

Town Clerk & Chief Executive

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Dear Sadiq

Consultation: Changes to the Low Emission Zone and Expansion of the Ultra-Low Emission Zone

Thank you for the opportunity to comment on the proposed changes to the Low Emission Zone (LEZ) and expansion of the Ultra-Low Emission Zone (ULEZ).

Low Emission Zone

The current London Low Emission Zone covers the whole of Greater London and requires heavy vehicles (HGVs, buses and coaches) to meet a Euro IV Particulate Matter (PM) standard and all vans and minibuses to meet a Euro 3 PM standard. The proposal is to tighten the emission standard for heavy vehicles to a Euro VI standard from 26 October 2020.

From April 2019, all diesel vehicles will be required to meet the Euro VI standard in the Congestion Charge Zone. This includes the City of London. Consequently, this additional proposal will have a negligible impact on air quality in the Square Mile. However, given the significant reduction in emissions of NOx from heavy vehicles delivered by the Euro VI standard, the City of London Corporation supports the proposal. As stated in previous consultation responses, this is subject to a certified retrofit system being available to allow heavy vehicles to be fitted and tested for Euro VI compliance before the start date.

Ultra-Low Emission Zone expansion

The second proposal in the consultation is to extend the ultra-low emission zone requirements up to the north and south circular roads for light vehicles (cars, vans, minibuses and motorcycles) from 25 October 2021. This would result in inner London being subject to Euro 6/VI standards for diesel vehicles and Euro IV for petrol. Again, as the City will already be within the ULEZ from April 2019, the proposals will have negligible impact on air quality in the Square Mile.

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The City Corporation is supportive of proposals to expand the ULEZ. However, given the number of people and small businesses likely to be affected by an expanded zone, additional cost-benefit information should be made available. Details of any financial support to assist people and small organisations that will struggle to comply with ULEZ requirements should also be made available.

Simplification of the schemes

The existing and proposed LEZ and ULEZ scheme is quite confusing with different zones, emission standards, compliance dates, daily charges and penalties. It would benefit from some simplification.

TfL Buses

The City Corporation is pleased to see additional measures to reduce emissions from buses and welcomes the proposals that all Transport for London buses operating in the Congestion Charge Zone will meet Euro VI standard by 2019, and all single deck buses be zero tailpipe emission by 2020.

Private Hire Vehicles

As stated in previous consultation responses, we would like to see additional measures to remove diesel private hire vehicles from the PHV fleet in the shortest possible time, and suggest that no new diesel PHVs are licenced for use in London. These are some of the vehicles that travel the greatest distance in London and alternatives to diesel are readily available.

Zero Emission Zone

The City Corporation supports the Mayor's wider ambition to deliver a zero-emission zone in central London from 2025 and would like to be kept informed of progress.