

The London Approach to Low Emission

There has been much of discussion among EVUE and other cities about how to address the increasing air quality issues in our urban environments.

From Madrid to Frankfurt, London to Milan, cities across Europe have introduced low emission (also know as environmental) zones, often in conjunction with wider traffic management policies such as congestion zones. While these approaches are to be applauded, we know that a lot more work needs to be done to reduce traffic emissions.

While actions undertaken over recent years have improved London's air quality, for example, the city is now compliant PM₁₀ limit values, the city is not forecast to meet the legal limits for NO₂ until after 2030.

To address this, the Mayor of London has just commenced consultation on the world's first Ultra Low Emission Zone which aims to:

- Reduce Air Pollutant Emissions from road transport
- Reduce CO₂ emissions from road transport
- Stimulate the low emission vehicle market

Given the scale and scope of the proposed ULEZ, we thought a quick overview of this would be of particular value to all people interested in e-mobility and environmental enhancement.

CRP has been working with businesses and local authorities across London to help prepare and support them for these changes. This includes the EVUE2, our €14.2m electric freight vehicle project (FREVUE), through to the Cleaner Air, Better Business programme working directly with partners to reduce their emissions. If you would like more information on these activities, please contact the CRP team.

Matthew Noon

Cross River Partnership

Lead partner

Safe limits?

In any discussion about reducing emission levels, the focus is always on achieving the target standard, whether that is set at an international level such as by the World Health Organisation, the European level from the Commission or at a national or city level.

A note of caution is needed about these standards however. For instance, the European Commission sets the PM₁₀ threshold at 40µg/m³ for the annual mean value whereas the WHO level is 20µg/m³.

So which threshold should a city be aiming for?

Of more consequence however, is that *'there is no evidence of a safe level of exposure [to PM] or a threshold below which no adverse health effects occur'* (source [Health Effects of Particulate Matter, WHO](#))



While this should not detract from the actions to improve air quality, it does highlight again the need to move past low emission to zero emission mobility for the health and benefit of all.

London's ULEZ in 60 secs

Proposal:

From 2020, there will be new exhaust emission standards for all type of vehicles driving in central London (Euro 4:Petrol, Euro 6/V1: Diesel)

Non-complying vehicles will still be able to enter the zone on payment of a daily charge— £12.50 for light vehicles rising to £100 for heavy goods vehicles and buses.

Projected Impacts:

Expected to reduce vehicle exhaust pollutants (NO_x, PM_{2.5} & 10) by at least 50% and CO₂ by 15% in central London.

The number of people exposed to NO₂ exceedance will be halved in Inner London and reduced by over 40% in Outer London.

Over half of all care homes, hospitals and schools in London will be taken out of areas of NO₂ exceedance.

Other expected benefits include the promotion of other (sustainable) transport modes and the stimulation of the low emission vehicle market.

Key facts:

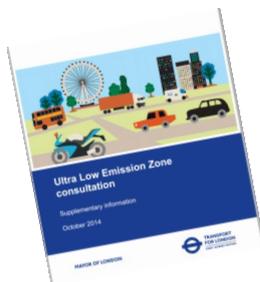
Coverage - Existing central London congestion charging zone (corresponds to enforcement camera)

Operating Hours - 24hours, 7 days a week

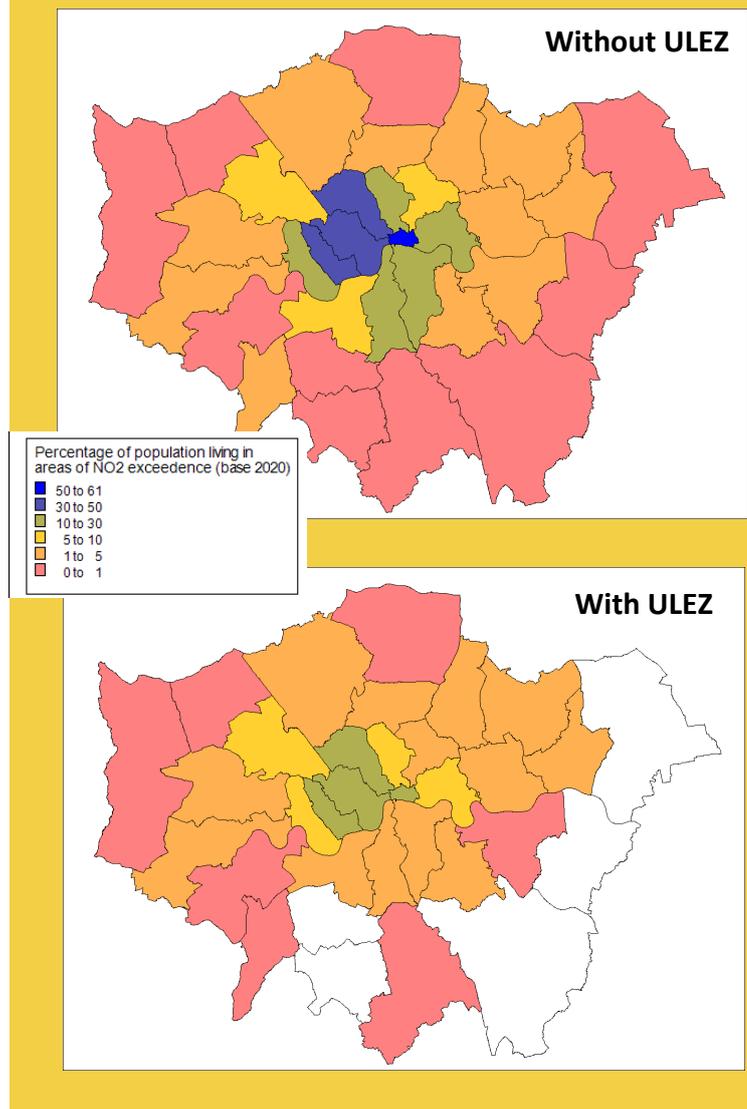
Affected Vehicles - All motorised transport entering the zone: Buses, Taxis (Black Cabs & Private Hire), delivery vehicles, passenger cars and motorbikes

Further Information:

Further detail on the ULEZ and the consultation can be found [here](#) or by searching for TfL ULEZ.



NO₂ Exposure Levels 2020



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EVUE II is led by Cross River Partnership on behalf of
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Building successes

