

**Date:** 15 November 2023

**Item:** Ultra Low Emission Zone Update

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## **This paper will be considered in public**

### **1 Summary**

- 1.1 This paper sets out the key findings of the London-wide Ultra Low Emission Zone (ULEZ) first month report. The full report can be viewed here: <https://www.london.gov.uk/programmes-strategies/environment-and-climate-change/environment-and-climate-change-publications/london-wide-ultra-low-emission-zone-first-month-report>.

### **2 Recommendation**

- 2.1 **The Panel is asked to note the paper.**

### **3 Background**

- 3.1 On 29 August 2023, to help tackle air pollution in the capital, ULEZ was expanded across all London boroughs.
- 3.2 The ULEZ boundary is now the same as the boundary for the Low Emission Zone for heavy vehicles. The London-wide zone measures 1,500km<sup>2</sup> and covers nine million people, making it the largest zone of its kind in the world.
- 3.3 On 31 October 2023, the Greater London Authority published the London-wide ULEZ first month report.
- 3.4 The report evaluates the impact of the newly expanded scheme in its first month. The initial data shows that the scheme has been highly effective at reducing the proportion and number of older, more polluting vehicles on London's roads.
- 3.5 The report compares volumes of detected vehicles in September 2023 to June 2023 in the first instance. It focuses primarily on the "compliance rate" of vehicles travelling in the zone that are subject to the ULEZ standards – that is cars, vans, minibuses and motorcycles. The compliance rate is the percentage of vehicles detected in the zone that meet the ULEZ standards. The higher the compliance rate the more successful the scheme has been in accelerating the transition to cleaner vehicles.
- 3.6 The report does not cover the impacts of the scheme on air pollutant emissions and concentrations, as one month does not provide enough time to accurately assess the impact of the scheme on these.
- 3.7 Preliminary analysis of pollutant concentrations will be reported in the six-month report and fuller analysis of both emissions and concentrations will be reported in

the one year report. This is the same approach that was taken for monitoring the central London ULEZ and expansion to inner London.

- 3.8 The report does not cover the uptake and outcome of the ULEZ Scrappage Scheme as this is still a live scheme with funding remaining. An updated Scrappage Scheme factsheet was released on the same day as the report's publication providing data up to 22 October 2023. It can be accessed here: <https://tfl.gov.uk/corporate/publications-and-reports/ultra-low-emission-zone>

## **4 Key Findings from the London-wide ULEZ First Month Report**

- 4.1 The report found that a larger proportion of vehicles seen driving in London are cleaner. The London-wide compliance rate for vehicles subject to the ULEZ standards during the first month was 95.3 per cent, up from 91.6 per cent in June 2023 and 39 per cent in February 2017 when changes associated with the ULEZ began.
- 4.2 Compliance rates have increased for both cars and vans. 96.4 per cent of cars and 86.2 per cent of vans seen driving in the London-wide ULEZ met the standards in the first month of operation, up from 93 and 80.2 per cent in June 2023 and 44 and 12 per cent in February 2017.
- 4.3 There are fewer older, more polluting cars seen driving in the zone. On an average day, there were 77,000 fewer unique non-compliant vehicles (i.e. individual vehicles detected travelling in the zone at least once) seen detected in the London-wide ULEZ compared to June 2023. This is a 45 per cent reduction in non-compliant vehicles.
- 4.4 There has also been an overall reduction in vehicles seen driving in the zone. On an average day, there were 48,000 fewer unique vehicles driving each day in the London-wide ULEZ compared to June 2023. This is a two per cent reduction, although it will take more time for traffic patterns post launch to fully emerge. Preliminary analysis of traffic flows indicates there have been no notable changes across London or on the London-wide ULEZ boundary. However, it is too early to draw firm conclusions and monitoring will continue in the coming months.
- 4.5 In the expanded outer London area, vehicle compliance has increased by 10 percentage points since the launch of the consultation to expand the ULEZ London-wide. Vehicle compliance in the expanded outer London area is now 95.2 per cent, up from 85.1 per cent in May 2022 when the consultation on proposals to expand the ULEZ London-wide launched, and from 90.9 per cent in June 2023.
- 4.6 The London-wide ULEZ has closed the compliance gap between outer London and inner and central London. After just one month of the London-wide ULEZ operating, compliance rates for vehicles using London's roads are now nearly the same across all areas of London for each vehicle type. Overall vehicle compliance in the expanded outer London area is now 95.2 per cent, compared to 95.9 per cent in inner London the same month.
- 4.7 In outer London, well over nine in 10 cars now meet the ULEZ standards. Car compliance in the expanded outer London area is 96.4 per cent, up from 92.4 per

cent in June 2023 and 90 per cent in November 2022 when the Mayor announced the decision to expand the ULEZ London-wide. Van compliance in the outer London area was 86.2 per cent, up from 79.5 per cent in June 2023 and 77.8 per cent in November 2022.

- 4.8 High levels of compliance mean only a small proportion of vehicles paid the charge. On an average day, of all ULEZ vehicles seen driving in London, only 2.9 per cent pay the charge, 1.7 per cent are non-chargeable (including those registered for a discount or exemption), and 0.2 per cent are issued with a warning notice or, from 26 September, a penalty charge notice. The rest meet the ULEZ standards.

**List of appendices to this report:**

None

**List of Background Papers:**

London-wide Ultra Low Emission Zone First Month Report (October 2023)

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