

[REDACTED]
(By email)

Department: Environment

Our ref: MGLA080419-9679

Date: 8 May 2019

Dear [REDACTED]

Thank you for your request which the Greater London Authority (GLA) received on 5 April 2019.

The Ultra Low Emission Zone (ULEZ) has been introduced to clean up London's toxic air which is a public health crisis. Over two million Londoners live in areas that exceed legal limits for NO₂, of which over 400,000 are children. Thousands of Londoners die prematurely each year because of toxic air pollution. London's toxic air is also an issue of social justice, with the poorest Londoners most likely to be exposed to air pollution.

The ULEZ, and other measures, like cleaning up buses and no longer licensing diesel taxis since 2018, will deliver cleaner air for millions of Londoners. We expect the ULEZ to reduce harmful exhaust nitrogen oxides (NO_x) emissions by around 45 per cent in central London. And the Mayor's package of measures will have wider impacts for all of London. King's College estimate that without action, it would take 193 years to bring London's air quality to legal levels. The Mayor's action means it is expected we will do this in six years. This means the number of schools in London in illegally polluted areas across London will reduce from over 450 today to zero in 2025.

In answer to the specific questions that you raise in your email:

- *What are your real intentions for enforcing the ulez on Londoners, and we already know that it's nothing to do with pollution?.*

Tackling London's lethal air and safeguarding the health of Londoners requires bold action. Air pollution is a national health crisis and the Mayor refuses to stand back as millions of Londoners breathe in air so filthy that it shortens our life expectancy, harms our lungs and worsens chronic illness.

London's toxic air is stunting the growth of children's lungs in ways that will affect them for the rest of their lives. Furthermore, toxic air pollution is a cause of cancer and it increases the risk of asthma, stroke and dementia.

The ULEZ is enforced in the same way as the Congestion Charge. Cameras will read vehicle number plates as they are driven within the zone to check against the TfL database to see if they meet the ULEZ standards. The area covered by the ULEZ is clearly signposted with road signs showing where it applies. There will be no barriers or toll booths.

- *How much will tfl make from the ulez after it cost us 38.5 milion for you to put in place? Where will the money go that is made from the ulez? What will it be spent on?*

The ULEZ is not about raising revenue, but about improving the health and wellbeing of millions of Londoners. Based on current estimates, in its first year we estimate ULEZ income will be £213m and operating costs will be £59m, producing a surplus of £154m. Any money received from the ULEZ will be reinvested into improving the transport network – including its cycleways, buses and tube – and helping to improve London’s air. It is expected that the income generated will reduce each year as the policy has the desired effect of taking the most harmful and polluting vehicles off the road.

Importantly, TfL is spending much more on improving air quality – around £800m – than it expects to receive through net income from the ULEZ.

If you have any further questions relating to this matter, please contact me, ensuring that you quote the reference at the top of this letter.

Yours sincerely,



Senior Policy and Programme Officer, Air Quality Team

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<https://www.london.gov.uk/about-us/governance-and-spending/sharing-our-information/freedom-information>