

Expanding the Ultra Low Emission Zone:

London Borough of Lewisham

The Mayor of London, Sadiq Khan, has made it his priority to tackle London's dangerously polluted air. TfL has already introduced the T-Charge in central London and brought forward the start date of the central London Ultra Low Emission Zone (ULEZ) to 8 April 2019. The ULEZ is a new scheme that sets tough environmental standards for vehicles. The aim is to encourage people to travel in London in different ways (e.g. walk, cycle or use public transport), use a cleaner vehicle or pay a daily charge if driving a more polluting vehicle.

TfL are now consulting on proposals to expand the ULEZ up to the North and South Circular roads in 2021, improving air quality across London and throughout your borough. TfL are also proposing to put in tougher standards for the existing Low Emission Zone (LEZ), which will require buses, coaches and lorries to meet ULEZ standards across the whole of London in 2020.

What does this mean for Lewisham?

An expanded ULEZ and tighter LEZ standards will result in:

28 per cent less harmful nitrogen oxide (NO_x) from road transport from 2021

25 per cent reduction in particulate matter (PM_{2.5}) from vehicle exhausts from 2021

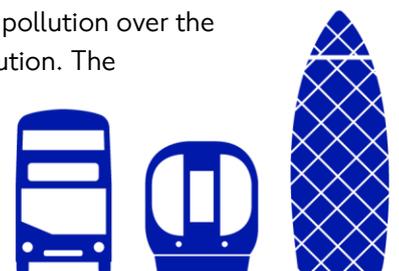
200 residents will no longer live in areas of illegal air pollution from 2021

All older diesel buses in the borough will be upgraded or replaced by October 2020

Why is air pollution such a concern?

Air pollution – such as particulate matter (PM_{2.5}) and nitrogen dioxide (NO₂) – has real and proven health effects over the course of our lives, from smaller lungs in our children to greater risk of dementia and strokes when we get older. The impact on London's children is severe, with over 400 primary schools in London located in areas with illegal levels of pollution and 1 in 10 Londoners under the age of 18 with asthma.

It is estimated that a London child born in 2010 (exposed to the same level of pollution over the course of their life) would lose around two years of life expectancy due to pollution. The annual economic cost of the health impacts associated with long term exposure to poor air quality is estimated to be up to £3.7 billion in London alone.



MAYOR OF LONDON

EVERY JOURNEY MATTERS

Transport accounts for about half of the air pollution in London that damages our health and stunts the development of children's lungs. In order to dramatically reduce the amount of these dangerous air pollutants (such as NO₂ and PM_{2.5}) the Mayor and TfL have a programme to:

- Clean up every bus in London by making them either zero tailpipe emission (electric or hydrogen) or the cleanest emission standard – Euro 6, including hybrid buses
- Introduce a progressive set of charges to drivers of older polluting vehicles. Further detail on this 'Ultra Low Emission Zone' programme is detailed below
- Only licence new black taxis if they are clean Zero Emission Capable (able to run on electric only)
- Promote the installation of electric vehicle charging points across London
- Invest in and encourage the use of cleaner and healthier forms of transport – walking, cycling and public transport – discouraging unnecessary private car use

The Mayor is also trying to tackle emissions from non-transport sources of pollution, like buildings and construction, using the planning system and working with London boroughs.

The ULEZ boundary

The new ULEZ boundary includes inner London where the air pollution problem is most acute. However, due to the way many vehicles travel across London, this will deliver air quality benefits for the whole of London. These positive effects will be especially beneficial to children, older people and those who have respiratory problems, as well as residents of high pollution areas.

In Lewisham, analysis shows that NO_x inside the boundary will reduce by 30 per cent. Outside of the boundary we expect reductions of 26 per cent. Even residents close to the boundary will see a net improvement in air quality.

The boundary of the ULEZ zone in Lewisham will be the South Circular roads. The South Circulars will not form part of the zone. This was chosen as an existing, recognisable boundary that allows vehicles an alternative to entering the zone.

Expanding the ULEZ across the whole of London

We carefully considered expanding ULEZ (heavy and light vehicles) across the whole of London, however this would mean charging many people in areas where air pollution does not exceed legal limits. TfL has instead proposed changes to the current London-wide LEZ for heavy vehicles, which has been in place since 2008. Heavy vehicles currently contribute a substantial proportion of pollutant emissions, especially at air quality hotspots, which is why TfL believe tightening the London-wide LEZ is the quickest and most effective option.

In outer London, there are some areas that exceed legal limits, but these tend to be localised hotspots. In these instances, improvements can be delivered more quickly through the use of targeted local measures (co-ordinated by the borough and TfL) than through the introduction of a London-wide ULEZ. However, cleaning up the vehicle fleet in the inner London ULEZ area is expected to bring benefits London-wide.



Changes to the London-wide Low Emission Zone

The Mayor is proposing that the LEZ emission standards will be tightened meaning that all buses, coaches and lorries will need to meet the stricter ULEZ standards across London from October 2020. This is a year earlier than the ULEZ will be expanded in inner London.

How will the ULEZ work?

The ULEZ is an area within which most vehicles will need to meet exhaust emission standards or pay a daily charge to travel.

There will be no barriers or toll booths. Cameras will read vehicle number plates as they are driven within the zone to check against our database. The ULEZ will operate 24 hours a day, every day of the year, including weekends and public holidays.

What is the Euro VI / Euro 6 standard?

Euro standards set limits for the amount of air pollutants an engine can produce. Euro I-6 refers to car and van engines and Euro I-VI refers to bus, coach, and lorry emissions. Euro VI / 6 is the latest emissions standard. Euro VI engines produce around 80 per cent less NO_x than their Euro V equivalents.



Summary of the proposals

2017



T-Charge and LEZ			
Vehicle class*	Min emission standard**	or	Daily Charge
	Euro 4		£10
	Euro IV		(CC Hours Only)
	Euro IV PM		£200
	Euro 3 PM		£100

2019 - Confirmed



ULEZ replaces T-Charge. Introduction of Euro 6/VI diesel standard and change in charge and hours			
Vehicle class*	Min emission standard**	or	Daily Charge
	Euro 3		£12.50
	Euro 4 petrol or Euro 6 diesel		£12.50
	Euro VI		£100
	Euro IV PM		£200
	Euro 3 PM		£100

2020 Proposal



Euro VI standard applies London-wide for heavy vehicles			
Vehicle class*	Min emission standard**	or	Daily Charge
	Euro 3		£12.50
	Euro 4 petrol or Euro 6 diesel		£12.50
	Euro VI Euro IV PM		£100 £300
	Euro 3 PM		£100

2021 Proposal



ULEZ expands to inner London			
Vehicle class*	Min emission standard**	or	Daily Charge
	Euro 3		£12.50
	Euro 4 petrol or Euro 6 diesel		£12.50
	Euro VI Euro IV PM		£100 £300
	Euro 3 PM		£100

Note: In the hatched areas, standards indicated by both colours apply.

*Vehicle class is indicative only, additional vehicles are affected

**Minimum emissions standard is for NOx and PM unless otherwise stated