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# MAYOR OF LONDON

# London's Ultra Low Emission Zone

Shirley Rodrigues  
Deputy Mayor for Environment and Energy

8 May 2024



# Tackling London's toxic air is a Mayoral priority

“London will have the best air quality of any major world city by 2050, going beyond the legal requirements to protect human health and minimise inequalities. We aim to meet World Health Organization health-based guidelines by 2030 by transitioning to a zero emission London”



# The Londonwide ULEZ is now the largest clean air zone in the world

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**1,500km<sup>2</sup>**  
total area

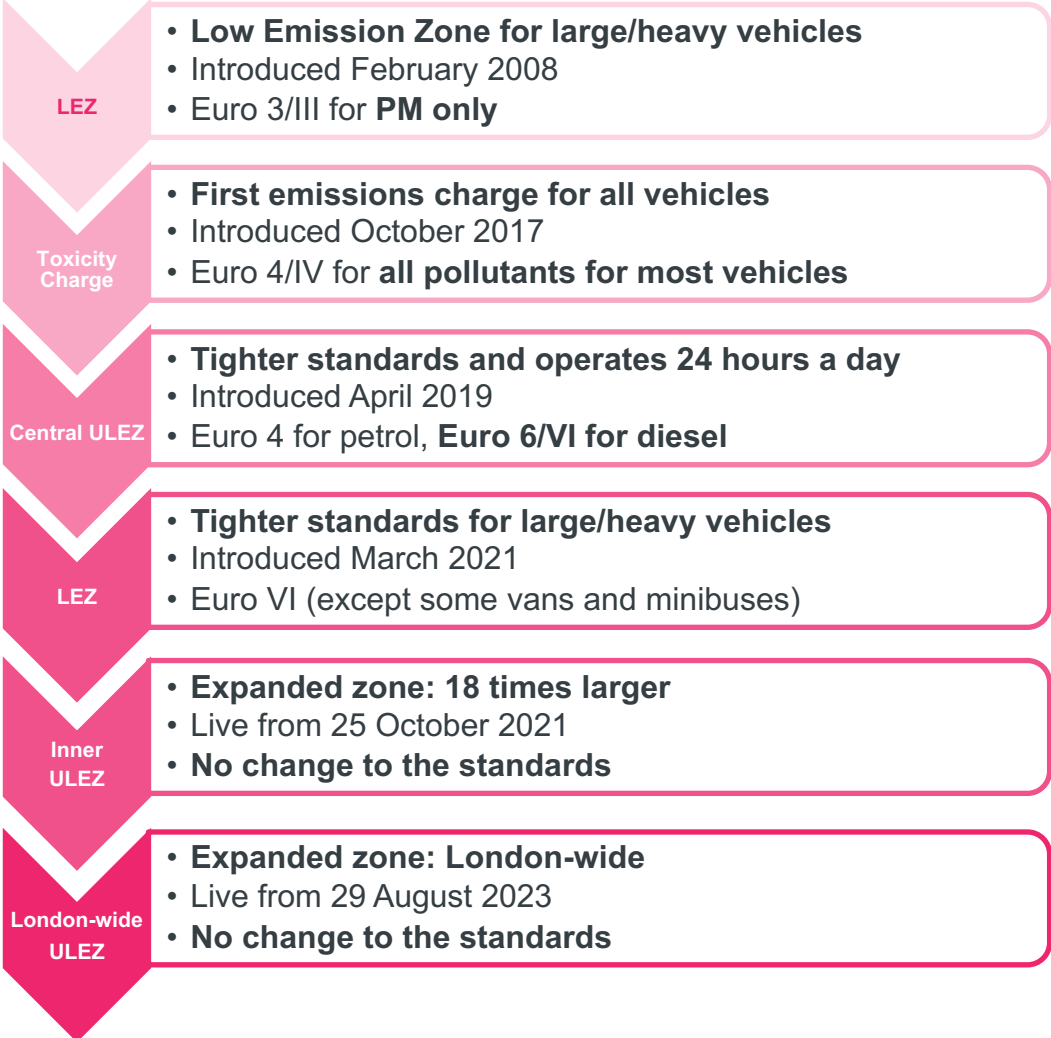
**9 million**  
population covered

**2750**  
New cameras

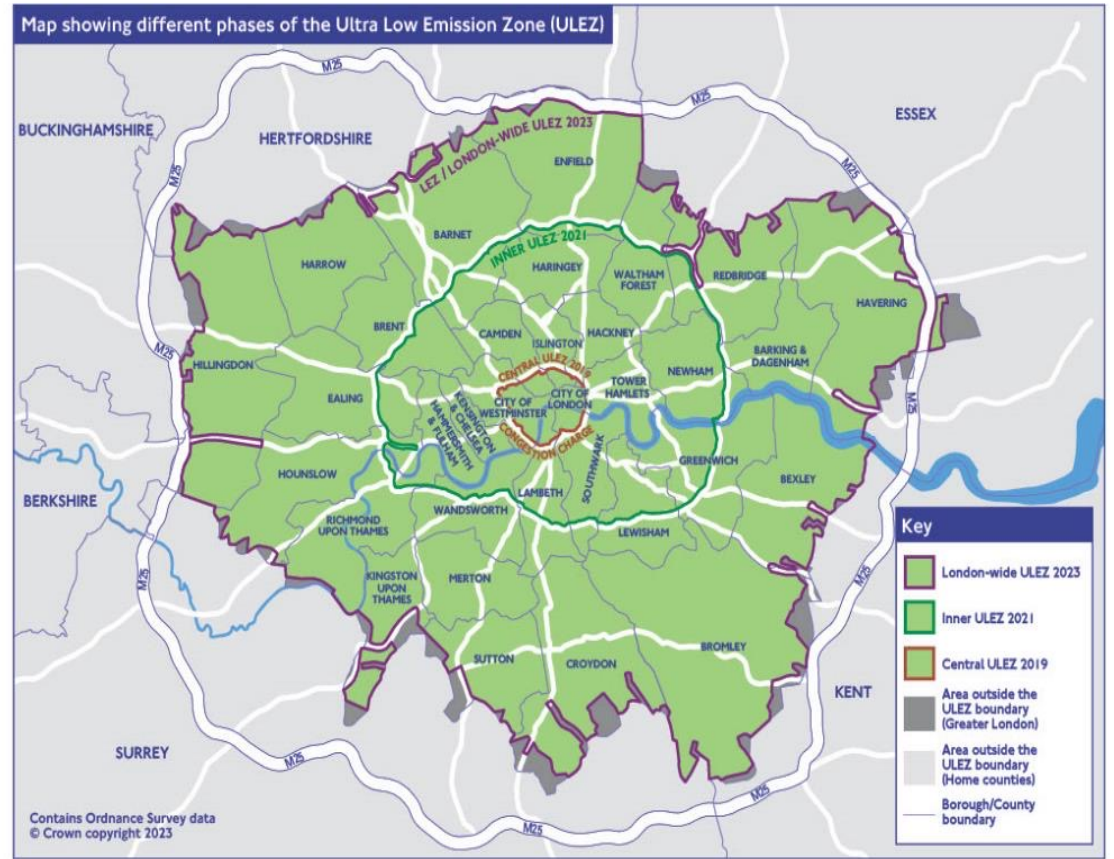
**2600**  
New signs



# There have been progressive policies for low emission zones in London



**Scrappage Scheme**





# Mapping challenges and consideration in planning and implementing local solutions

## Area

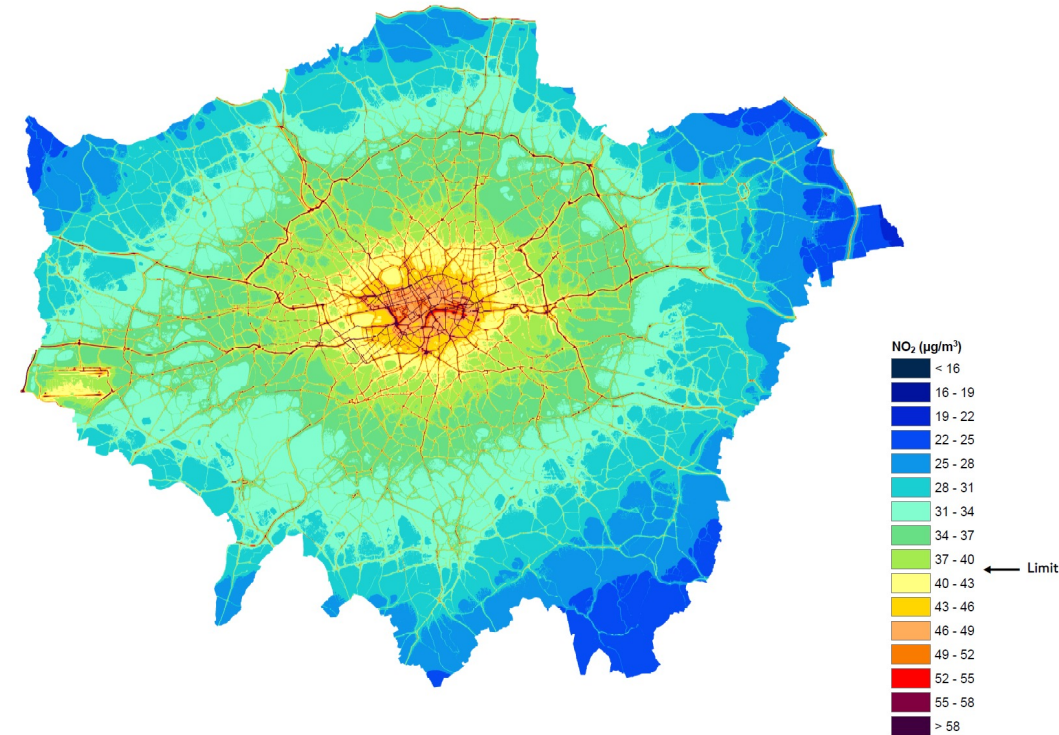
- Where is the problem the worst? Start there.
- Cost of implementation
- Easy to understand boundary

## Charging level

- Balance air quality benefits with cost to drivers
- Incentivise behaviour change rather than raise revenue

## Exemptions

- Maximise air quality benefits without unduly burdening vulnerable groups (e.g. people with disabilities)
- Some vehicles much harder to replace/retrofit (e.g. specialist vehicles)



London Atmospheric Emission Inventory 2016 (2019)

# A strong case for action, stakeholder engagement and mitigating policies have been key to success

## Case for action

Proactive stakeholder engagement plan

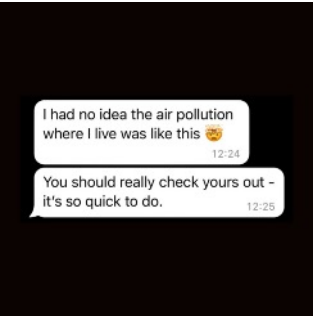
Extensive multi-channel marketing campaign

Research and opinion polling to inform messaging



Your options for the Ultra Low Emission Zone

A guide to the Mayor of London's scrappage scheme and support available if your vehicle does not meet the ULEZ standards



## Scrappage schemes

Transport alternatives (public transport & active travel)

Electric vehicle infrastructure investment

Supportive & influential partner organisations

# This was supported by extensive multi-channel marketing campaigns to raise awareness



- Door drop leaflets to residents near the boundary
- Transport for London customer emails
- Multi-channel marketing campaign incl. digital, radio, transport network and TV
- Letters to owners of non-compliant cars seen driving in the zone ahead of launch



# And we provided alternatives and led by example with the fleets we control



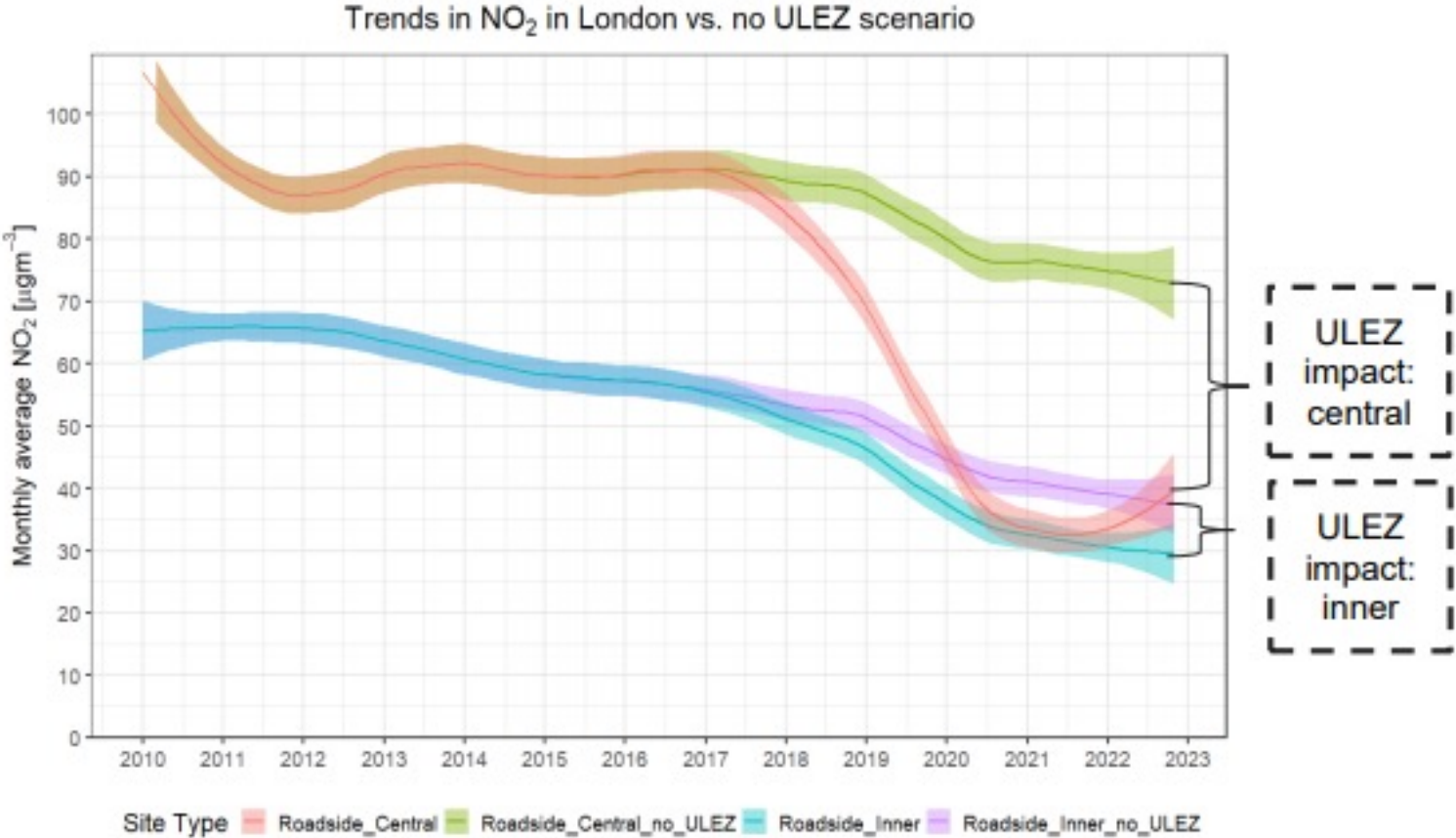
- Since the end of 2020 the whole Transport for London's 9,000+ strong bus fleet is **Euro VI or better**
- Delivered over **1,400 electric buses**, the largest zero-emission bus fleet in western Europe
- Regulated so that more than **half of London's black cabs & over a third (36 per cent) of all private hire vehicles now zero-emission capable (ZEC)**
- London has now a **third of UK's EV charging points**
- **Quadrupled** the size of the strategic cycle network from 90km in 2016 to **360km** in 2024.
- Launched the **Superloop** – an outer London orbital bus network



# To help Londoners, the Mayor is providing £210m in funding to help Londoners scrap their non-compliant vehicles

Target vehicles	Eligibility	Grant Value
<b>Cars and motorcycles</b>	All London residents	<p>£2,000 for cars</p> <p>£1,000 for motorcycles</p> <p>**Higher overall value option available: up to 2 annual bus and tram passes + lower cash grant</p>
<b>Wheelchair accessible vehicles</b>	Londoners receiving certain disability benefits	£10,000 to scrap or £6,000 to retrofit
<b>Vans and minibuses</b>	<ul style="list-style-type: none"> <li>• Sole traders</li> <li>• Micro-businesses with up to 10 employees</li> <li>• Small businesses with less than 50 employees</li> <li>• Charities</li> </ul>	<p><b>Vans</b></p> <ul style="list-style-type: none"> <li>• £7,000 to scrap</li> <li>• £6,000 to retrofit</li> <li>• £9,500 to replace with an EV</li> </ul> <p><b>Minibuses</b></p> <ul style="list-style-type: none"> <li>• £9,000 to scrap</li> <li>• £6,000 to retrofit</li> <li>• £11,500 to replace with an EV</li> </ul>

# The first two phases of ULEZ have been effective & impacts rapid.



**74,000**

fewer non-compliant vehicles seen in the central & inner zone on an average day, (-60%)

**94%**

Cut in people living in areas exceeding legal limits (2m Londoners, now 119k)

**50%**

reduction in the pollution “exposure gap” between the most & least deprived areas of London since 2013

**97%**

reduction in the number of schools in areas exceeding legal limits

**NO2 levels 46% lower in central London and 21% lower in inner London compared to no-ULEZ scenario**

Source: <https://www.london.gov.uk/programmes-strategies/environment-and-climate-change/environment-and-climate-change-publications/inner-london-ultra-low-emission-zone-expansion-one-year-report>



# Results in – after one month’s operation of the ULEZ expansion Londonwide in August 2023

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- **95%** of vehicles operating in the zone meet the standards, up from 85% (when expansion first consulted May 2022) & 39% in February 2017 when the first clean air measure for London, a Toxicity Charge, was announced.
- **Less non-compliance:** 10 percentage point jump in compliance in Outer London. 45% reduction in non-compliant vehicles – 77,000 fewer, older more polluting cars in the zone
- **Traffic reduction:** 48,000 fewer vehicles seen driving at all
- **Accelerating** the replacement of diesel vehicles
- **Health and care system savings**, including preventing one million hospital admissions

London drivers ditching diesel cars six times faster than rest of UK

Abandoning of polluting vehicles has accelerated since expansion of ultra-low emission zone announced



**And in combination with the Mayor's wider air quality policies, this is helping people breathe cleaner air.**

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**49%**

Reduction in average roadside NO<sub>2</sub> concentrations across London between 2016 and 2023.

**99%**

Reduction in the number of hours when NO<sub>2</sub> concentrations exceeded the UK's hourly legal limit since between 2016 and 2023.



**MAYOR OF LONDON**

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**Thank You**