

Committee(s): Streets and Walkways Sub Committee Planning and Transportation Committee	Date(s): 03/12/2019 12/12/2019
Subject: 6-month update on the Ultra Low Emission Zone	Public
Report of: Director of the Built Environment	For Information
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Summary

The Mayor of London launched the central London Ultra Low Emission Zone (ULEZ) on 8 April 2019. The ULEZ covers the same area as the existing central London Congestion Charge Zone.

This report summarises the GLA's evaluation of the impacts of ULEZ over the first six months of operation. Key findings include:

- Average compliance rate with ULEZ standards was 77 per cent in a 24-hour period (74 per cent in congestion charging hours).
- Analysis suggests that NO₂ concentrations at roadside locations in central London reduced by 29 per cent, compared to a scenario where there was no ULEZ.
- Traffic flow analysis shows that the total number of vehicles within the Congestion Charge Zone has dropped since the introduction of the ULEZ (a 3-9% reduction in average traffic flows). It is too early to determine the extent to which these changes are a result of the ULEZ.

Recommendation(s)

Members are asked to note the report.

Main Report

Background

1. The Mayor of London launched the central London Ultra Low Emission Zone (ULEZ) on 8 April 2019. The ULEZ covers the same area as the existing central London Congestion Charge Zone (Map provided in Appendix 1).
2. The ULEZ operates 24 hours a day, 365 days a year. Vehicles must meet strict emission standards to drive without charge in the ULEZ area (see Appendix 2).
3. This report summarises the key findings from GLA's evaluation of the impacts of the ULEZ over the first six months of operation (published October 2019). The results are for the whole of the ULEZ zone and are not City specific.

Key findings

4. After the first six months of operation the average compliance rate with the ULEZ standards was 77 per cent in a 24-hour period (74 per cent in congestion charging hours). This compares to 39 per cent in February 2017 and 61 per cent in March 2019 (during congestion charging hours).
5. Trend analysis suggests that, for the period July to September 2019, NO₂ concentrations at roadside locations in central London reduced by 29 per cent, compared to a scenario where there was no ULEZ. (To date, City Corporation monitors show an 18% reduction in NO₂ concentrations at Walbrook Wharf compared with 2018 and a 13% reduction at Beech Street.)
6. None of the air quality monitoring stations located on ULEZ boundary roads have measured an increase in NO₂ concentrations since the introduction of the ULEZ
7. Traffic flow analysis shows that the total number of vehicles within the Congestion Charge Zone has dropped since the introduction of the ULEZ (a 3-9% reduction in average traffic flows). The biggest differences are at the weekend and in the evening, when the Congestion Charge does not currently apply. However, it is too early to determine the extent to which these changes are a result of the ULEZ.

Conclusion

8. Six months is a relatively short time period for evaluating a scheme of this kind. While it is too early to draw firm conclusions, the results from the first six months of operation suggest the ULEZ is having a positive impact on roadside air quality in the City of London.
9. A 12-month evaluation report will be published by the GLA in due course and further reports will be brought to this Committee as additional analysis becomes available. Future reports will include City specific analysis based the City Corporation's air quality and traffic monitoring.

Appendices

- Appendix 1 – Map of the ULEZ area
- Appendix 2 – ULEZ emissions standards

Bruce McVean

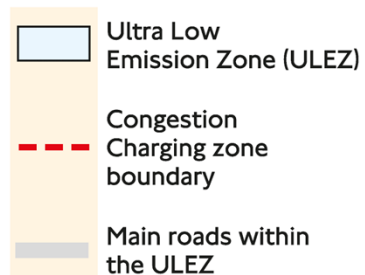
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Appendix 1 – Map of the ULEZ area

**Central London
Ultra Low Emission Zone
operates in the same
area as the
Congestion Charge Zone**



Appendix 2 – ULEZ emissions standards

Vehicles must meet the following emission standards to drive without charge in the ULEZ area:

- Euro 4 for petrol cars and vans (vehicles less than fourteen years old in 2019)
- Euro 6 for diesel cars (vehicles less than five years old in 2019)
- Euro 6 for diesel vans (vehicles less than four years old in 2019)
- Euro 3 for motorcycles and other L-category vehicles
- Euro VI for lorries, buses and coaches

Vehicles that do not meet these standards pay:

- £12.50 per day for cars, motorcycles and vans
- £100 per day for lorries, buses and coaches

Residents in the ULEZ area are exempt from the ULEZ standards until October 2021.

Keepers of vehicles registered with a 'disabled' or 'disabled passenger vehicles' tax class are exempt from the ULEZ charge until October 2025.

London-licensed taxis are exempt from ULEZ charges; however, all newly licensed taxis must be zero emissions capable.

Private Hire Vehicles (PHV) that do not meet the emissions standards must pay the full ULEZ charge. The PHV exemption to the congestion charge was also removed on 8 April 2019.

All TfL buses operating in the zone meet the ULEZ standards.