

# POLIS

CITIES AND REGIONS FOR TRANSPORT INNOVATION

ANNUAL  
CONFERENCE

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30 November  
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Brussels, Belgium



#POLIS2022

# Expanding the London's ULEZ

Why it is needed, how it was delivered and what's the impact so far,  
4C, Sticks and Carrots, what is new for Urban Vehicle Access Regulations?

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Highways and Traffic Transport for London*

# Agenda

## Background

Why Ulez

History

**Ulez Inner** (launched in October 2021)

## Results so far

- Vehicles
- Impact on traffic levels
- Air Quality



# Why Ulez

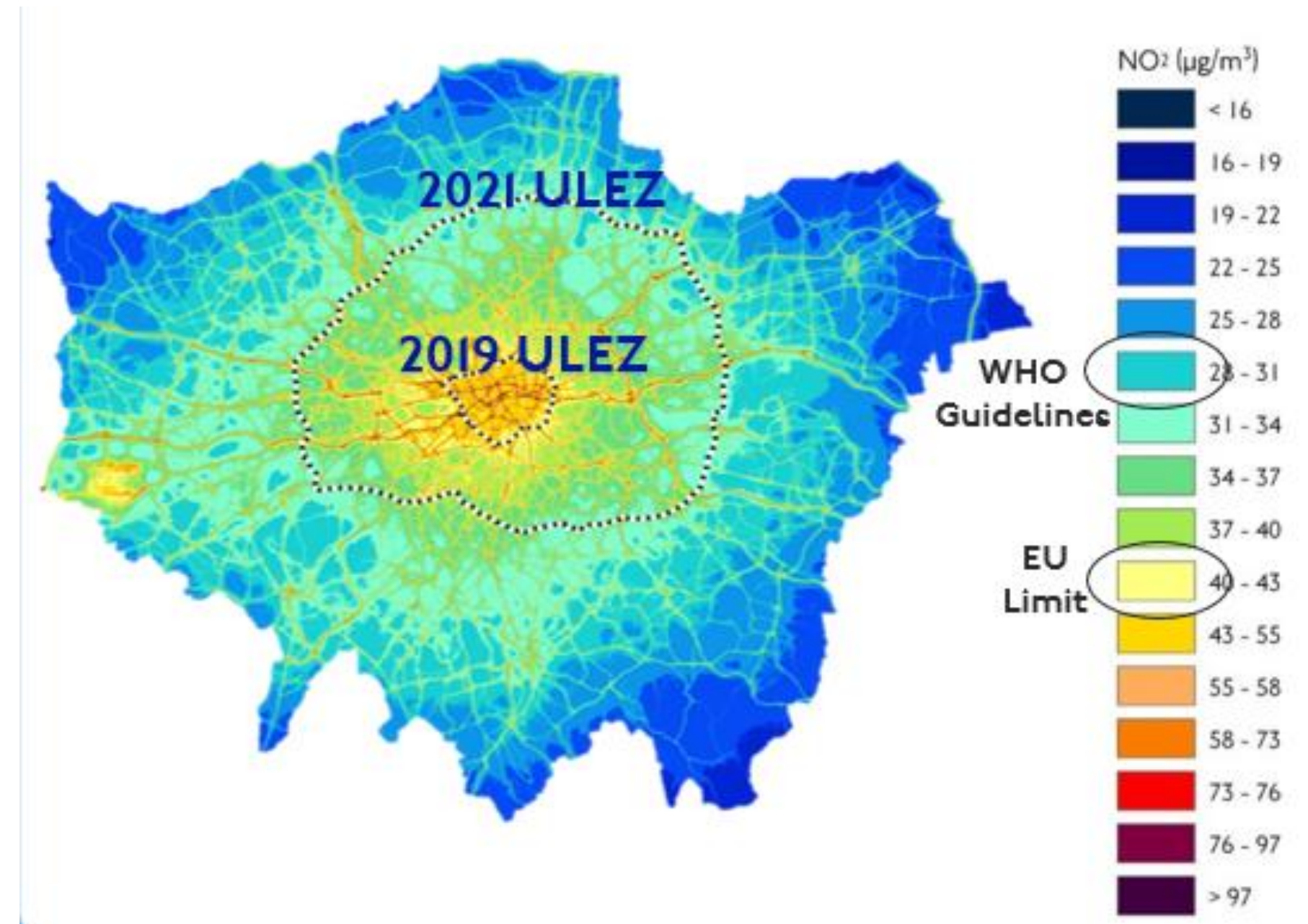


In January 2016 Putney High Street broke the annual EU legal limit of 18 target exceedances for NO<sub>2</sub> within one week

In 2018, the same limit was broken by March.

Air pollution's impact

- Global warming, flooding, climate emergency
- public health



# Ulez - Details

## Timings

Operational 24 hours a day

Every day except Christmas

## Charge

£12.50 per day.

Penalty charge is £160

*Lez applies to trucks, van above 3.5t, and buses, minibuses and coaches over 5t, and they pay LEZ*



Cars >



Vans, minibuses and more >

- Euro 4 (NOx) for petrol cars, vans, minibuses and other specialist vehicles
- Euro 6 (NOx and PM) for diesel cars, vans and minibuses and other specialist vehicles



Motorcycles, mopeds and more >



Lorries and larger vehicles >

- Euro 3 for M/C's, mopeds, motorised tricycles and quads

Search <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone> for more detail



# History of Londons Emission Zones

LEZ

- Low Emission Zone for large/heavy vehicles
- Introduced February 2008
- Euro 3 for PM only

ULEZ

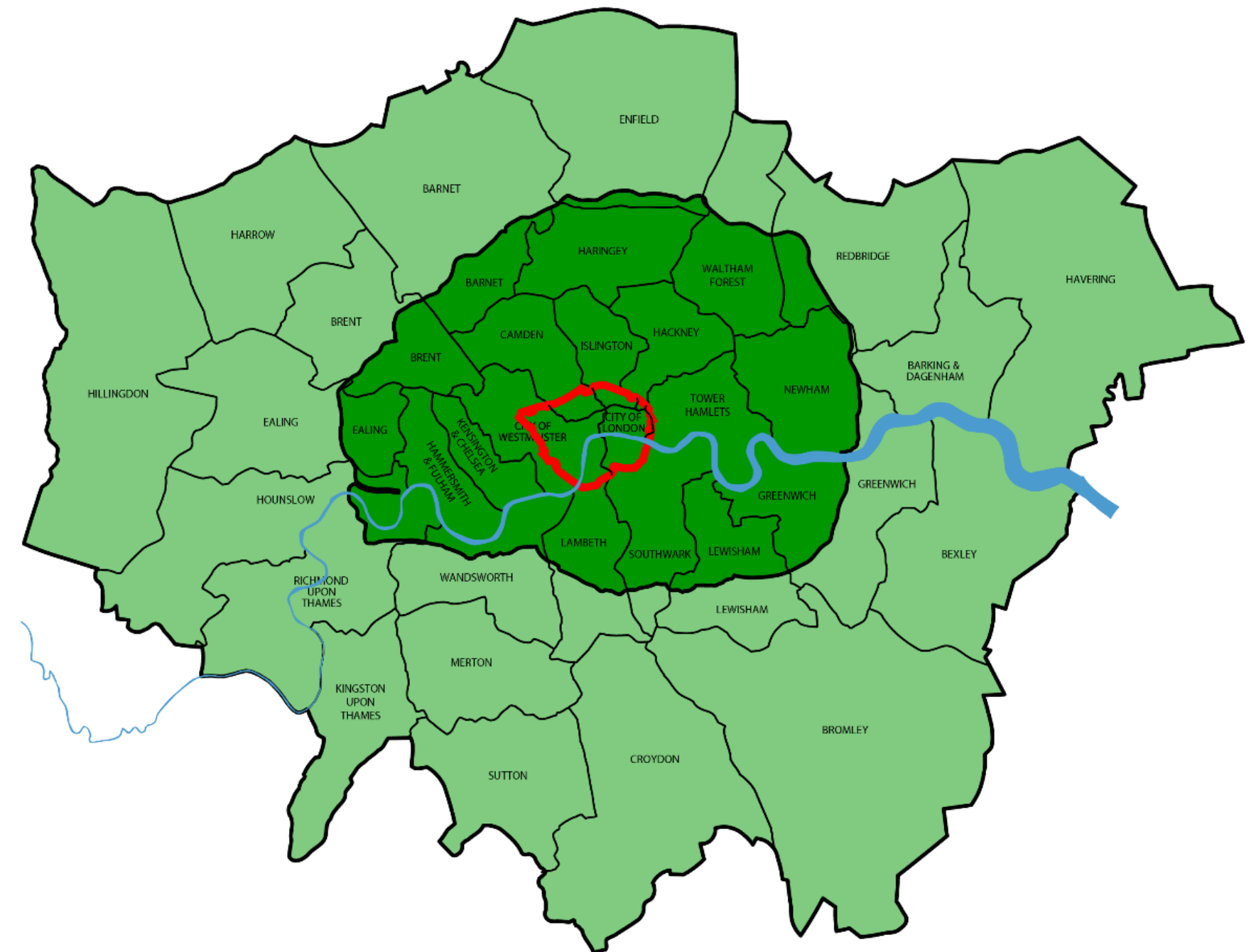
- Tighter standards and applies to most vehicles
- Introduced April 2019
- Euro 4 for petrol, Euro 6 for diesel

LEZ

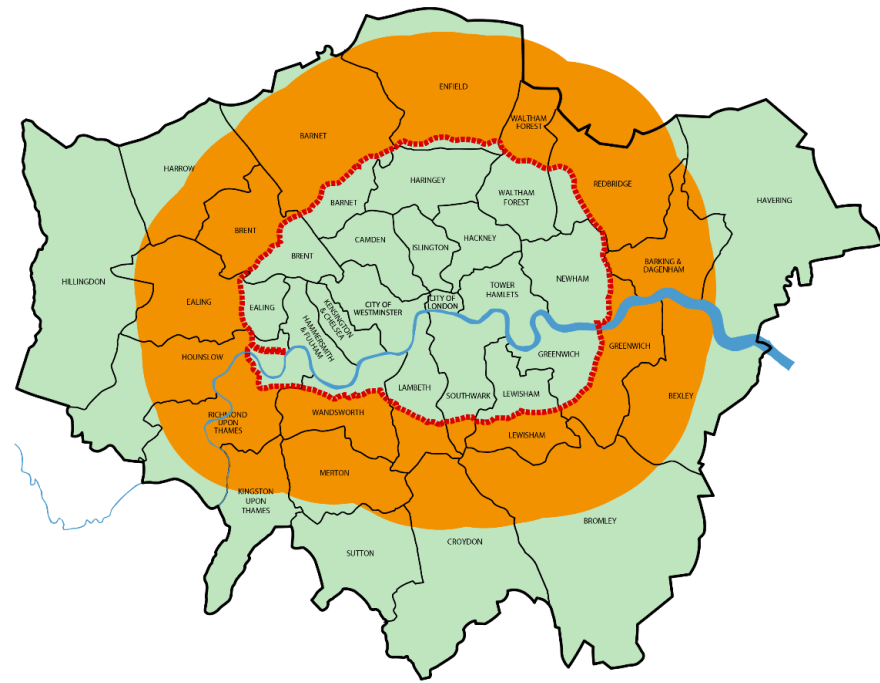
- Tighter standards for large/heavy vehicles
- Introduced March 2021
- Euro 6 (except some vans and minibuses)

ULEZ

- Expanded zone: 18 times larger
- Introduced October 2021
- No change to the standards



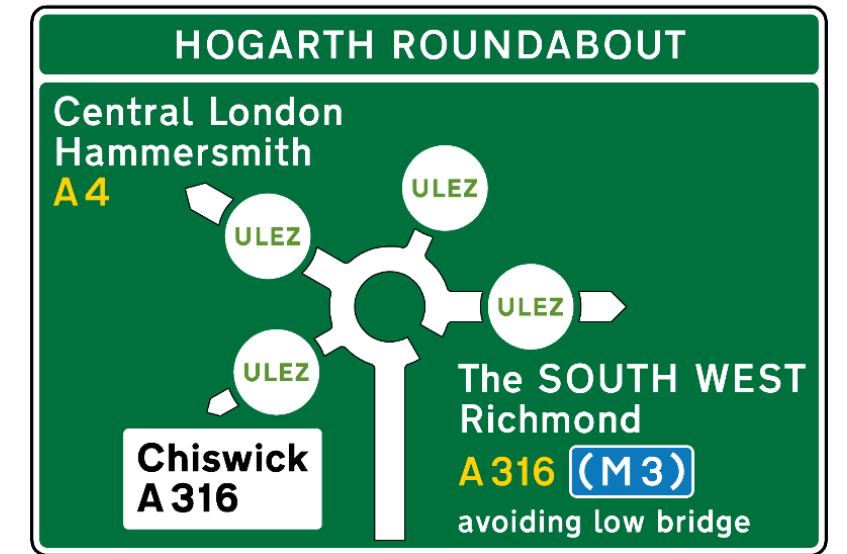
# How was it implemented?



**162**  
Advanced  
Information



**261** Advanced  
Directional



**587**  
Boundary



**442**  
In-Zone  
Repeater



# A bigger share of vehicles are cleaner

Daily Average proportion of compliant vehicles in the ULEZ

Vehicle Type	Feb – 2017	Oct 2021 (prior to launch)	May 2022
All ULEZ vehicles	39%	86.9%	93.8%
Cars	44%	89.0%	95.4%
Vans (upto 3.5t)	12%	71.0%	82.6%
Motorcycles	50%	95.7%	96.7%



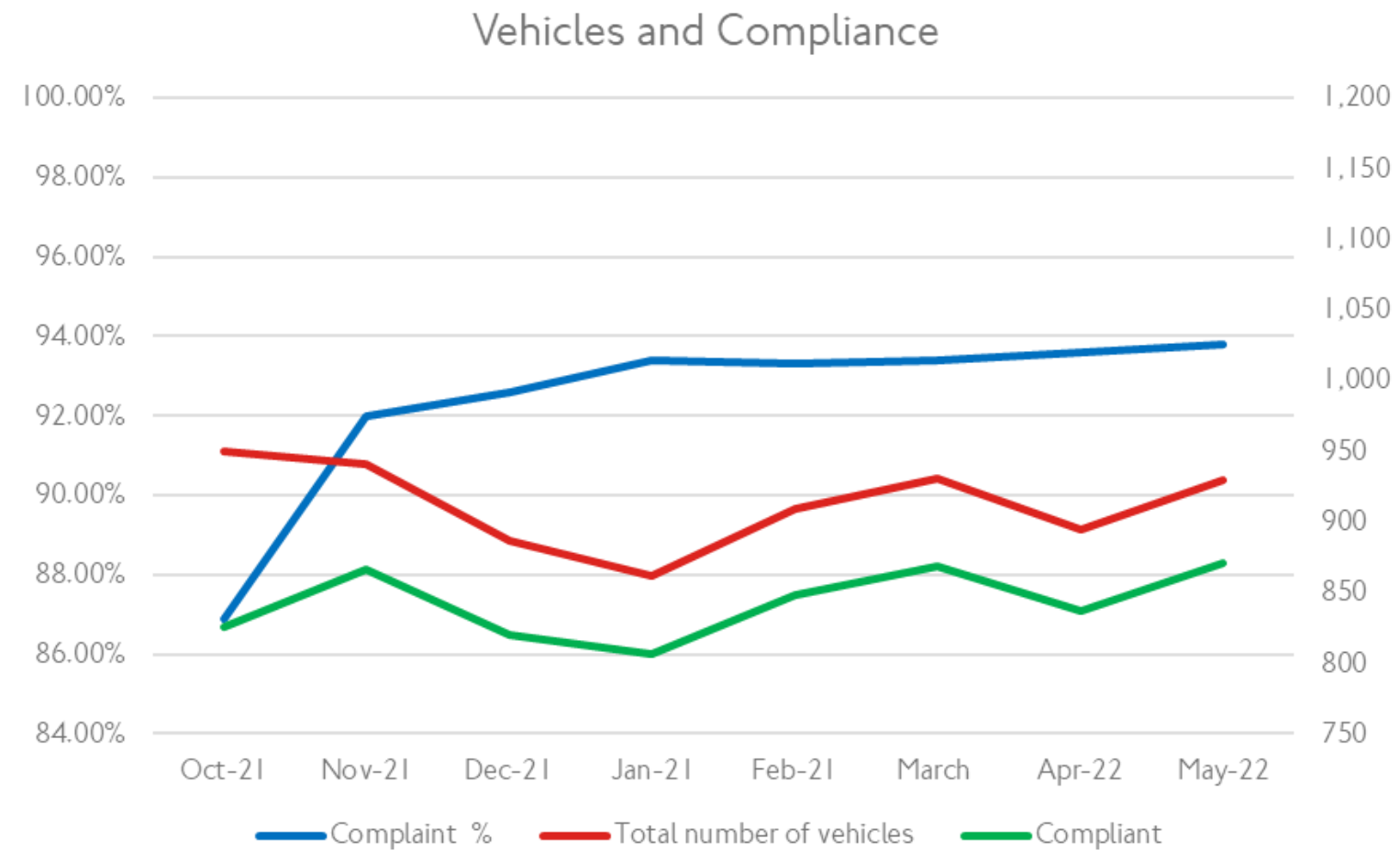
Six months after the launch of the ULEZ expansion nearly 94 per cent of vehicles seen driving in the whole zone meet the strict ULEZ standards on an average day.

This is up from 87 per cent in the weeks before the zone expanded and up from 39 per cent in 2017 when impacts associated with the ULEZ began.

The compliance rate on boundary roads is 90 per cent and the compliance rate in outer London is 85 per cent.



# Fewer older vehicles



There were 67,000 fewer non-compliant vehicles in the zone  
Compliant vehicle increase from 86.9% to 93.8%

# Reduction in vehicles and traffic

Overall, there were 21,000 fewer vehicles seen in the zone on an average day

Traffic flows stabilised at 2 per cent below the pre-ULEZ expansion baseline in the zone and 1.7 per cent below the baseline outside the zone.



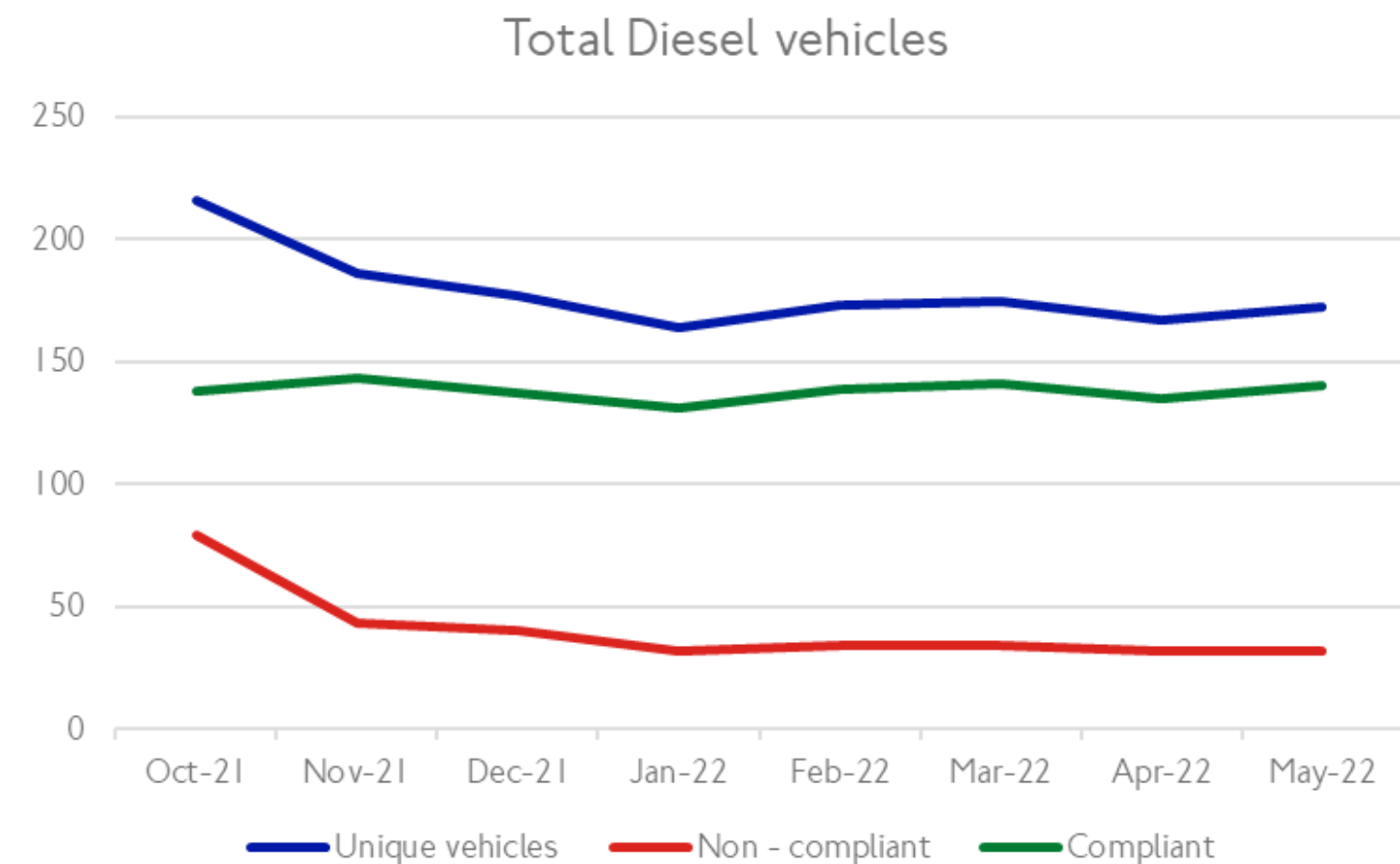


# Drivers are ditching Diesel cars

On average there were 44,000 fewer diesel cars driving in the zone each day – a 20 per cent decrease since the weeks before the ULEZ expanded.

Total number of compliant vehicles has remained steady, but non-compliant vehicles has significantly reduced – so people are not replacing a non-compliant diesel with a compliant diesel car.

Date	Unique vehicles	Non - compliant	Compliant	Compliance %
Oct 21	216,000	79,000	138,000	63.6%
Nov 21	186,000	43,000	143,000	77%
Dec 21	177,000	40,000	137,000	77.5%
Jan 22	164,000	32,000	131,000	80.2%
Feb 22	173,000	34,000	139,000	80.1%
Mar 22	175,000	34,000	141,000	80.6%
Apr 22	167,000	32,000	135,000	80.8%
May 22	172,000	32,000	140,000	81.4%
change	-20.4%	-59.5%	1.4%	+17.8%



# Low Emission Zone continues to have an impact

Month	Comment	LEZ compliance rate
Feb 2017	Baseline	48.0%
May 2019	ULEZ launched	71.0%
Sep 2019		73.7%
May 2020		83.2%
Sep 2020		85.0%
Feb 2021	TfL buses meet LEZ	90.4%
Mar 2021	Tighter LEZ standards	93.5%
May 2022		96.2%

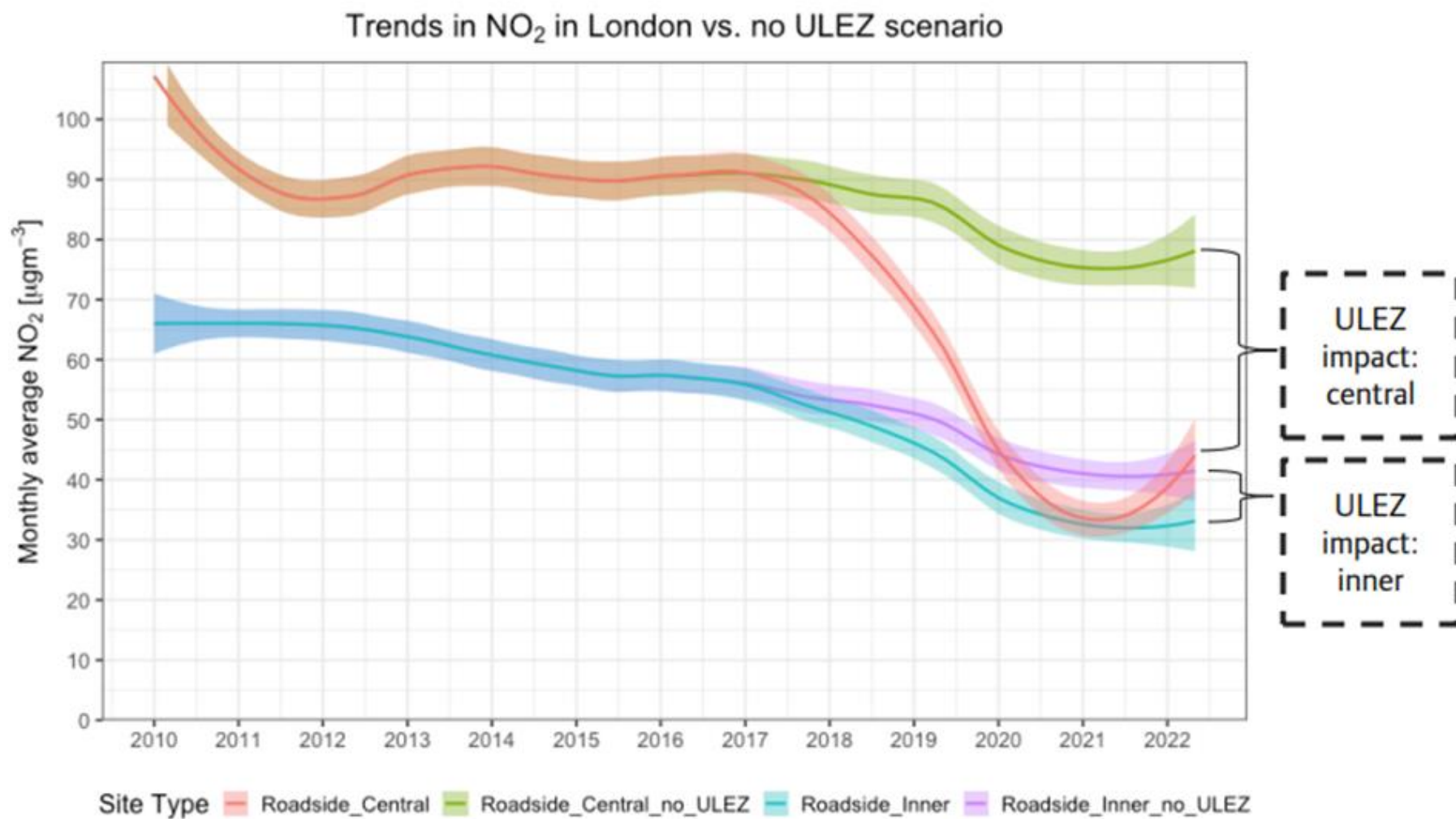


Large and heavy vehicles, which fall under the London-wide LEZ, have a compliance rate of 96 per cent, up from an estimated 48 per cent in February 2017



# Cleaner Air in the Zone

The amount of pollution in the air, the concentration, is what ultimately impacts people's health.



Harmful NO<sub>2</sub> concentrations alongside roads in inner London are estimated to be 20 per cent lower than they would have been without the ULEZ and its expansion.

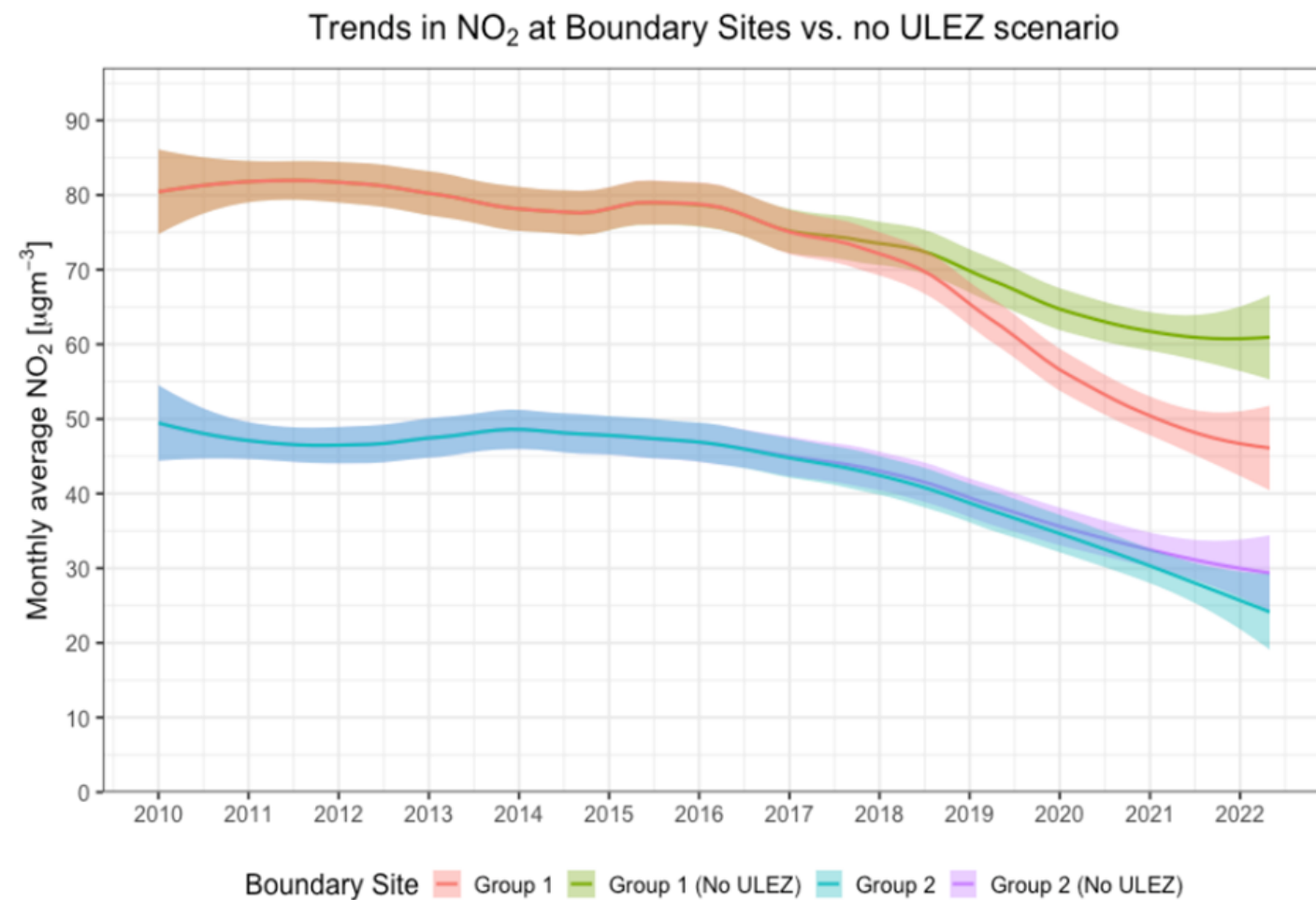
In central London, NO<sub>2</sub> concentrations are estimated to be 44 per cent lower than they would have been.

This decrease in concentrations close to roads would have also led to reduced air pollution in locations away from traffic.



# Cleaner air on the Boundary

All monitoring sites on the boundary of the expanded zone have seen reductions in NO<sub>2</sub> concentrations, with an estimated 17-24 per cent reduction in pollution on the boundary compared to a scenario without the ULEZ



# Summary

Six months on from the ULEZ expansion and over a year on from the enforcement of tighter LEZ standards the data indicate that these schemes are having a significant impact on the number of older, more polluting vehicles seen driving in London and the levels of harmful pollution Londoners are exposed to.

MAYOR OF LONDON

## EXPANDED ULTRA LOW EMISSION ZONE – SIX MONTH REPORT

## INCLUDING LOW EMISSION ZONE – ONE YEAR REPORT

July 2022



# Thank you for your attention!

For questions:

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