

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 ULTRA LOW EMISSION

The Ultra Low Emission Zone (ULEZ) will be in force from April 2019

ZONE

Operation:
Same boundary and times as Congestion Charging Zone

PROPOSALS

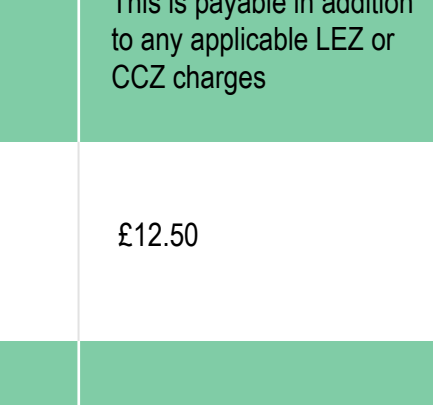
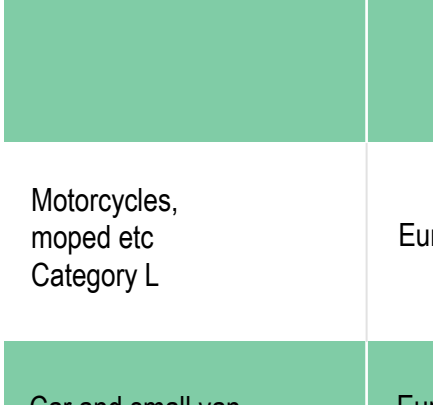
Expanding and bringing forward ULEZ

The Mayor is currently consulting on a number of proposals to bring forward emissions charges and expand the reach of ULEZ. A £10 emissions surcharge may be introduced as early as October 2017 for pre-Euro IV vehicles. He also plans to strengthen the emissions standard to cover particulate matter (PM) emissions from diesel vehicles in addition to nitrogen oxides (NOx).

Central London
From 8 April 2019 for all vehicles

London-wide
From 2020 for lorries, buses and coaches

North & South Circular Road
From 2021 for all vehicles



MINIMUM VEHICLE STANDARDS AND CHARGES

Vehicle type (includes hybrid vehicles)	Minimum emission standards	Maximum age (date first registered as new with the DVSA) of vehicle by 2020	Charge if vehicle does not meet the ULEZ standards This is payable in addition to any applicable LEZ or CCZ charges
Motorcycles, moped etc Category L	Euro 3	13 years	£12.50
Car and small van Category M1 and N1 (I)	Euro 4 (petrol) Euro 6 (diesel)	14 years 5 years	£12.50
Large van and minibus Category N1 (II & III) and M2	Euro 4 (petrol) Euro 6 (diesel)	13 years 4 years	£12.50
HGV Category N2 and N3	Euro VI	6 years	£100
Bus/coach Category M3	Euro VI	6 years	£100

BEYOND LONDON: CLEAN AIR ZONES

Other cities are following London's lead and consulting on Clean Air Zone strategies.

Birmingham
Derby
Leeds

Nottingham
Southampton
Manchester

THE SAFER LORRY SCHEME

The scheme ensures that only lorries with safety equipment fitted will be allowed on London's roads. Vehicles over 3.5 tonnes currently exempt from basic safety equipment legislation will have to be retrofitted with safety measures.

A Class VI mirror

'front blind spot mirror' / 'drivers' wide-angle mirror'
Allows the driver to see the space immediately in front of the cab, which is not normally visible.

A Class V mirror

'side proximity mirror' / 'over door kerb mirror'
This gives the driver a clear view of the space next to the passenger side of the cab.

Side guards

These are panels or bars that are fitted to the side of the vehicle to prevent cyclists or pedestrians being dragged under the axles or the wheels.

Operation
The scheme operates across the same area as the London Low Emission Zone, 24/7

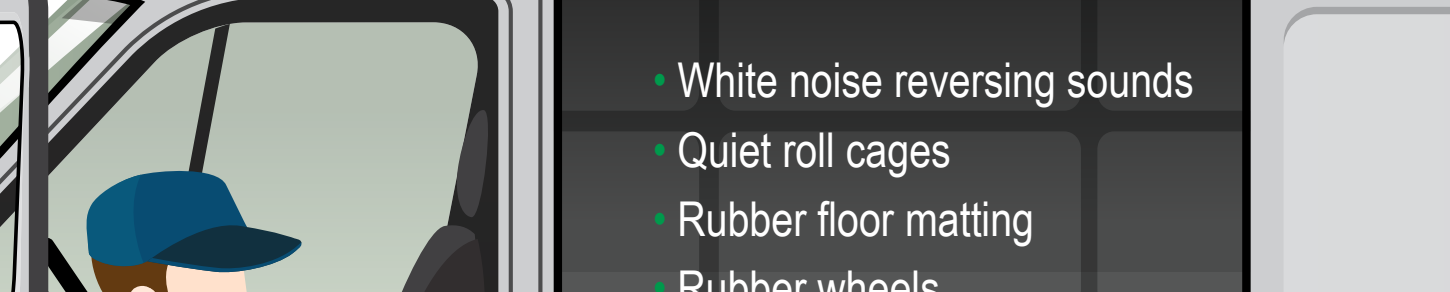
POTENTIAL PENALTIES

- £50 Fixed Penalty Notice
- £1,000 fine at the Magistrates' Court
- Notification to the Traffic Commissioner, who has the power to modify or suspend operator licences

THE FUTURE?

The Direct Vision Standard

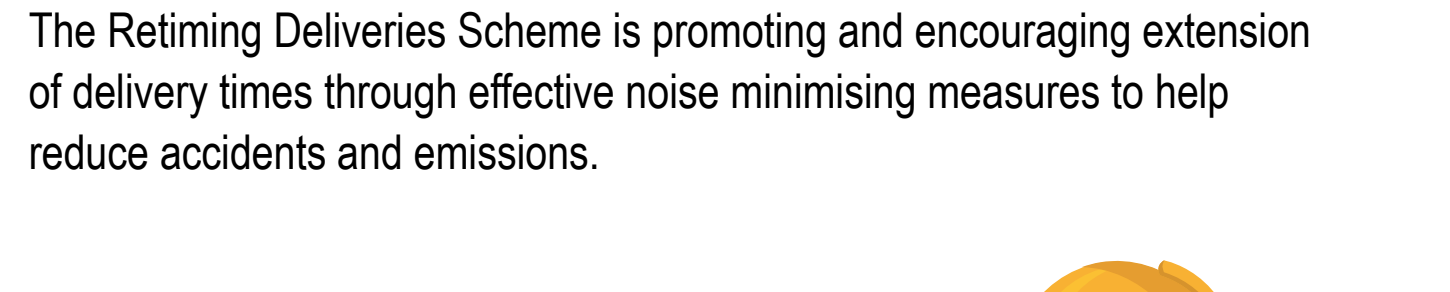
The most dangerous lorries for blind spots will be banned from the capital by 2020. HGVs will be rated from 0 to 5 stars, ranging from 'not suitable for urban environment' to 'best in class'.



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.

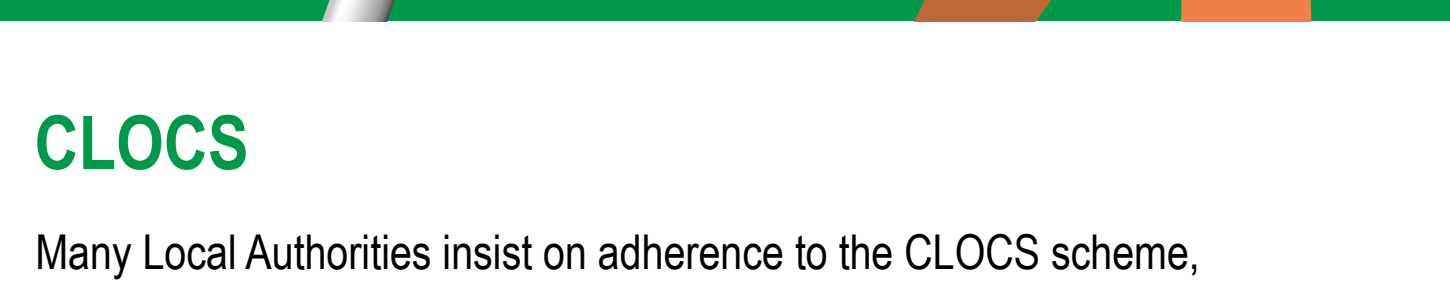


REDUCING NOISE

- 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 DELIVERIES SCHEMES

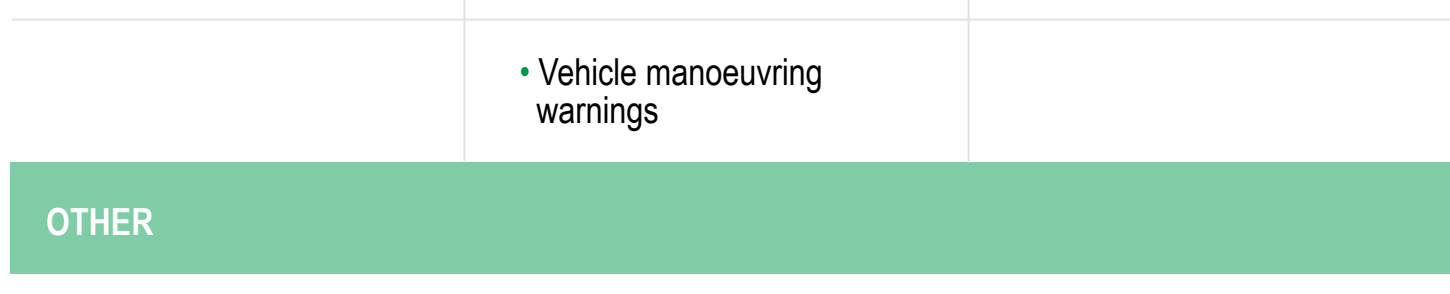
The Retiming Deliveries Scheme is promoting and encouraging extension of delivery times through effective noise minimising measures to help reduce accidents and emissions.



CONSTRUCTION SITES

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

Hours of Work
Monday to Friday - 8am to 6pm
Saturdays - 8am to 1pm
No working on Sundays or public holidays



CLOCS

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

OPERATIONS	VEHICLES	DRIVERS
• Independent fleet management audit	• Warning signage: don't get too close	• Progressive training and development
• Collision reporting	• Side under-run protection	• Driver licencing
• Traffic routing	• Blind spot minimisation - direct and indirect vision aids and driver audible alerts	
	• Vehicle manoeuvring warnings	
OTHER		
<ul style="list-style-type: none"> • 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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