

CRP Lunchtime Launch 6 'The ULEZ Expansion: Your options for a cleaner, cheaper, greener London'

Thursday 24th June 2021



Question and Answer Sheet

Q: Denise Beedell, Policy Manager, Logistics UK: What are the projections of compliance for the expansion zone for Vans?

A: Around 75% of vehicles (and 80% of cars) seen driving in the expanded zone on an average day are compliant with the standards. The consultation documents contain information about projected compliance for different types of vehicles following the expansion of the ULEZ. [This can be found in Chapter 6 – Impact of the Proposals.](#)

More information about the growth of compliance for the central ULEZ is available in our monitoring reports, the most recent of which was published in March 2021 and is available [here](#).

Every quarter Transport for London publishes compliance data for the central ULEZ split by vehicle type, please see [here](#).

Following the expansion of the ULEZ these reports will cover compliance for the larger area.

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Q: Hamish Stewart, Co-Founder, Car Free Day: How will the ULEZ expansion complement related activities to reduce automotive emissions, such as the systematic transition of on-street parking to more productive uses that we see in Paris and Amsterdam, and the introduction of regular car free days in London?

A: The ULEZ expansion enables both residents and businesses to look at their current vehicles and see whether they will need to change to a compliant one. This gives users a chance to assess their current behaviour and usage of cars, while giving them the option to commute privately if needed and keeping London open to visitors. The ULEZ recognises that portions of the population need to use cars or vans but encourages people to do so without causing more air pollution. With campaigns such as Car Free Day and government efforts to make active travel and public transport infrastructure more accessible, behaviour change is being encouraged via financial incentives to reduce automotive-related emissions across London.

Q: Councillor Neil Nerva, London Borough of Brent: What chance is there of extending the ULEZ to include Wembley Stadium - immediately on the free side of the NCR?

A: The current expansion will cover an area 18 times larger than the central London ULEZ zone. We have no plans to move the expanded ULEZ boundary; we will be looking to see what happens next in the move to the zero emission transport system, but we're committed to the boundary we have at the moment.

Q: Stephen Stretton, Programme Manager, Westminster City Council: Are there any plans to further expand ULEZ to cover the whole of London?

A: The answer is no, we think that we have the boundary in the right place with the ULEZ and we have no plans to expand it; we will be looking to see what happens next in the move to the zero emission transport system but we're committed to the boundary we have at the moment.

We also don't have any plans to change the vehicle standards requirements thresholds in relation to the ULEZ, no. Euro 6 is the tightest emissions standard for diesel. There may never be a Euro 7 standard at all. For petrol, the improvements in Euro 4 to Euro 5 are not as significant as the improvements from Euro 3 to Euro 4, so we have no plans to change the current ULEZ compliance standard of Euro 4 for petrol.

Q: Jane Alaszweski, Researcher: Will you (CRP) campaign for a London-wide ULEZ to improve air quality on the south circular?

A: CRP is not a lobbying organisation. We will support whatever decision is made about a hypothetical expansion of the ULEZ beyond the current plans. From an air quality perspective, you cannot argue with the results that the first phase of the ULEZ have led to. The scale of the zone and its impact on reducing congestion and pollution are huge. We completely acknowledge that decisions about such interventions need to take into consideration more than just air quality, but we do believe that we need to continue bringing in bold policies if we want to bring air quality levels in line with recommended safe levels.

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Thursday 24th June 2021

Q: Christopher Sturman, Director, Foodhub Developments Limited: Will there be a revision of the London Lorry control scheme, to allow 24/7 access, particularly for New Covent Garden and other London Markets

A: The London Lorry Control Scheme is managed by London Councils on behalf of London's boroughs. It is understood that London Councils is reviewing the scheme, which has been largely unchanged since it started. TfL are working closely with London Councils to ensure the scheme continues to protect residents while enabling deliveries in London to take place outside of the rush hour, when there is more space on the road network.

Q: Fiona Stokes, Parental Engagement Advisor, London Borough of Tower Hamlets: Parents I am working with are asking about the support they can receive if they have a non ULEZ compliant car. Support for parents/carers on a low income (and definitions of low income in London perhaps need to be considered as many parents we work with are in work and just above thresholds for universal credit, Free School Meals etc. but still have financial difficulties, especially if they have certain crisis - i.e. replacing a broken fridge or washing machine. Would be good to get the latest up to date information on this.

A: Some drivers and vehicles qualify for at least a temporary discount from the Ultra Low Emission Zone charge (ULEZ) and others are entirely exempt. Please see TfL's [Discounts and exemptions page](#) for more information and the [Scrappage schemes page](#) to help drivers scrap older, more polluting vehicles to meet new standards.

The Mayor has already topped up the Scrappage Scheme budget over the past year from £48 million to £56 million. There is a finite amount of money. The GLA has had to prioritise and target the money at the groups that need it the most. The Mayor is also lobbying central government to try to get more funding for London to support transition phases.

There are more affordable second-hand compliant vehicles available and ongoing take up of public transport and active transport is encouraged.

Q: James Perryman, Service Improvement Officer, Royal Borough of Kensington and Chelsea: Is it correct that the government is only offering a scrappage scheme for households on benefits? What has the response been to that?

A: The London scrappage scheme is available for small businesses, charities and Londoners who are disabled or on low incomes. Therefore, yes, the scrappage scheme is only available for households that claim benefits. It's great that this can be offered to, for example, those on Disability Allowance. To reduce our own individual impacts on carbon dioxide emissions to slow down global warming to manageable levels, we are all going to have to make some lifestyle changes in the coming years (if we aren't already). If we can see the ULEZ expansion as an opportunity to rethink how we do things, rather than a hindrance, even better.

CRP Lunchtime Launch 6 'The ULEZ Expansion: Your options for a cleaner, cheaper, greener London'

Thursday 24th June 2021

Q: Christopher Sturman, Director, Foodhub Developments Limited: The Mayor has indicated the need to extend the Scrappage Scheme for commercial vehicles currently uncompliant with ULEZ regulation. In the light of the current Post Covid economic situation, over what period would a new scheme be offered to industries serving the needs of London?

A: The Mayor has already topped up the Scrappage Scheme budget over the past year from £48 million to £56 million. There is a finite amount of money. The GLA has had to prioritise and target the money at the groups that need it the most. The Mayor is also lobbying central government to try to get more funding for London to support transition phases.

Also to remember that there are more affordable second hand compliant vehicles available.

Q: Jerry Ward, Legal Operations Manager, John Lewis Partnership: Why are we charging vehicles for going into the zone? Why not ban non-compliant vehicles?

A: There are 3 reasons for that, probably the most important one is the balance of the effect of the scheme. The things we're trying to balance are: not completely closing London to people, but also getting the maximum impact for improving air pollution. What the charging scheme does, in effect, is provides a very strong motivation for regular drivers into London to change their vehicles, whilst also allowing the occasional visitor or tourist to journey into the city. Imagine if you drive into London once a year... it doesn't have a huge impact on air pollution, but you still pay the charge for it. If you did it every week, you'd be much more contributing to the problem.

We also don't have the scope of powers to wholesale ban a whole class or type of vehicle. We think the charge scheme strikes the right balance of getting the environmental outcome and also supporting people to get the most out of their lives.

Q: Tariq Butt, TPMO, London Borough of Lambeth: How much larger can the ULEZ get? With an increasing no of EVs on the road, when will they stop meriting a discount/exemption?

A: The key thing to lay out is the aim of the ULEZ. I guess the aim of the ULEZ is to reduce harmful emissions from vehicle transport, so we've set the Euro standards at the level where there were really big drops for the pollutants they can emit. Electric vehicles, at tail pipe, at least, don't emit these harmful pollutants. We'd be really happy if all the vehicles travelling into London could be compliant with the standards, and part of that is some people moving to electric vehicles.

There is a separate question about the element of traffic and congestion, which is linked to air quality. That's where we have the Congestion Charge which applies to vehicles regardless of their emissions for coming into central London, and I think one thing to note is that currently with the Congestion Charge there is a 100% discount for plug-in hybrids and EVs and we're phasing this out. So when the ULEZ expands in October we're also ending the Cleaner Vehicle Discount for plug-in hybrids relating to the Congestion Charge Zone, so that's in recognition of this point that vehicles also contribute to congestion and traffic and we want to encourage more of a shift towards walking,

CRP Lunchtime Launch 6 'The ULEZ Expansion: Your options for a cleaner, cheaper, greener London'

Thursday 24th June 2021

cycling and public transport. The CVD will be removed in its entirety on 25 December 2025 to reflect the increasing number of zero emission vehicles in the fleet expected by this point.

Q: Tariq Butt, TPMO, London Borough of Lambeth: What will happen when the percentage of EVs begins to significantly dent the impact of the expanded zone?

A: The aim of the ULEZ is to reduce emissions of the pollutants which are most damaging to human health from the transport sector in London, specifically nitrogen oxides and particulate matter. The standards chosen as the basis for compliance with the ULEZ reflect the points at which new Euro standards resulted in a very large drop in permitted emissions compared to previous standards. Electric vehicles are zero emission at tailpipe so are not subject to the charge. Our aim is for all vehicles operating in London to meet or exceed the ULEZ standards to maximise the air quality benefits for Londoners.

To further improve air quality and reduce emissions, the Mayor has a target for 80% of all journeys to be made by walking, cycling or public transport by 2041 and is working with TfL to encourage more drivers to switch to these options. Policies include building more high-quality and safe cycle lanes, working with boroughs to implement school streets, trialling 24-hour bus lanes, and improving junctions and crossings for pedestrians.

The Congestion Charge in central London also aims to reduce vehicle traffic. Currently, Plug-In Hybrid Electric Vehicles (PHEVs) and zero emission vehicles receive a 100% discount from the Congestion Charge. However, the number of vehicles registered for this discount has been rapidly increasing, putting the congestion-reducing benefits of the Congestion Charge at risk.

Therefore, from 25 October 2021, the Cleaner Vehicle Discount (CVD) for the Congestion Charge will be removed for PHEVs and will apply to zero emission vehicles only. The CVD will be removed in its entirety on 25 December 2025 to reflect the increasing number of zero emission vehicles in the fleet expected by this point.

Q: Mike Walter, Editor, Transportation Professional Magazine: Is there a concern that the ULEZ may increase pollution outside of the boundary, and what should be done to penalise motorists who leave their engines running while parked up, going no-where?

A: There is a concern about increased pollution levels outside the boundary and I can understand why. However, this doesn't appear to be the case with the current ULEZ. The reduction in vehicle movements and switch to cleaner modes has an impact both in the ULEZ and surrounding areas and I would hope that the same would be the case with the coming ULEZ expansion.

In response to the query about penalising motorists who idle when parked, anti-idling campaigning and volunteering feels like the best method for educating drivers about this. Once you learn that idling damages your own health, as well as those nearby, particularly young people, would you continue to idle your engine? I don't believe most people would, I therefore believe that educating drivers is the best way forward.

CRP Lunchtime Launch 6 'The ULEZ Expansion: Your options for a cleaner, cheaper, greener London'

Thursday 24th June 2021

Q: Gareth Roberts, News Editor, Fleet News: What about the shortage of semi-conductors for EVs and the availability of compliant vehicles?

A: We can't comment on the semi-conductors shortage directly, but we've not seen any impact of a shortage of compliant vehicles coming into the zone. We've seen compliance rates ticking up above normal fleet churn across the board. Another thing to remember is it doesn't have to be an EV to be compliant, for diesel it's the Euro 6 standard, which has been around for 5 or 6 years now, for cars its Euro 4, which has been around 14 or 15 years, so some of the replacement vehicles can certainly be second-hand.

Q: Ashun Swadeka, CEO: Please could you provide some information on the action plan that the Mayor is taking enabling Low Emission Zones for sustainable development?

A: More information on the ULEZ expansion can be found on page 51 of the [Mayor's Transport Strategy](#).

Q: Jerry Ward, Legal Operator, John Lewis Partnership: Have the CRP got a team specifically to deal with road freight and engaging with operators to fully understand this area of operation as it is very different from cars, buses etc?

A: CRP's [Central London Sub Regional Transport Partnership](#) has engaged with logistics operators to promote sustainable and efficient freight activity in London, working on 'last mile' emission reduction. The CRP team has been working on issues to do with road freight specifically for more than 10 years by now.

For more information, please contact CRP Project Manager Kate Fenton:
katefenton@crossriverpartnership.org

or CRP Director Susannah Wilks: susannahwilks@crossriverpartnership.org