

<b>Committee</b>	<b>Dated:</b>
Port Health and Environmental Services	16 <sup>th</sup> January 2018
<b>Subject:</b> Mayor of London consultation on changes to the Ultra-Low Emission Zone and London Low Emission Zone	<b>Public</b>
<b>Report of:</b> Director of Markets and Consumer Protection	<b>For Decision</b>
<b>Report author:</b> Ruth Calderwood, Air Quality Manager	

### Summary

The Mayor of London has launched a consultation on proposed changes to the Ultra-Low Emission Zone and London Low Emission Zone. The consultation closes on 28<sup>th</sup> February 2018.

The consultation is the latest in a series of measures to improve air quality by reducing emissions of air pollutants from vehicles in London. The proposal is to:

- tighten the emission limits of the existing London-wide Low Emission Zone for heavy vehicles from 2020
- expand the Ultra-Low Emission Zone to cover inner London up to, but not including, the North and South Circular roads in 2021

Given that the City of London will already be within the ULEZ in 2019, the predicted impact of these latest proposals on air quality within the City boundary is minimal.

### Recommendation

Given the tight timescales for a response, Members are asked to:

- delegate authority to the Town Clerk, in consultation with the Chairman and Deputy Chairman, and subject to comments received, to respond to the Mayor of London's latest consultation on proposals to improve air quality

### Main Report

#### Background

1. The Mayor of London has launched a consultation on proposed changes to the Ultra-Low Emission Zone and London Low Emission Zone. The consultation closes on 28<sup>th</sup> February 2018.
2. The consultation is the latest in a series of proposals to improve air quality by reducing emissions of air pollutants from vehicles in London. Details of the

consultation can be found at <https://consultations.tfl.gov.uk/environment/air-quality-consultation-phase-3b/>

3. The City Corporation has responded to three previous consultations published by the Mayor of London to control emissions from road vehicles. Copies of all three responses are appended to this report.

## **The Consultation**

4. London currently has a London-wide Low Emission Zone (LEZ). The LEZ requires all heavy vehicles to meet a Euro IV Particulate Matter (PM) standard, or pay a daily charge of £200. Within the LEZ, all vans and minibuses must also meet a Euro 3 PM standard, or pay a daily charge of £100. Euro Standards set limits for emissions of pollutants from vehicle exhausts. The limits get tighter over time. The higher the number, the tighter the standard.
5. The Mayor of London has confirmed that an Ultra-Low Emission Zone (ULEZ) will be introduced in central London from 8 April 2019. This will cover the Congestion Charge Zone. The ULEZ will apply 24 hours a day, 7 days a week. All vehicles that do not meet the required emission standards will be liable to pay a daily charge to drive within the zone.
6. The ULEZ will replace the current T-Charge, which was introduced in October 2017. The T Charge, officially known as the Emissions Surcharge, applies in the Congestion Charge Zone 7:00-18:00 Monday to Friday. Vehicles that do not meet Euro 4/IV Standard are required to pay £10, in addition to the £11.50 Congestion Charge.
7. The latest consultation proposes to:
  - Tighten the emission limits of the London-wide Low Emission Zone for heavy vehicles from 2020. All heavy vehicles (HGV's, Coaches, Buses) would be required to meet Euro VI emission standard
  - Expand the Ultra-Low Emission Zone to cover inner London up to, but not including, the North and South Circular roads. It would apply to light vehicles (cars, small vans, minibuses) from 2021. The standard would be the same as the ULEZ, Euro 4 for petrol vehicles and Euro 6 for diesel
8. Given that the City of London will already be within the ULEZ in 2019, the predicted impact of these latest proposals on air quality within the City boundary is minimal.
9. As the consultation period ends on 28 February 2018. it is recommended that delegation should be granted to the Town Clerk to respond, following consultation with the Chairman and Deputy Chairman, and subject to any comments received.

## **Corporate & Strategic Implications**

10. The work on air quality supports Key Policy Priority KPP3 of the Corporate Plan: 'Engaging with London and national government on key issues of concern to our communities such as transport, housing and public health'.

## **Conclusion**

11. The Mayor of London has launched a consultation on proposed changes to the Ultra-Low Emission Zone and London Low Emission Zone. The consultation period ends on 28 February 2018.
12. Given the tight timescales for a response, it is recommended that delegation should be granted to the Town Clerk to respond, following consultation with the Chairman and Deputy Chairman, and subject to comments received.

## **Appendices**

**Appendix 1:** Copies of previous consultation responses to the Mayor of London on proposals to reduce emissions of pollutants from road traffic

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