




**Bigger and better:** The new zone will be 18 times the size of the current one

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# A breath of fresh air

## INFRASTRUCTURE IS NOW UNDER WAY TO EXPAND THE ULTRA LOW EMISSION ZONE

WITH the Ultra Low Emission Zone (ULEZ) in central London already reducing harmful nitrogen dioxide by more than 40 per cent, plans are well under way to expand it even further. The scheme is vital to cleaning up the city's toxic air and tackling the climate emergency.

The zone currently covers the same area as the Congestion Charge Zone and new cameras will enable it to extend up to the North and South Circulars in October 2021. The expanded area will cut nitrogen oxide emissions from road transport by around 30 per cent across the whole city. This will have a vital impact, improving air quality for millions of Londoners.

### WHY IT IS IMPORTANT

Poor air quality is responsible for thousands of deaths in the capital each year. It can severely damage children's lungs, as well as cause a number of long-term health issues including respiratory and heart problems in adults.

Emerging evidence also suggests that there is a link between pollution and higher rates of coronavirus infection – including a worse recovery. The larger zone is vital to ensure that, as London recovers from the pandemic, one public health crisis is not replaced with another.

### IMPLEMENTATION

TfL currently uses around 650 cameras in the zone to great effect – since February 2017 the number of vehicles complying with the emission standards has risen from 39 to 80 per cent.

With new technology available, as well as extensive experience in monitoring and handling data, TfL only needs to install a further 750 cameras to cover an area 18 times the current size. Respecting data privacy has been integral to the enforcement of the central zone over the last 17 years, and this will continue, with seamless payments of the charge and the secure handling of data assured.

### A HELPING HAND

The Mayor recognises that some Londoners will need more help, and may have bought more polluting diesel cars in good faith. To help support those who may find it difficult to meet the ULEZ standards with their own vehicles, a £48million scrappage scheme is in place for those on low incomes, disabled Londoners, small businesses and charities. The scheme will enable them to switch to cleaner vehicles and greener forms of transport.

To help businesses and charities prepare for the expanded zone, earlier this year the Mayor doubled

the amount of money available to £7,000 for those scrapping their older, more polluting, vans and minibuses. The criteria for the size of eligible businesses was also changed so that even more people could benefit.

The car and motorcycle scrappage scheme supports people in taking the dirtiest vehicles off the road and purchasing a cleaner alternative, with up to £2,000 available for cars and £1,000 for motorbikes. So far, more than £12million has been given out in grants, providing significant help to small businesses and those most in need.

Shirley Rodrigues, deputy mayor for the environment, said: 'The Ultra Low Emission Zone is the centrepiece of our plans to clean up London's air. We have the boldest plans of any city on the planet and the ULEZ is exceeding expectations, helping reduce harmful roadside nitrogen dioxide by 44 per cent in central London.'

As London starts to recover from the pandemic, City Hall is even more determined to stop Londoners breathing air so filthy it is damaging our children's lungs and causing thousands of premature deaths.'

For more information on the zone, as well as the scrappage scheme, visit [tfl.gov.uk/modes/driving/ultra-low-emission-zone](https://tfl.gov.uk/modes/driving/ultra-low-emission-zone)



**Reducing air pollution:** The current zone has already cut harmful roadside nitrogen dioxide by 44 per cent

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