



The Chelsea Society

Registered Charity 276264

Founded in 1927 to preserve and improve the amenities of Chelsea for the public benefit.

Mr. Sadiq Khan,
Mayor of London,
City Hall,
London SE1 2AA.

20th February 2018

Dear Mr. Mayor,

CONSULTATION 3b ON INTRODUCTION OF LONDON-WIDE ULEZ FOR HEAVY VEHICLES IN 2020 AND EXTENDING THE CENTRAL LONDON ULEZ TO THE NORTH AND SOUTH CIRCULAR ROADS IN 2021.

The Chelsea Society supports your proposals, which are also supported by the Council of the Royal Borough of Kensington & Chelsea. We agree with the Council that Fifty-five per cent of all nitrogen dioxide and 54 per cent of particulate matter (PM10) in the Royal Borough comes from road transport and that the impact of poor air quality on the health of residents is a matter of great concern. Levels of two pollutants, fine particles (PM10) and nitrogen dioxide (NO₂), remain above the national objectives in a number of locations resulting in the Royal Borough being designated an Air Quality Management Area since 2000.

Air pollution is a particularly serious problem in Chelsea in areas adjacent to the King's Road, the Fulham Road, Sloane Street, and the Chelsea Embankment. The Society's position on this issue is on our website at <http://chelseasociety.org.uk/air-pollution/>

We understand that TfL expect a 24 per cent reduction in NO_x (various nitrogen oxide gases), four per cent reduction in PM10 and six per cent reduction in PM2.5 emissions in the borough if the expanded ULEZ proposals London-wide for HGVs in 2020 and to the North and South Circulars for light vehicles by 2021 are introduced. We note that TfL expect a 20 per cent reduction in NO_x emissions across London as a whole, and a 30 per cent reduction in central London. This would mean that by 2021, London-wide, 77 per cent fewer people would be living in areas exceeding the legal NO₂ concentrations than before the proposals begin to be introduced in 2020.

We think it essential that the measurement of emissions is related to the real-world use of the vehicle, and not standard-tests which may not accurately reflect such use.

We accept that should the ULEZ be expanded to encompass the Royal Borough, all drivers, including residents, will need to comply with the emissions standards or pay a daily £12.50 charge in order to drive their vehicles within the North and South Circular zone. However, the proposed start date of the expanded ULEZ would mean that residents would have three years' notice to change their vehicles assuming a decision were made by October this year. By 2021, petrol vehicles up to 15 years-old and



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diesel vehicles up to six years-old will be compliant with the minimum emissions standards, providing affordable second-hand options.

We note with approval that when the ULEZ is expanded, Royal Borough residents will not have to pay the charge at an earlier date than residents of the central London zone.

Yours sincerely,

Chairman of the Planning Committee

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