

## The Urban Regulations Fleets Need to Be Aware Of

Our infographic takes you on a journey through the various regulations affecting vehicle fleets operating in the city and urban areas, including current and likely future initiatives.

### London's Low Emission Zone

London's Ultra Low Emission Zone (ULEZ) covers all London boroughs and the City of London.

**It's important to note that the M25 motorway isn't included in the ULEZ.**

### When does London's Low Emission Zone operate?

The zone operates 24 hours a day, 7 days a week, every day of the year, except on Christmas Day (December 25th).

## Minimum Vehicle Standards and Charges

London's Ultra Low Emission Zone (ULEZ) sets specific emissions standards for different types of vehicles.

Here's a breakdown of the minimum vehicle standards and the emissions charges for the ULEZ as of 2024:

### Cars, Motorcycles, Vans, and Specialist Vehicles (up to and including 3.5 tonnes) and Minibuses (up to and including 5 tonnes):

- If these vehicles do not meet the ULEZ emissions standards, a daily charge of £12.50 is applied.
- The minimum emission standard for petrol cars, vans, minibuses, and other specialist vehicles is Euro 4.
- The minimum emission standard for diesel cars, vans, minibuses, and other specialist vehicles is Euro 6 (NOx and PM).

### Lorries, vans, or specialist heavy vehicles (over 3.5 tonnes) and buses, minibuses, or coaches (over 5 tonnes):

- These vehicles are exempt from the ULEZ charge but might be subject to the Low Emission Zone (LEZ) charge if they do not meet the LEZ emissions standards.
- The LEZ standards typically require larger vehicles like lorries and buses to meet Euro 6 (NOx and PM) emissions standards.

### Non-UK Registered Vehicles:

- The same £12.50 daily charge applies to non-UK registered vehicles that do not meet the required emission standards.

## Exemptions and Discounts

Certain vehicles and drivers may qualify for exemptions or discounts. For instance, vehicles built before January 1, 1973, or those registered for a historic vehicle tax class, as well as blue badge holders and certain other categories, are exempt from ULEZ charges.

It's important to check whether your vehicle meets the necessary emissions standards to avoid the daily charge. Transport for London provides a [vehicle checker tool](#) on their website.

## In addition to London, several UK cities have introduced Clean Air Zones (CAZ) or similar schemes to tackle air pollution. The cities with active CAZ or Low Emission Zones (LEZ) include:



## The Safer Lorry Scheme

The Safer Lorry Scheme (SLS), launched in September 2015 by Transport for London (TfL) in collaboration with London Councils and Heathrow Airport, is designed to make London's roads safer, particularly for vulnerable road users like cyclists and pedestrians.

The scheme mandates that lorries over 3.5 tonnes operating in London must be equipped with specific safety features:

**Class V and Class VI mirrors** provide drivers with an improved view of cyclists and pedestrians around their vehicles.

**Side guards** protect cyclists from being dragged under the wheels in the event of a collision.

### Where and When Does the Scheme Apply?

The scheme applies to all roads within Greater London, excluding motorways, and operates 24 hours a day, seven days a week. The area covered by the SLS aligns with that of the Low Emission Zone. Enforcement is carried out by the Metropolitan Police Service, the City of London Police, and the Driver and Vehicle Standards Agency.

## Potential Penalties

Non-compliant vehicles can be issued with:

- A **£50** Fixed Penalty Notice
- A fine of up to **£1000** at the Magistrate's court
- Notification to the Traffic Commissioner, who has the authority to modify or suspend operator licences

## The Direct Vision Standard

The Direct Vision Standard (DVS) is a safety regulation implemented by Transport for London (TfL), which focuses on improving the visibility of Heavy Goods Vehicle (HGV) drivers directly from their cabs, without the use of mirrors or cameras.

## How it Works

The DVS assigns a star rating, ranging from zero (limited visibility) to five (good visibility), to HGVs based on the level of direct visibility the driver has through the cab windows. As of 1 March 2021, all HGVs over 12 tonnes entering London have been required to have at least a one-star DVS rating.

From October 2024, the minimum requirement will increase to a three-star rating. The system measures the driver's field of vision and the ability to see vulnerable road users like cyclists and pedestrians.

## Non-Compliance

HGVs that don't meet the minimum star rating requirement must have a Safe System, which includes safety measures such as cameras and sensors to mitigate the risk to road users.

For HGVs rated below three stars, they'll need to install the Progressive Safe System from 28 October 2024.

This includes features like a Camera Monitoring System (CMS) to eliminate blind spots, Class V and VI mirrors or a CMS replacing mirrors, Blind Spot Information System, Moving Off Information System, side under-run protection, audible warnings, and external warning signage.

# Punishment

Punishment for non-compliance can vary depending on the jurisdiction and the severity of the safety violation.

Common consequences may include fines, penalties, or legal action against the driver or the company responsible for the vehicle.

If the lack of a safe system leads to an accident causing harm to individuals or property, the repercussions could be more severe, potentially involving legal liability, compensation claims, and criminal charges.

### Non-UK and Left-Hand Drive Vehicles

Vehicles outside the UK and left-hand drive vehicles are also subject to these standards. Failure to comply with the DVS results in fines, with penalties of up to £550 for vehicles entering London without a valid permit.

The enforcement of this standard is part of TfL's Vision Zero plan to prevent all deaths and serious injuries on London's transport network by 2041.

## Noise Pollution

Fleets operating late at night and early in the morning often face stringent noise restrictions or possible noise complaints if noise can be heard from inside a habitable room or another residential premises.

Restrictions face all fleets: construction vehicles, couriers, pharma deliveries, builders and more.

## Reducing Noise

- White noise reversing sounds
- Quiet roll cages
- Rubber floor matting
- Rubber wheels
- Soft-close doors
- Remote controlled shutter door systems
- Electric hand pallet trucks
- Low-noise refrigeration units
- Automatic shut-off radios

## Quiet Delivery Schemes

The Retiming Deliveries Scheme is promoting and encouraging extension of delivery times through effective noise minimising measures to help reduce accidents and emissions.

### Construction Sites

All contractors are required to apply best practice measures to their construction work programme to reduce nuisances from noise, pollution, dust and smoke.



## CLOCS

Many Local Authorities insist on adherence to the CLOCS scheme, or require similar standards, which include:

Operations	Vehicles	Drivers
<ul style="list-style-type: none"> <li>• Independent first management audit</li> </ul>	<ul style="list-style-type: none"> <li>• Independent first management audit</li> </ul>	<ul style="list-style-type: none"> <li>• Independent first management audit</li> </ul>
<ul style="list-style-type: none"> <li>• Collision reporting</li> <li>• Traffic routing</li> </ul>	<ul style="list-style-type: none"> <li>• Collision reporting</li> <li>• Blind spot minimisation direct and indirect vision aids and driver audible alerts</li> <li>• Vehicle manoeuvring warnings</li> </ul>	<ul style="list-style-type: none"> <li>• Driver licencing</li> </ul>

### Other

- Construction logistics plan
- Suitability of site for vehicles fitted with safety features
- Site access and egress - appropriately managed, clearly marked, understood and clear of obstacles
- Vehicles should be loaded and unloaded on-site as far as is practicable
- Traffic routes - must be suitable and risk assessed, and communicated to all contractors and drivers
- Peak hour deliveries should be reduced where possible
- Clients should ensure all of the supply chain is compliant.

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