



# LONDON DECARBONISING TRANSPORT WITH ULTRA-LOW EMISSION ZONES



**7,800,000**  
INHABITANTS

London's Environment Strategy, one of the first city plans compliant with the highest ambition of the Paris Agreement, is targeting transport decarbonisation by 2050 through greater use of active, electric and public transport. Its 1.5C Compatible Plan outlines scenarios for achieving these and other goals such as zero carbon new buildings and divestment from fossil fuels by London's pension funds.

**80%**

OF TRIPS TO USE  
SUSTAINABLE TRANSPORT  
BY 2041

**100%**

OF MOTORISED ROAD  
TRANSPORT TO BE  
ELECTRIC BY 2050

AIMS TO BE A ZERO  
CARBON CITY BY

**2050**

## CONTACT

Anna-Maria Spyriouni

Anna-Maria.Spyriouni  
@london.gov.uk

# REDUCING AIR POLLUTION THROUGH CLEANER TRANSPORT

At the heart of London's Transport Strategy is a new model for ensuring transport decisions prioritise human health and quality of life. Central to this Healthy Streets Approach — through which London is the first city to apply such an initiative to a major city's entire transport system — is the Ultra-Low Emission Zone (ULEZ) launched in 2019.

Operating 24-hours a day, seven days a week, the ULEZ addresses the need to reduce pollutants such as nitrogen oxides (NO<sub>x</sub>) — half of which come from transport — which make chronic illnesses worse, shorten life expectancy and damage lung development.

The scheme deals with emissions from different vehicle types in the most appropriate way. Most have to meet the ULEZ emissions standards — Euro 6/VI for diesel and Euro 4 for petrol — or drivers must pay a daily charge. Buses in the zone will be Euro VI compliant or electric.

In its first month, ULEZ compliance was 74% in a 24-hour period, a huge increase from 39% in 2017 and 61% just before its launch. Around 9,400 fewer older, more polluting vehicles enter the zone on an average day.

The ULEZ has helped reduce exhaust NO<sub>x</sub> emissions by 45% and will reduce CO<sub>2</sub> emissions by 15% in its current form, with further reductions achievable when it is expanded to cover a larger area.



## ADAPTATION

### THE HEALTHY STREETS APPROACH

The Healthy Streets Approach is the system of policies and strategies to help Londoners use cars less and walk, cycle and use public transport more.

The approach uses 10 evidence-based indicators to make London streets more sustainable. Introducing more trees and greenery creates more attractive public spaces, increases biodiversity and helps to mitigate the impacts of air pollution.

Greener streets can deliver against all of the Healthy Streets Indicators and can contribute to London's resilience to the consequences of climate change, such as extreme weather events like flooding and heatwaves.

## CHALLENGES

- Getting stakeholders on board with the need for ULEZ and participating in its development involves organising a comprehensive consultation process
- Making sure people are aware of the changes requires a series of information campaigns ahead of implementation
- Funding incentives to enable different groups to switch from older, polluting vehicles to cleaner options requires large investment in funding (in this case £48 million for scrappage funds)

## LESSONS LEARNT

- *People in deprived areas are exposed to more pollution than others and the ULEZ reduces this inequality, contributing to air quality policies*
- *As the number of schools exceeding NO<sub>2</sub> limits will drop from 453 in 2013 to zero by 2025 through the ULEZ, it contributes to air quality goals specifically for children*
- *If London is to be within the World Health Organisation's air quality guidelines for particulate matter limits — PM<sub>2.5</sub> — by 2030, further action will be needed*



1, Square de Meeûs  
B-1000 Brussels

tel +32-2-552.0888  
[info@eurocities.eu](mailto:info@eurocities.eu)

[www.eurocities.eu](http://www.eurocities.eu)  
[@EUROCITIES](https://twitter.com/EUROCITIES)tweet



**EURO  
CITIES**