



COMMITTEE TITLE: Finance, Assets, Investment and Recovery Committee

DATE: 11th September 2023

REPORT TITLE:	ULEZ (Ultra Low Emissions Zone)
REPORT OF:	Henry Muss – Climate & Sustainability Manager

REPORT SUMMARY

London’s Ultra Low Emissions Zone (ULEZ)

1.1 The world's first city wide ultra-low emissions zone was London. In 2015 ULEZ was launched following more than 16,000 consultation responses, of which 79 per cent were in favour of improving London’s air qualityⁱ

1.2 The Mayor of London, Boris Johnson, said: “The world’s first Ultra Low Emission Zone is an essential measure to help improve air quality in our city, protect the health of Londoners, and lengthen our lead as the greatest city on earth. Together we can ensure everyone who lives, works in, or visits our city has the cleanest possible air to breathe.”

1.3 ULEZ was implemented on 8 April 2019, a reportⁱⁱ produced from The Mayor's office published in Feb 2023 (peer reviewed) into the impact of the ULEZ showed:

- The air in the zone is substantially cleaner. The ULEZ expansion has led to four million people breathing cleaner air, including 1,362 more schools. Harmful nitrogen dioxide (NO₂) concentrations are estimated to be 21 per cent lower than they would have been in inner London without the ULEZ and 46 per cent lower than they would have been in central London
- Pollution emissions have reduced dramatically. Cumulatively since 2019, it is estimated the ULEZ led to nitrogen oxides (NO_x) emissions from road traffic reducing by 13,500 tonnes across London over the four-year period compared with what they would have been without the ULEZ, a reduction of 23 per cent. Within the ULEZ area NO_x emissions are estimated to have reduced by 5,000 tonnes, a reduction of 26 per cent, over the same period.
- Cumulatively, emissions of fine particulate matter (PM_{2.5}) are estimated to have reduced by 180 tonnes across London since 2019, compared to without the ULEZ, a reduction of 7 per cent. Within the ULEZ area PM_{2.5} emissions

are estimated to have reduced by 80 tonnes, a reduction of 19 per cent, over the same period.

- Carbon emissions from vehicles have also reduced. Cumulatively since 2019 it is estimated the ULEZ has led to a reduction of around 800,000 tonnes of CO2 emissions from vehicles across London over the four-year period compared to without the ULEZ, a saving of three per cent. Within the ULEZ area this is a saving of 290,000 tonnes, a reduction of 4 per cent over the same period.
- The ULEZ has reduced harmful pollution levels in central London by nearly half compared to what they would have been without the ULEZ. Each day, 74,000 fewer polluting vehicles are seen driving in the zone, a cut of 60 per cent since expansion in October 2021.

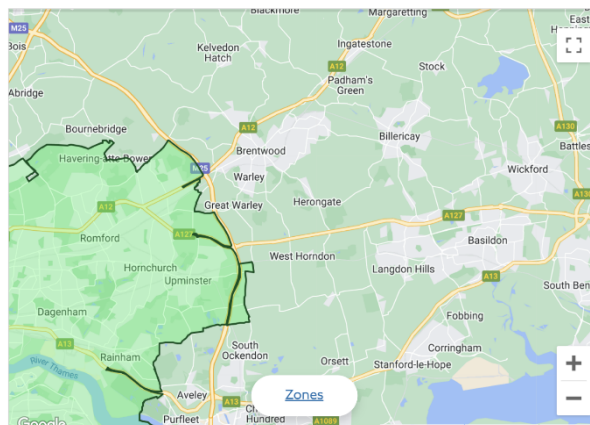
1.4 Dr Gary Fuller, air pollution scientist from Imperial College London's Environmental Research Group, and UKRI Clean Air Champion said: "Scientists at Imperial College London worked alongside the mayor's team on the evidence base for the ULEZ design and to assess how well it is working."

1.5 "The 10th anniversary of the death of Ella Kissi Debrahⁱⁱⁱ (a landmark coroner's report made Ella the first person in the world to have air pollution cited as a cause of death) is a powerful reminder of the impacts of air pollution on London's children and young people; especially those living, travelling or at school close to major roads. The central London ULEZ, and its extension to inner London, has bought about measurable and sustained improvements to air pollution from traffic.

1.6 Air pollution in London is an urgent health crisis. It's responsible for around 4,000 premature deaths in the capital each year and is leading children to grow up with stunted lungs and adults to develop a whole host of illnesses - from asthma to heart disease, cancer and dementia^{iv}.

1.7 The Mayor of London, Sadiq Khan, said expanding the ULEZ London-wide was a difficult decision but that he remained committed to pushing ahead on 29 August 2023 in order to save lives, protect children's lungs and tackle the climate emergency.

Click View zones to also check the Congestion Charge, ULEZ and DVS zones.



Map of ULEZ Expansion Zone in relation to Brentwood Borough

1.8 However, after listening to the concerns of Londoners over recent months and the impact of the growing cost-of-living crisis, the mayor announced that to make the transition to a greener city easier the scrappage scheme will be massively widened to every Londoner affected by ULEZ along with a host of other significant changes. This means from Monday, 21 August:

- Every Londoner with a non ULEZ-compliant car will be eligible for a £2,000 grant
- Small businesses and sole traders will be able to receive up to £21,000 in grants to scrap up to three vans
- Charities will be able to receive up to £27,000 in grants to scrap up to three minibuses

1.9 Also from the 4th of August:

- Small businesses and charities with a non-compliant van will receive increased payments of £7,000 (up from £5,000)
- Grants for Wheelchair Accessible Vehicles will increase from £5,000 to £10,000
- Grants for scrapping Minibuses will increase from £7,000 to £9,000
- Grants to Replace a non-compliant van with electric van increase from £7,500 to £9,500
- Grants to replace a non-compliant minibus with an electric minibus increase from £9,500 to £11,500
- Retrofit grants increase from £5k to £6k, typically enough to cover the whole cost of retrofitting

1.10 With respect to cars to avoid the ULEZ charge:

- Petrol cars that meet the ULEZ standards are **generally those first registered with the DVLA after 2005**, although cars that meet the standards have been available since 2001
- Diesel cars that meet the standards are **generally those first registered with the DVLA after September 2015 (Euro 6)**

1.11 The sixth and current incarnation of the Euro emissions standard was introduced on most new registrations in September 2015. For diesels, the permitted level of NOx has been slashed from 0.18g/km in Euro 5 to 0.08g/km. The ULEZ is a highly targeted scheme that aims to take the most polluting vehicles off London's roads. 90 percent of cars seen driving in outer London on an average day are already compliant.

1.12 A search of online vehicle retailers on 3rd August 2023 revealed that there are nearly 5,000 ULEZ compliant cars for sale for under £2,000 within 200 miles of central London on one major vehicle trading site alone - with more being added all the time

With respect to vans

- All new diesel vans sold from September 2016 should meet the Euro 6 standard
- All new petrol vans registered with the DVLA from January 2006 should meet the Euro 4 standard

1.13 The mayor has also listened to small businesses who said they needed more financial help to purchase ULEZ-compliant, less-polluting vans. The grant per van was raised from £5,000 to £7,000 and the number of vans or minibuses small businesses and sole traders can scrap will increase to three – meaning small businesses could get £21,000 for a greener fleet.

2.0 OTHER OPTIONS CONSIDERED

The ULEZ is a London wide air quality scheme and as such there are no other options within the remit of Brentwood Borough Council. However a letter from BBC Leader of the Council (Cllr Aspinell) was sent to Mayor Sadiq Khan ((28th July) outlining the issues related to the expansion with respect to residents and businesses proposing:

1. The existing scrappage scheme should be expanded to all the District and Borough authorities on the boundary of the newly developed ULEZ.
2. There should be an increase in the amount of financing available for the scrappage scheme to enable the expansion to take place accordingly. BBC acknowledge and accept that this should be substantially funded by central government, in a similar fashion to schemes across the country.
3. TFL and the Government should provide funding to improve the public transport and cycle routes connecting to London Boroughs from all the Districts and Borough authorities on the boundary with the ULEZ.

Unfortunately to date there has been no response and the full expansion of ULEZ came into force on 29th August.

3.0 RELEVANT RISKS

3.1 There is currently no scrappage scheme available to bordering boroughs to the ULEZ expansion zone. Thus, those residents that want to avoid the scheme charges will need to use public transport or purchase a compliant vehicle for social, business, or other journeys into the ULEZ zone. Residents of Brentwood will need to pay a £12.50 daily **charge** to drive within the zone. The fine for non-compliance is £180 or £90 if paid within 14 days. To find out if your car must pay one can check with TFL: <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/penalty-charges-for-ulez>

3.2 The research carried out by TFL on the impact to drivers concluded that 90% of vehicle's that travel in Greater London are already compliant^v. Although DVLA data shows a total of 691,559 licensed cars in the whole of Greater London were either petrol cars first registered prior to January 2006 or diesel cars registered prior to September 2015 – the key dates for meeting ULEZ standards. This figure rises to 851,065 when counting all non-compliant vehicles, rather than solely cars. However, on a daily usage of cars TfL estimates that around 160,000 non-compliant cars a day currently drive in the area that will become part of the expanded zone^{vi}

3.3 That figure is based on the whole of London, with respect to Brentwood residents who are driving into the expanded ULEZ (for work, social or hospital visits etc) this information is difficult to obtain. The UK Gov Vehicle Licensing Data^{vii} for 2022 states that at the end of December 2022, the average age of a licensed car in the UK was 9.1 years. In 2013 around 34% of cars in the UK registered were diesel^{viii}.

3.4 The change has led to opposition from some people who live in the areas surrounding London but must drive into the expanded ULEZ for work^{ix}.

3.5 David Barnes, of the Basildon business group in the Federation of Small Businesses (FSB), said a recent survey of companies in and outside London found that 18% claim they will close when ULEZ is introduced because they will no longer be viable.

"Some businesses are telling us they are going to have to stop doing any work altogether. There are also businesses on the border with London that said they have considered closing their companies. That is sad."

3.6 Michael Pegler, of Pegler Removals of Leigh-on-Sea, Essex, said: "The impact of us of ULEZ is going to be pretty large. Retention of staff is a massive problem. He said if the scheme was phased in over two years "it wouldn't be a problem".

3.7 It is likely therefore that businesses will have to pass on extra costs due to the ULEZ onto customers or replace their diesel vehicles that over 8 years old and petrol 18yrs old.

3.7 A TfL spokesperson said: "The London-wide Ulez is vital in tackling the triple threats of air pollution, the climate emergency and congestion, and will ensure millions more people can breathe cleaner air. Those outside the London boundary will also benefit, with drivers outside of the capital shifting to cleaner vehicles that meet the standards^x.

4.0 ENGAGEMENT/CONSULTATION

There has not been any direct BBC led consultation or engagement from BBC with residents or businesses potentially affected by the expansion of the ULEZ.

5.0 FINANCIAL IMPLICATIONS

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None to the council, potentially to residents or businesses whose vehicles are non-compliant or are unable to access public transport for social or other reasons to enter the ULEZ zone.

6.0 LEGAL/GOVERNANCE IMPLICATIONS

Name & Title: Claire Mayhew, Acting Joint Director – People & Governance & Monitoring Officer

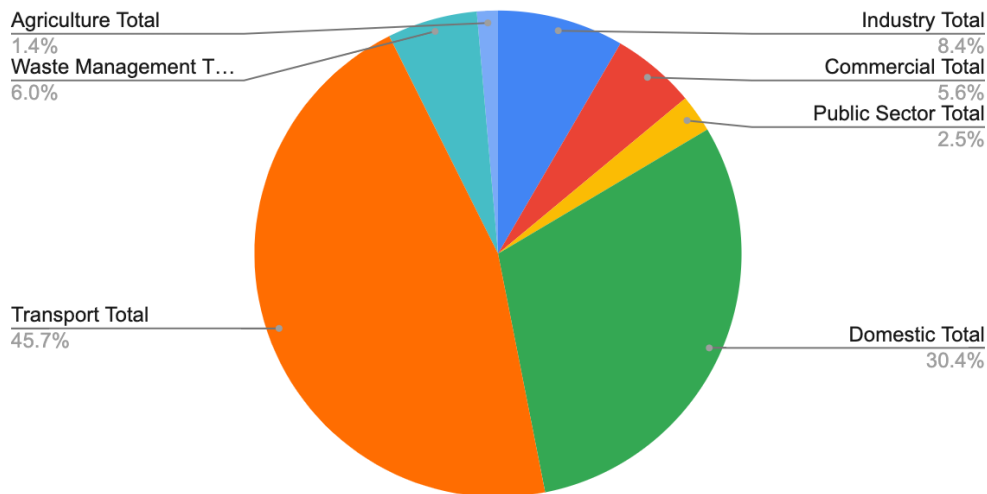
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Legal action was launched in February 203 by the London boroughs of Bexley, Bromley, Harrow and Hillingdon, as well as Surrey County Council (bordering the boroughs) opposing the expansion of the ULEZ but was overruled in July as lawful⁵.

7.0 EQUALITY & HEALTH IMPLICATIONS

Brentwood Borough Council has added its voice to the growing number of local authorities who have responded to the global climate crisis (also a population health crisis^{xi}) by declaring a climate emergency at its meeting of Full Council on Wednesday 21 Juneⁱ 2023 and bringing forward its 2040 net zero carbon target to 2030 for its own operations. Carbon emissions from transport in the borough are a major challenge. For the baseline year transport was responsible for around 46% or 198,500tonnes CO2 annually. There are likely to be improvements in carbon emissions associated from transport if Brentwood residents upgrade to compliant ULEZ vehicles

Brentwood Carbon Emissions under the influence of the Council by sector 2018: total emissions 433,900tCO₂e



Brentwood Borough carbon emissions under the influence of the council

2.11 As a borough Brentwood is committed to supporting its residents to either travel more sustainably using public transport infrastructure or if they must use vehicles to move towards less polluting such as newer or hybrid or battery powered. It continues to work at a local level and with the Sustainable Transport Team at Essex County Council.

Improved air quality in adjacent Borough of Havering

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8.0 ECONOMIC IMPLICATIONS

None to the council, potentially to residents or businesses whose vehicles are non-compliant or are unable to access public transport for social or other reasons to enter the ULEZ zone.

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APPENDICES

BACKGROUND PAPERS

SUBJECT HISTORY (last 3 years)

Council Meeting	Date

ⁱ <https://www.london.gov.uk/press-releases/mayoral/ultra-low-emission-zone>

ⁱⁱ <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?auHash=ixeIM3L6iJh-CwYvb2wek2UKMCSJvpOqMgtpRAMt5B8>

ⁱⁱⁱ <https://www.theguardian.com/environment/2023/feb/10/ellas-law-rosamund-kissi-debrah-air-pollution-death-london#:~:text=Ella's%20fame%20is%20tragic%3A%20she,as%20a%20cause%20of%20death.>

^{iv} <https://www.london.gov.uk/media-centre/mayors-press-release/MAYOR-ANNOUNCES-SCRAPPAGE-EXPANSION>

^v <https://tfl.gov.uk/info-for/media/press-releases/2023/march/over-90-per-cent-of-cars-driving-in-outer-london-now-meet-the-ulez-standards>

^{vi} <https://www.ukroed.org.uk/londons-ulez-expansion-to-pose-significant-impact/>

^{vii} <https://www.gov.uk/government/statistics/vehicle-licensing-statistics-2022/vehicle-licensing-statistics-2022#headline-figures>

^{viii} https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/302409/vls-2013.pdf

^{ix} <https://www.bbc.co.uk/news/uk-england-essex-65068754>

^x <https://inews.co.uk/news/ulez-car-scrappage-scheme-clean-air-government-boost-funds-2248625#:~:text=Those%20outside%20the%20London%20boundary,when%20the%20scheme%20goes%20live.%E2%80%9D>

^{xi} [https://www.thelancet.com/article/S0140-6736\(22\)01540-9/fulltext#:~:text=As%20these%20crises%20unfold%2C%20climate,populations%20to%20concurrent%20health%20threats.](https://www.thelancet.com/article/S0140-6736(22)01540-9/fulltext#:~:text=As%20these%20crises%20unfold%2C%20climate,populations%20to%20concurrent%20health%20threats.)