



Introduction of the Ultra Low Emission Zone (ULEZ)

The Ultra Low Emission Zone (ULEZ) begins operation today (8 April 2019) and aims to improve London's air quality by charging people who drive old polluting vehicles into central London a daily charge of £12.50. The ULEZ is designed to help London reach compliance with legal air quality limits by speeding up the rate with which people upgrade their vehicles.

Overview

The ULEZ will replace the T-Charge from 8 April 2019. The daily charge runs from midnight to midnight, 7 days a week, every day of the year, within the same area as the current Congestion Charging Zone (CCZ). The following, daily charges apply:

Vehicle Type	ULEZ minimum emission standard	Date from which newly registered vehicles must meet the new emissions standards	Daily charge if not compliant with ULEZ standards
Category L - Motorcycles, Mopeds, Motorised tricycles, Quadricycles	Euro 3	From 1 July 2007	£12.50
Categories M1 & N1 (I) – Cars, Small vans (weighing up to and including 1.205 tonnes unladen weight)	Euro 4 (Petrol) Euro 6 (Diesel)	From 1 January 2006 From 1 September 2015	£12.50

<p>Categories N1 (II and III) and M2 - Larger vans, 4X4 light utility vehicles, motorised horseboxes, pickups (over 1.205 tonnes unladen weight up to and including 3.5 tonnes gross vehicle weight) Ambulances and motorcaravans (2.5 tonnes to 3.5 tonnes) Minibuses (more than 8 passenger seats, not over 5 tonnes)</p>	<p>Euro 4 (Petrol) Euro 6 (Diesel)</p>	<p>From 1 January 2007 From 1 September 2016</p>	<p>£12.50</p>
<p>Categories N2 and N3 - Lorries Motorised horse boxes (over 3.5 tonnes gross vehicle weight) Breakdown and recovery vehicles Snow ploughs Gritters Refuse collection vehicles Road sweepers Concrete mixers Fire engines Tippers Removals lorries (over 3.5 tonnes gross vehicle weight)</p>	<p>Euro VI</p>	<p>From 1 January 2014</p>	<p>£100</p>

Category M3 – Buses and coaches (more than 8 passenger seats, over 5 tonnes gross vehicle weight). Buses operated under contract to TfL are not exempt from the ULEZ.	Euro VI	From 1 January 2014	£100
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Residents of the central London ULEZ will be granted a time-limited discount of 100 per cent to give them more time to upgrade their vehicles. This is referred to as a 'sunset period'. The following sunset period and exemptions will apply:

Sunset periods and exemptions:

Who	Sunset/exemption details	Sunset/exemption period, afterwards the full charge applies
Residents	100 per cent discount	8 April 2019 - 24 October 2021
Disabled tax class vehicles	Exempt	8 April 2019 - 26 October 2025
Taxis	Exempt	
Wheelchair-accessible Private Hire Vehicles (PHVs)	Exempt	8 April 2019 – 26 October 2025
Not-for-profit minibuses	100 per cent discount	25 October – 29 October 2023
Historic vehicles	100 per cent discount	
Agricultural vehicles	Exempt	
Military vehicles	Exempt	
Non-road going vehicles which are allowed to drive on the highway (for example, excavators)	Exempt	

Certain types of mobile cranes	Exempt	
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There is a financial penalty for failing to pay the ULEZ charge. This is £160 for cars and Light Goods Vehicles (LGVs) (£80 if paid within 14 days) and £1,000 for Heavy Goods Vehicles (HGVs).

The Mayor has agreed a Memorandum of Understanding with the emergency service fleets (London Ambulance Service, Met Police, London Fire Brigade, City Police and British Transport Police) and are in the process of finalising them with other NHS trusts. The central principle is that emergency services will endeavour to re-organise their fleets to avoid the zone where possible, but where this is unavoidable, the charge will be waived. These are time limited arrangements and are based on a commitment to accelerate the upgrade of their fleets. They are limited to specialist and response vehicles rather than all emergency service vehicles. What the services have defined as general purpose fleet vehicles will be expected to pay the ULEZ charge.

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Background

There is a growing body of evidence that shows the negative impact air pollution has on people’s health, including respiratory and cardiovascular diseases to strong links to increased risk of dementia. It is particularly dangerous to children and other vulnerable groups of society, such as the elderly and people with pre-existing conditions. Air pollution has been shown to stunt lung-growth in children which can lead to health problems in later life.

In London, road transport is one of the largest sources of Nitrogen Dioxide (NO2) and particulate matter (PM) emissions which are known to have a detrimental effect on health within London.

Plans for the ULEZ were originally announced by the previous Mayor, Boris Johnson, in 2013, originally planned to be introduced in Central London (operating in the same geographical area as the CCZ) in September 2020. When Sadiq Khan was elected Mayor of London he announced the beginning of a three-phase consultation seeking Londoners views on his proposals to improve London’s air quality.

Following the long consultation process, the Mayor first introduced the Emissions Surcharge (T-charge), which covers the time period running up to the introduction of the central London ULEZ. The Mayor also brought forward the implementation of the central London ULEZ to April 2019. It has now been announced by the Mayor that the ULEZ will be expanded beyond the initial boundary of the CCZ up to the North and South Circular Roads on 25 October 2021. By 2021, a 16 year-old petrol car and a 6 year-old diesel car will be compliant with the current ULEZ standards.

Analysis

According to analysis from the Mayor, the central London ULEZ is expected to reduce NOx emissions in central London by 45 per cent and 40 per cent in the surrounding areas, with a further 20 per cent reduction expected to be seen across London with the introduction of the inner London ULEZ in 2021. Furthermore, the introduction of the ULEZ will ensure that businesses and private individuals that travel in the zone by van or car pay more attention to the negative impacts their delivery or travel choice is having on the wider environment and therefore raise awareness of the issues of pollution, lack of activity and the health impacts of these.

London Councils supported the introduction of the T-charge and the earlier introduction of the central London ULEZ in April 2019 (instead of from September 2020). While London Councils was also broadly supportive of the ULEZ extension, most boroughs favoured all of London to be included in such a zone, however this was not unanimous. There are several issues with using the North and South circular roads as the boundary for an expanded ULEZ in 2021. TfL data showed that air quality will decrease in some locations and boroughs need this information to plan further interventions.

There is also a concern regarding displacement of older vehicles from central and inner to outer London, both in the second-hand car market, but also in the bus, freight, taxi and private hire vehicles (PHV) fleets. London Councils continues to seek assurances from the Mayor and TfL that the older, dirtier buses and taxis are replaced by cleaner vehicles and not deployed in outer London.

There are still some questions about the effectiveness of the camera enforcement network and London Councils will continue to ask for the modelling data for this. Additionally, we will work closely with TfL on communicating the roll out of the extended ULEZ to ensure that any strategy is well thought out and ties in with boroughs activities.

The Mayor has launched a [£23 million scrappage scheme for micro-businesses and charities](#). A second scheme of £25 million was announced at the National Clean Air Summit which will support low income families to upgrade to cleaner vehicles. London Councils has called for the introduction of a scrappage scheme to mitigate against the impacts since the scheme was first announced. We will continue to call on national government to introduce a scrappage scheme nationally to support drivers to move away from older polluting vehicles.

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