> Emissions - 2016 - London











# Our approach








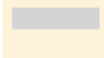
# 8 April 2019 - Central London ULEZ



		Euro 3	£12.50
		Euro 4 petrol or Euro 6 diesel	£12.50
		Euro VI	£100
		Euro IV PM	£200
		Euro 3 PM	£100



**Ultra Low Emission  
Zone/Congestion  
Charge area in central  
London**

-  Ultra Low Emission Zone (ULEZ)
-  Charging zone boundary
-  Additional residents' 90% discount area for Congestion Charge
-  Main roads within the ULEZ



# The Central London ULEZ

- Started on **8 April 2019**
- Operates in the existing **central London Congestion Charge Zone**
- Operates **24 hours a day, every day of the year**
- **Vehicles must meet strict emission standards** to drive in the central London ULEZ area:
  - Euro 4 for petrol cars and vans
  - Euro 6 for diesel cars and vans
  - Euro 3 for motorcycles and mopeds
  - Euro VI for lorries, buses and coaches
- **Or pay a charge:**
  - £12.50 per day for cars, motorcycles and vans
  - £100 per day for lorries, buses/coaches
- The ULEZ **replaces the Toxicity Charge (T-Charge)** in central London and is in addition to the Congestion Charge.





# ULEZ has already had an impact

- 77 per cent of vehicles driving into the zone are now compliant
- 13,500 fewer polluting vehicles seen in the zone on an average day
- Roadside Nox reduced by approx one third
- Londoners and businesses are using cleaner transport alternatives



# What else are we doing?

## Low Emission Bus Zones



## Cleaning up our bus fleet



## Cleaning up our taxi fleet



## EV infrastructure









# Next steps



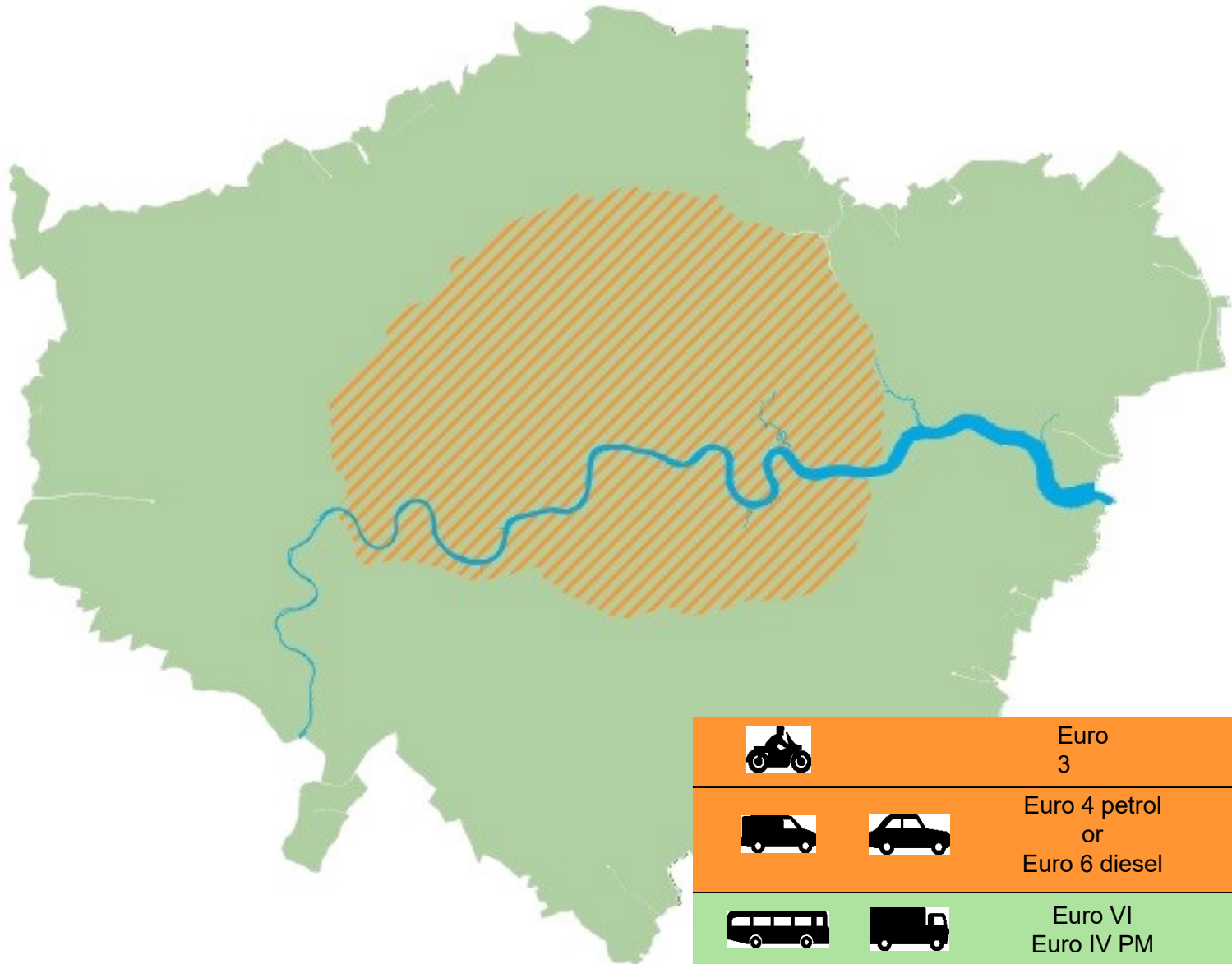
# October 2020 – Strengthening of LEZ standards









		Euro 3	£12.50
		Euro 4 petrol or Euro 6 diesel	£12.50
		Euro VI Euro IV PM	£100 £300
		Euro 3 PM	£100



# October 2021 – Expansion of ULEZ



	Euro 3	£12.50
 	Euro 4 petrol or Euro 6 diesel	£12.50
 	Euro VI Euro IV PM	£100 £300
	Euro 3 PM	£100





**KEY**

- ULEZ extension to the North and South Circular Boundary from 25 October 2021
- Central London ULEZ from 8 April 2019 and Congestion Charge

North and South Circular boundary road is not charged

## Options for drivers

- Purchase a new compliant vehicle
- Purchase a second-hand compliant vehicle
- Rent/lease a compliant vehicle
- Share a compliant vehicle
- Retrofit your vehicle (this is only suitable for some vehicles)
- Reorganise your fleets to only drive compliant vehicles in the ULEZ (for those operating a fleet of vehicles)
- Pay the daily charge (we would prefer that drivers take action to meet the standards and avoid the charge).

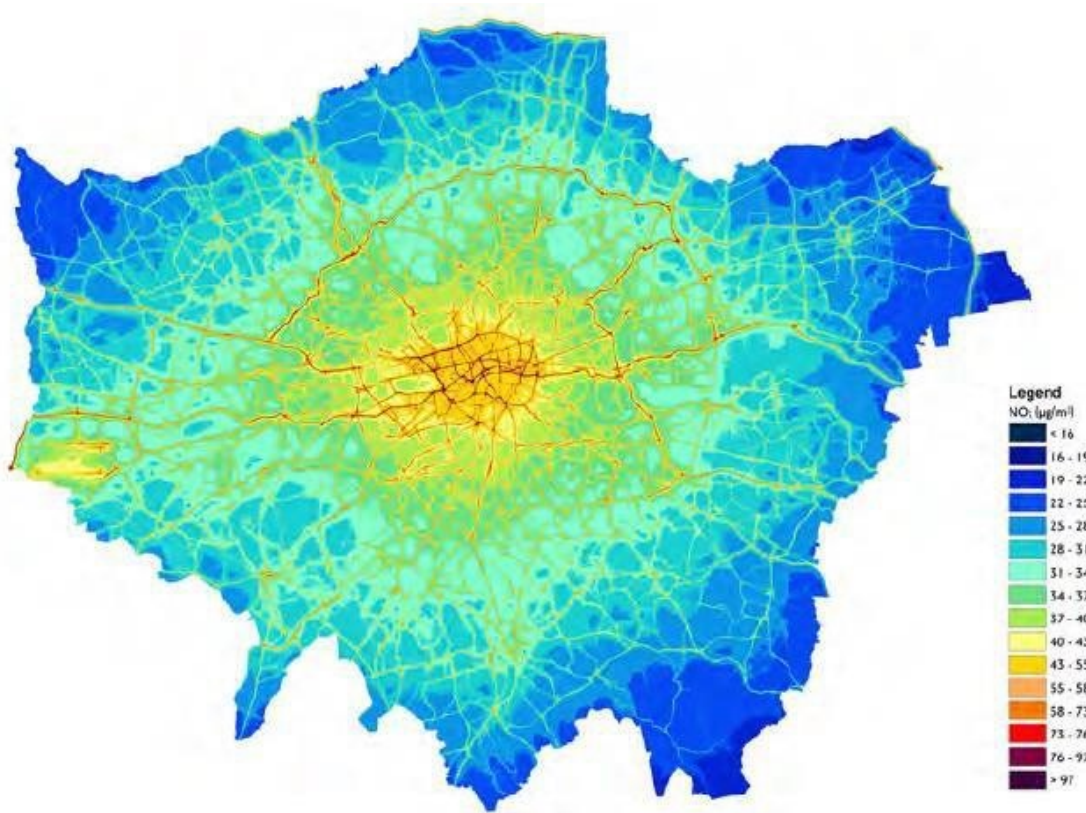


# Scrappage schemes

- £23m scrappage scheme to support small and micro-businesses, sole traders and charities scrap their non-compliant vans and minibuses (respectively):
  - Option 1: Scrappage for frequent users of the Congestion Charge area (£3,500)
  - Option 2: Scrappage and purchase/lease of Euro 6 replacement (£3,500)
  - Option 3: Scrappage and contribution towards running costs (including insurance) of an electric vehicle (£6,000)
- £25 million fund to help certain low-income and disabled Londoners scrap older, more polluting vehicles:
  - Option 1: Scrappage of non-compliant car (£2000)
  - Option 2: Scrappage of non-compliant motorcycle or moped (£1000)



# What's the situation like now?



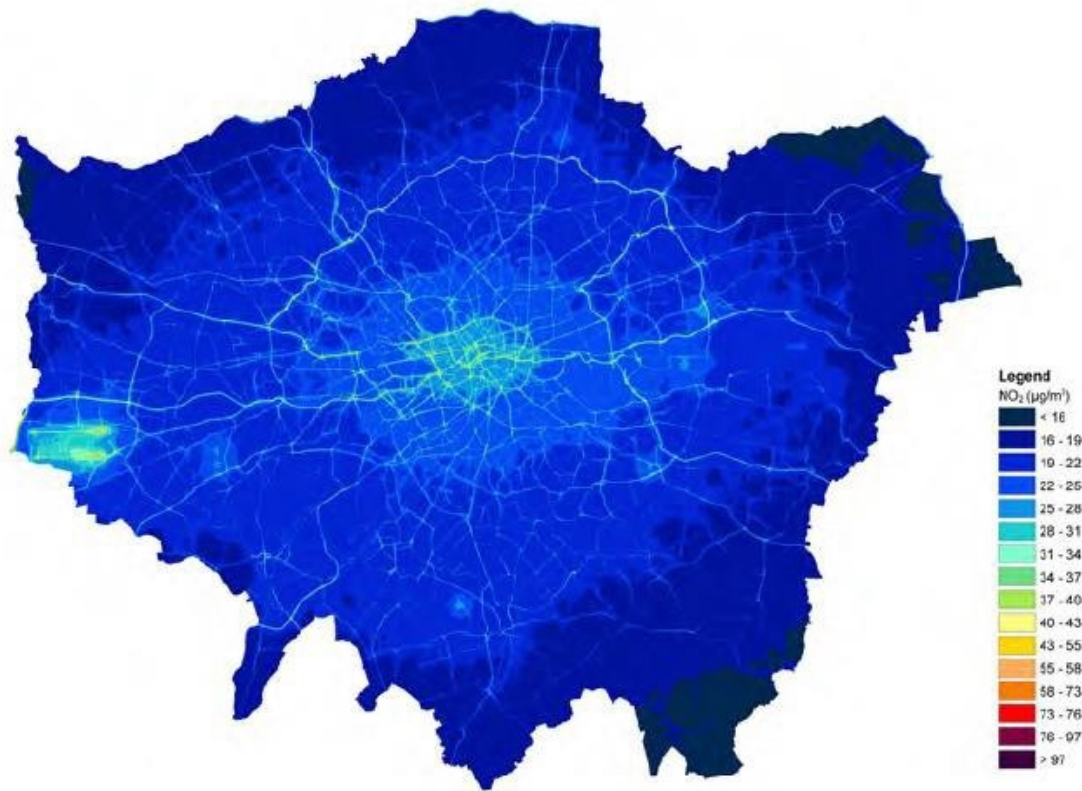
- Over **2 million Londoners** live in areas that exceed legal limits for NO<sub>2</sub>, of which over 400,000 are children under the age of 18.
- **Over 400 primary and secondary schools** in areas that exceed legal air quality limits
- In 2013, **90-100%** of major roads in inner and central London (and 49% in outer London) exceeding NO<sub>2</sub> limit



# What will it look like in 2025?

With all air quality package measures implemented:

- **No primary or secondary schools** in areas that exceed legal air quality limits
- **Only 2%** of road kms in London expected to exceed NO<sub>2</sub> limit values
- Gap in air quality between high and low income areas of London **reduced by 71%.**





# Questions

