

ULEZ expansion overview

A guide for campaigners

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Getting the message out

1. What are the key messages about the ULEZ expansion that we need to get out there?

Our top lines in support of the expansion are:

1. **Air pollution affects all Londoners but particularly the most vulnerable**, e.g. children, old people and people with chronic illnesses, as well as some communities who are disproportionately affected by the problem, including people from ethnic minorities and from low income households.
2. **Expanding the Ultra Low Emission Zone (ULEZ) is vital for the health of Londoners.** It will help meet legal limits of nitrogen dioxide air pollution that should have been met in 2010 – road transport, especially private cars, are the main source of this type of pollution
3. **The central London ULEZ has been a success**, but its expansion is essential to improve London's air quality for more Londoners.
4. But **we still need to go further, faster to protect Londoners' health** by:
 - tackling remaining hotspots across London but especially in outer London which won't be covered by the ULEZ expansion, and by
 - tackling other sources and pollutants - especially particulate matter pollution as London meets legal limits for this pollutant but these are higher than the stricter World Health Organization guideline levels.
5. **Initial studies have suggested that air pollution could increase vulnerability to the most severe impacts of Covid-19.** And experts are pointing to the fact that people recovering from the disease may join those in our society who were already more vulnerable to the impacts of air pollution – highlighting that clean air is crucial for living well now, and in the future.
6. **Consultations and polls have shown that Londoners generally support bold action on air pollution** and efforts to get the most polluting vehicles off the road, including through expanding the ULEZ. But it is important for the Mayor and the UK Government to provide help and support so that people and businesses, especially people on low incomes and small businesses, can move on to cleaner forms of transport. The Mayor has already provided £61m through scrappage schemes but more should be done.
7. We need a **green and healthy recovery** and the ULEZ expansion is part of much needed action to help create a better city for all.

2. How can people share their support for the ULEZ expansion?

We have created a really useful [ULEZ webpage](#) and a suite of videos for you to share on your social media network:

- [Lydia's ULEX video](#)
- [Rudie's ULEX video](#)
- [ULEX explainer video](#)

You can use, or be inspired by, the template social media posts to share the videos along with these hashtags that are being used by Mums for Lungs and others: #ULEZ & #WeLoveULEZ

Explainer video

- #Airpollution affects us all but some are more vulnerable than others: children, older people, those with chronic illnesses. Soon London's #ULEZ will expand to the North & South circulars to protect more Londoners – a great step for #cleanair! #WeLoveULEZ
<https://vimeo.com/606641407>
- #Airpollution affects us all but people on low incomes are disproportionately affected to higher levels whilst contributing less to the problem. The #ULEZ expansion will help protect more Londoners from toxic air but more action is needed <https://vimeo.com/606641407>

Lydia's video

- Parents across #London are worried about the toxic air that their children have to breathe. The expansion of London's Ultra Low Emission Zone will help to protect more of us from dangerous #airpollution. Lydia explains more: <https://vimeo.com/606643232> #WeLoveULEZ
- The #ULEZ is expanding on 25 October. Find out why #WeLoveULEZ along with so many Londoners across the capital who want #cleanair for them and their families
<https://vimeo.com/606643232>

Rudie's video

- Parents across #London are worried about the toxic air that their children have to breathe. The expansion of London's Ultra Low Emission Zone will help to protect more of us from dangerous #airpollution. Rudie explains more: <https://vimeo.com/606643454> #WeLoveULEZ
- The #ULEZ is expanding on 25 October. Find out why #WeLoveULEZ along with so many Londoners across the capital who want #cleanair for them and their families
<https://vimeo.com/606643454>

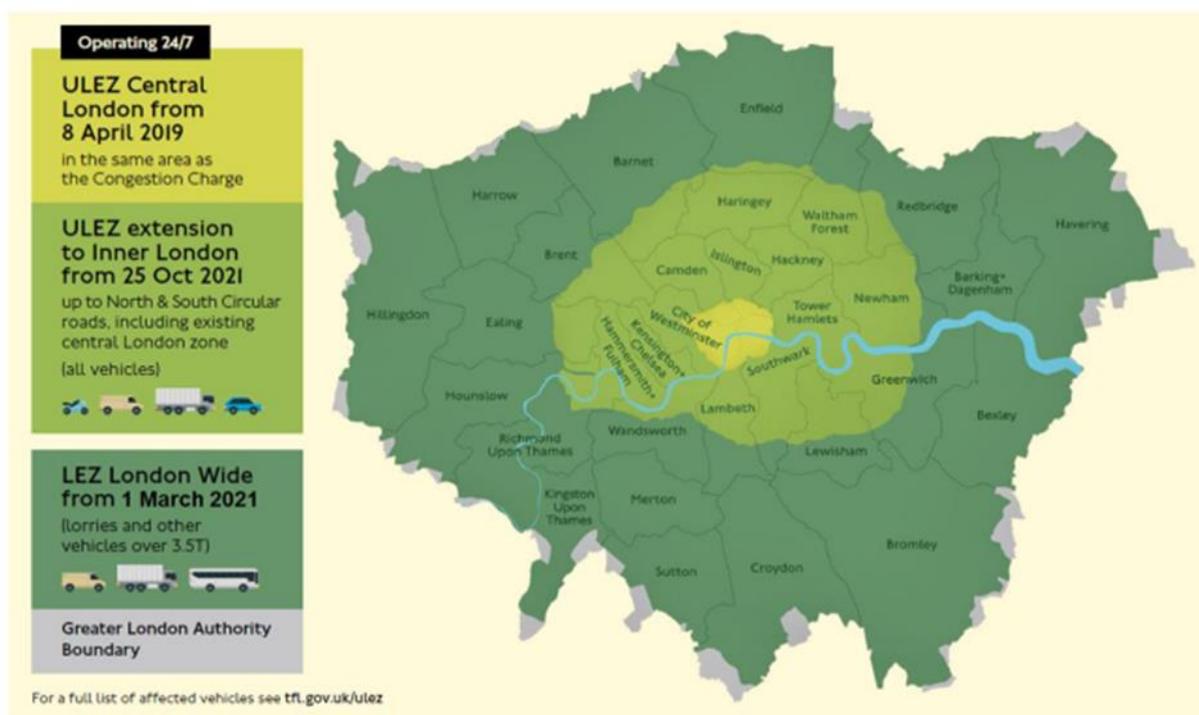
How to share on WhatsApp

- [Main ULEX webpage](#)
- [Rudie's video](#)
- [Lydia's video](#)
- [Animated video](#)

Frequently Asked Questions about the ULEZ expansion

3. What is the timeline and size of the expansion?

- The first stage of the ULEZ was launched in April 2019 and covers central London (i.e. the same area as the London Congestion Charge Zone). However, analysis showed that more action was needed to meet legal limits for nitrogen dioxide (NO₂) in the shortest time possible time.
- Following ClientEarth’s successful legal challenges and public demand, the Mayor of London has proposed, after substantial public consultation, that the ULEZ will be expanded on 25 October 2021. The expanded ULEZ will be 18 times bigger than the central London ULEZ, expanding up to, but not including, the North and South Circular Roads.



Map of the LEZ and ULEZ boundaries (source: TfL/GLA)

4. Who will be affected by the ULEZ restrictions?

Will every driver have to pay?

No!

- The ULEZ helps to quickly remove the dirtiest vehicles from the road by setting minimum emission standards for vehicles entering and driving in the zone. Only vehicles which do not comply pay a charge if they enter the zone:¹
 - £12.50 for cars, smaller vans, motorbikes and other lighter vehicles;
 - £100 for lorries, buses, coaches and other heavier vehicles.

¹ You can check your vehicle here: <https://tfl.gov.uk/modes/driving/check-your-vehicle/>

- Although the ULEZ is expanding, the emissions standards that apply won't change. This means that only vehicles which don't meet the existing criteria will be charged to enter the expanded ULEZ:
 - Petrol cars, taxis, private hire vehicles and vans must meet the Euro 4 emission standard, which includes vehicles first registered in 2006 and after;
 - Diesel cars, taxis, private hire vehicles and vans must meet the Euro 6 emission standard, which includes vehicles first registered in 2015 and after;
 - Diesel heavy duty vehicles (e.g. lorries, buses and coaches) must meet the Euro VI emission standard, which includes vehicles first registered in 2014 and after.
- Alongside the ULEZ, there is also help and support for people and businesses to move to cleaner forms of transport. Since 2019, disabled and low-income Londoners, charities and businesses have been able to apply to scrappage schemes² to help them replace or retrofit older, more polluting vehicles or even use the funding for car club membership or public transport season tickets. So far, £61m has been invested and more than 10,000 vehicles replaced or retrofitted.³

5. Why is road transport being targeted?

Why target motor vehicles rather than other sources of pollution?

- Road transport is the biggest source of illegal NO₂ pollution in London:⁴ 49% of emissions of nitrogen oxides (NO_x), which include NO₂, come from road vehicles. This is nearly twice as much as the next biggest source, industrial and commercial heat and power generation, industrial processes and waste, which are responsible for 25% of NO_x emissions. This is followed by aviation (9%), construction (7%), domestic heating and power (6%), rail transport (2%) and river transport (2%).
- London meets legal limits for particulate matter pollution, both for PM₁₀ and PM_{2.5} (fine particulate matter) but these are set at levels higher than what is recommended by the World Health Organization (WHO). ClientEarth and many others are calling on the UK Government to adopt stronger targets in line with the WHO guidelines. The Mayor has pledged to meet the 2005 WHO guideline for PM_{2.5} by 2030 at the latest though he will need support from the UK Government and others to achieve this.
- The Mayor needs to take action on other sources of pollution both to help meet legal limits for NO₂ in the shortest time possible and reduce levels of PM_{2.5} to meet his pledge. The ULEZ is part of a wider suite of measures to improve London's air quality. Other measures include cleaning up London's bus and taxi fleet, reducing emissions from construction and action to promote the uptake of zero emission vehicles but needs to be done.

Aren't buses and lorries responsible for more pollution than cars?

No!

- All polluting sources need to be addressed to help protect people's health.

² <https://tfl.gov.uk/modes/driving/scrappage-schemes>

³ <https://www.london.gov.uk/press-releases/mayoral/mayor-announces-an-additional-5m-for-scrappage>

⁴ <https://data.london.gov.uk/dataset/london-atmospheric-emissions-inventory--laei--2016#:~:text=The%20LAEI%202016%20is%20the,for%20the%20base%20year%202016.>

- The largest share of road transport NO_x emissions comes from diesel cars (30%), followed by HGVs (18%) and diesel vans (17%), TfL buses (15%), petrol cars (9%), non-TfL buses and coaches (6%), taxis (6%) and petrol vans (0.1%).

6. Is the ULEZ expansion really necessary?

Yes!

- London's air quality has been a problem for centuries. Legal limits for NO₂ should have been met by 2010 but are still being breached across the UK.
- London has the worst levels in the country at almost two times over the legal limit (of 40 micrograms per cubic metre (µg/m³)).
- ClientEarth has taken the UK Government to court three times⁵ during 2011-2018 to get ministers to take action to protect people's health from illegal levels of air pollution. Each time the courts have required the Government to produce and improve on plans to meet these legal limits in the shortest time possible as required by law.
- The Mayor of London also has a responsibility to take action and whilst there is no silver bullet, the ULEZ is key to tackling the key source of illegal levels of NO₂ – road transport, and in particular diesel vehicles.
- Without bold policies such as the ULEZ, it would have taken 193 years from 2016 for London to meet legal limits for NO₂.

London's toxic air is linked to a multitude of health problems from the womb into old age

Air pollution affects us all from the time that we are in the womb and into old age. However, some people are more vulnerable to toxic air, including children, older people, and people with chronic illnesses.

- Air pollution can trigger heart attacks and strokes, it can increase the risk that asthma attacks lead to hospitalisation or worse, and causes cancer. Studies have also shown that air pollution is stunting the lungs of children growing up in some of the most polluted parts of London.
- In December 2020, a coroner found that levels of air pollution above legal limits for NO₂ and above World Health Organization guidelines for PM_{2.5} contributed to the death of nine-year old Ella Adoo-Kissi-Debrah in 2013. Ella lived with her family near the busy South Circular road, which cuts through their community.⁶
- Air pollution has been linked to premature births and low birth weights. There is also increasing evidence suggesting links to cognitive development and function, where it could be affecting children's ability to learn and productivity in the workplace, as well as to dementia.
- Despite improvements in London's air quality between 2016 and 2019 driven largely by the build up to launching the central London ULEZ in 2019, a study by researchers from Imperial College London found that London's toxic air (NO₂ and PM_{2.5}) contributed to the equivalent of up to 4,100 early deaths in London in 2019.⁷
- An estimated 504,000 people are registered with asthma in London.⁸

⁵ <https://www.clientearth.org/latest/latest-updates/news/uk-government-loses-third-air-pollution-case-as-judge-rules-air-pollution-plans-unlawful/>

⁶ <https://www.independent.co.uk/news/uk/home-news/ella-adoo-kissi-debrah-air-pollution-b1775223.html>

⁷ <https://www.london.gov.uk/WHAT-WE-DO/environment/environment-publications/health-burden-air-pollution-london>

⁸ https://cdn.shopify.com/s/files/1/0221/4446/files/ULEZ_expansion_and_lung_health_-_briefing_-_15_July_2021.pdf?v=1626278268&_ga=2.129212492.1789692947.1626337560-1947717972.1600778101

- 8,606 (1.7%) live in the current central-London ULEZ
- A further 198,828 (39.5%) live in the area that will be covered by the ULEZ expansion
- However, 296,768 (58.9%) live outside of the area covered by the ULEZ expansion
- A study by King's College London and Imperial College London found that the capital's poor air quality leads to around 1,000 London hospital admissions for asthma and serious lung conditions every year.⁹

7. Does the ULEZ impact the worst off Londoners unfairly?

No!

- Air pollution affects us all but some people are also disproportionately exposed to higher levels of air pollution including people from low income households, people from ethnic minorities, and outdoor and transport workers.
 - A study by the University of the West of England¹⁰ has found that, in the UK, people from low income households are not only on average exposed to higher levels of air pollution but also tend to contribute less to the problem by being less likely to own a car, especially diesel cars, and less likely to use it as much as people on higher incomes.
 - 3.8 million people live within the expanded ULEZ, but 60% of households in the expanded zone do not own a car.¹¹
- The ULEZ expansion, in combination with other air quality policies in London, are projected to reduce the exposure gap between the most and least deprived areas by 71% and the gap between areas with the highest and lowest proportion of residents from ethnic minorities by 81%.¹²

8. Has the Central London ULEZ been successful?

Yes!

In the first 10 months of the central London scheme, before the pandemic, analysis has shown that the ULEZ had already delivered significant air quality benefits before the restrictions following the Covid-19 pandemic.¹³

- **Tackling illegal levels of air pollution:** contributing to a 37% decrease in NO₂ pollution in the 3-month period before the lockdown, compared to a scenario where no ULEZ was in place.
- **Discouraging the use of the most polluting vehicles:** between March 2019 – January 2020 there was a large reduction in the number of older, more polluting, non-compliant vehicles detected in the zone: some 17,396 fewer on an average day, a reduction of around 49%. This

⁹ <https://www.london.gov.uk/WHAT-WE-DO/environment/environment-publications/health-impact-assessment-air-pollution-asthma-london>

¹⁰ <https://uwe-repository.worktribe.com/output/1491851/emissions-vs-exposure-increasing-injustice-from-road-traffic-related-air-pollution-in-the-united-kingdom>

¹¹ Data from London Travel Demand Survey 2018/2019 available here: <https://content.tfl.gov.uk/travel-in-london-report-12.pdf>

¹² <https://www.london.gov.uk/what-we-do/environment/environment-publications/air-pollution-london-impact-environment-strategy>

¹³ <https://www.london.gov.uk/WHAT-WE-DO/environment/environment-publications/central-london-ulez-ten-month-report>

equates to around a 41% decrease in the proportion of vehicles in the central zone that were non-compliant between March 2019 and January 2020 overall.

9. What health benefits will the ULEZ expansion bring?

The ULEZ and its expansion, has been projected to result in:

- The avoidance of over 250,000 new cases of air pollution (NO₂ and PM_{2.5}) related disease.
- A reduction of around 1 in every 3 air pollution related diseases.
- A reduction of 1.1 million new air pollution related hospital admissions London-wide by 2050.
- A cost saving to the NHS and social care system £4.2 billion and prevent more than one million air pollution related hospital admissions by 2050.¹⁴

10. Do Londoners support the ULEZ expansion?

Yes!

Over the course of the last Mayoral term, Londoners embraced bold action to remove some of the most polluting vehicles from central London and overwhelmingly supported more ambitious proposals.

- A consultation on improving the ULEZ received one of the highest number of responses to any GLA consultation and showed that 63% of respondents supported bringing the ULEZ in earlier, 60% supported expanding the zone and of those more than half wanted to see it expand beyond the proposed North and South Circulars.
- More generally for air pollution, public polling by London Councils published in October 2020¹⁵ showed that almost four fifths of respondents said they agreed tackling air quality should be a priority issue.
 - With regards to their health, 43% of respondents said they felt their health had been affected by London's air quality, with breathing difficulties and asthma being the most frequently reported symptoms;
 - 48% said air quality impacted on decisions they made regarding their health;
 - 45% of those questioned said air quality affects where they choose to live in London;
 - 41% said air quality impacts on their commuting decisions.
- YouGov polling in April 2021 showed that the majority of Londoners (51%) still support the expansion of the ULEZ and only 33% oppose it. The proportion of Londoners who support the expansion increases to 58% for those who live in inner London.
 - 75% think that the Mayor has a moral obligation to ensure London has good air quality;
 - 68% are worried about children breathing dirty air in London - rising to 81% if parent of a young child (under 18).

Why do Londoners support the ULEZ expansion?

"I worry every day that, by living where we do, I am exposing my children to unsafe air pollution and future health problems. My younger daughter has been underweight since birth and has some learning

¹⁴ <https://www.london.gov.uk/WHAT-WE-DO/environment/environment-publications/modelling-long-term-health-impacts-air-pollution-london>

¹⁵ <https://www.londoncouncils.gov.uk/our-key-themes/environment/air-quality-london/air-quality-public-polling>

difficulties and when I read about the effects of air pollution, I wonder if living here might have affected her development.”

Ella, Barnet

“I’m really glad the ULEZ is being expanded. We live outside what will be the expanded ULEZ in Bromley, but I’m forward to the air pollution quality getting better to some extent here too as a result. Ultimately, the air pollution levels in London are still harming my children’s health and I think it’s unacceptable. I’d like to see the ULEZ expanded to cover all of London, to help all kids to grow up healthily.”

Jane, Bromley

“I am really looking forward to the ULEZ expansion. I live on a busy road just off the South Circular. I can smell and taste the pollution in the air and my young son has suffered from a long-term cough. I am worried about the future effects on my family’s health. The ULEZ expansion will help me breathe and sleep more easily. I hope it is also expanded to the outer London boroughs in the future so that all Londoners can breathe clean air.”

Alice, Lewisham

“I am so excited that the expansion of the ULEZ will be happening in London this October. My son has had horrendous asthmatic episodes, which cause him to have to take time off school. So cleaner air is vital for him to have a healthier future. By reducing air pollution where we live, I hope that the ULEZ expansion will help me worry less about the effect that vehicle emissions are having on his and other children’s health. It will also hopefully improve our quality of life and allow us to enjoy our city as cleaner air will mean we can spend more time outside and walk more.”

Rudie, Southwark

“The Mayor’s expansion of the ULEZ is a step in the right direction. However, I would like to see it cover all of Greater London as it doesn’t reach where we live. Like many people I know, especially parents, we are deeply concerned about air pollution levels in our area and across the city. We spend most of our time enjoying playgrounds in wonderful green spaces near our home, but both of our local parks are bordered by major roads - the M11 and the North Circular - and the fumes from the traffic speeding by are noticeably bad, so much so that my family are considering moving out of London entirely.”

Lydia, Redbridge

“Since I have had my children, I am very concerned about the impact of air pollution on their health and that of other kids. Between Clapham and Wandsworth Common, where we live, the air pollution has strongly increased over the past 11 years and many more cars are driving through our neighbourhood. This is affecting the many, many children that live there. I strongly support the ULEZ expansion, but I hope many more measures will be introduced to further change behaviour and reduce driving and idling. As the world suffers through a respiratory pandemic, the need to breathe clean air has never been more apparent.”

Joe, Wandsworth

11. Is there any other action we should be calling for?

To protect the health of Londoners from the public health crisis caused by air pollution there needs to be lasting change, which includes quickly removing the most polluting vehicles from the capital’s roads and

encouraging the use of cleaner and healthier forms of transport – we need fewer and cleaner vehicles on the road. This is why the expansion of the ULEZ is a vital step towards a cleaner, healthier and better London for all. However, more needs to be done to fully protect all Londoners from illegal and harmful air pollution:

- **Bigger and better ULEZ:** Even the ULEZ expansion as currently planned is not expected to bring London into full compliance as required by the law.
 - More needs to be done to protect the whole of Greater London and take the capital beyond just complying with current legal limits by expanding the ULEZ to cover the whole city, phasing in tighter emissions standards (requiring that vehicles fully meet emissions standards on the road and not just under laboratory conditions) and setting a path to a zero-emissions transport network.
- **Illegal air pollution hotspots:** Current plans still fail to address many hotspots of illegal levels of air pollution across the capital but especially in outer London.
 - A comprehensive plan is now needed to show how necessary measures will be implemented in the first year of the Mayor's new term to tackle known and projected hotspots, especially around facilities used by vulnerable groups such as nurseries, schools, playgrounds, health centres and hospitals.
 - This should form part of an overall strategy for having fewer and cleaner vehicles on the road. And could include the introduction of restrictions to motor traffic, e.g. school streets, and congestion and zero emission zones. These should be implemented alongside measures making it easier for people and businesses to use cleaner transport.
 - Together with the expansion of the ULEZ to cover the whole of Greater London, this plan should show how and when the city will meet legal limits of air pollution in the shortest time possible.
- **Need to go beyond existing legal limits:** according to the WHO there is no safe limit for air pollution so aiming to just meet existing legal limits is not enough. In particular, as London's levels of particulate matter pollution, whilst within legal limits, are over the guideline levels recommended by the WHO.
 - Uphold London's existing commitment to meet WHO guideline levels for PM_{2.5} by 2030 and develop a plan to show what the Mayor will do to meet this target.
 - Lobby the UK government to adopt a binding commitment to meet WHO guideline levels for PM_{2.5} by 2030 across the country.
 - The ULEZ and its expansion should now set the first steps towards creating a zero emission transport network in London, including transforming the central London's ULEZ into a zero emission zone by 2025.
 - Tackle other sources of pollution, such as by working towards the phase out the domestic burning of solid fuels, such as coal and wood, across London, whilst helping those in fuel poverty to access cleaner and healthier forms of heating and cooking.

To discuss this guide further or how you can help campaign for clean air in London, please contact:

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