

Worksheet 1

Why we need to improve air quality in Haringey?

Vehicles are the biggest cause of air pollution in Haringey. Several places in the borough, particularly near main roads, regularly exceed safe EU limits for nitrogen dioxide (NO₂). This air pollutant is released when fossil fuels are burnt, such as petrol and diesel, and it can inflame and damage our lungs.

[Haringey's Air Quality Action Plan \(AQAP\)](#) aims to limit emissions of NO₂ and particulate matter.

Air quality can be attributed to up to [9,400 extra deaths in London](#) each year. Therefore, cleaning up our air will save lives, improve health and make Haringey a better place to live and work.

London's Ultra Low Emission Zone (ULEZ)

The Mayor of London introduced the ULEZ as air pollution is one of the most significant challenges facing London, affecting the health of all Londoners. Additionally, the communities suffering most from poor air quality are often the most vulnerable, including the children of London. At least 360 primary schools are in areas exceeding safe legal pollution levels.

The expansion of [London's ULEZ](#) will cover parts of [Haringey](#), meaning drivers entering the zone will have to meet certain vehicle emission standards or pay the charge. The central London ULEZ has already reduced the number of the most polluting vehicles entering the zone, cleaning up the air according to a [report](#) by the London Assembly. Early results suggest that in the first six months of operation, NO_x emissions from road transport reduced by 31% (200 tonnes) and CO₂ emissions reduced by 4%.

ULEZ vs ULEV

Having more electric vehicles on our roads will help improve air quality as they emit zero carbon emissions or air pollution from the exhaust. The government defines vehicles which emit less than 75g of CO₂/km from the tailpipe as ultra low emission vehicles (ULEVs).

There has been some confusion between the ULEZ (the clean air zone) and ULEVs (a category of vehicle linked to its carbon emissions).

- *To enter the ULEZ without paying the charge, your vehicle needs to meet the Euro 4 (petrol) and Euro 6 (diesel) standards. It does not **have** to be an ultra low emission vehicle. Check if your vehicle is compliant [here](#).*
- *ULEVs are compliant with the ULEZ.*

The ULEZ targets air quality, meaning compliant vehicles will emit less noxious gasses and harmful particles. An ULEV's definition means only carbon dioxide emissions are relevant. Reducing both of these however can benefit air quality and the environment. To quickly compare EV models on the market, including goods vehicles, visit [Go Ultra Low](#).

[The Business Case for ULEV and EV](#)

The most significant reason for considering a move to an ULEV or EV is the potential to save money. EVs in particular have significantly lower running costs relating to fuel and servicing, which we will cover in more detail in [section 2 of this guide](#).

Integrating ULEVs into your business can give a competitive advantage by offering something 'a bit different' and will certainly help to enhance environmental credentials. In addition, all EVs and most ULEVs meet the current requirements to ensure there is no fee for entering either the congestion charging zone or the London ULEZ. In Haringey, owners of EVs and ULEVs also benefit from a significantly reduced parking [permit price](#).

Some additional benefits include:

- Plug-in EVs emit significantly less CO₂ per mile than diesel or petrol, [less than half the amount](#) over the course of 10,000 miles.
- Driving on electric power does not produce any tailpipe emissions (particulates are still emitted as a result of tyre and brake wear).
- ULEVs produce less noise.
- Can help organisations meet corporate social responsibilities (CSR).
- Vehicle Excise Duty (VED) and corporation [tax benefits for EVs and ULEVs](#) – tightened up slightly over the last couple of years – also benefit in kind for EVs is 2% from 2020/21 financial year.
- 100% Congestion Charge discount for ULEVs emitting less than 75 g/km CO₂.
- [EV chargepoint grants and plugged-in vehicle grants](#).
- Energy companies offer tariffs specifically for EV charging.

Case studies:

WEGO Couriers




Established in 1998, WEGO Couriers are pioneers in green logistics, having been operating electric vehicles on their fleet since 2003. Utilising a range of ULEV vehicles, including EV, cargo bikes and e-cargo bikes, they provide city-wide courier services and make use of the high-speed rail network for same day and next day inter-city deliveries.

The EV fleet currently comprises Nissan EN-V200 vans and Nissan Leafs. The company offer regular courier routes as well as hourly courier hire and last mile delivery options using their ULEV vehicles.

The ULEV vans on the fleet are approximately 30% cheaper to run than equivalent diesel vehicles, being EV with zero tail-pipe emissions means reduced CO₂ and NO₂ emissions in city centres which helps to reduce air pollution and harmful emissions.

ULEV Taxi – Woking



Woking Borough Council require new Hackney cab licences to drive new wheelchair accessible vehicles, and at the time of producing this case study there were three options on the market. 

Boban Sebastian chose the [LEVC TX](#) electric taxi. The LEVC is a plug-in hybrid vehicle (PHEV) which utilises an electric motor and 33 kWh battery and a 1.5 litre turbo charged 3-cylinder petrol engine. It offers approximately 60 miles on EV and better miles per gallon (MPG) than diesel alternatives. Its electric running gear, which is utilised in most urban environments, means less wear and tear on the mechanical running which in turn means lower servicing/maintenance costs compared to equivalent ICE vehicles. Choosing the LEVC also future proofs Mr. Sebastian against legislation changes that might make it more difficult to use petrol or diesel engine vehicles as taxis.

So far, customer satisfaction has proven to be high and for Mr Sebastian himself it is proving to be more comfortable and less tiring to drive than his previous vehicle.

At present, the lack of rapid chargerpoints in the borough means he must charge at home and rely on the vehicle's petrol engine by the end of his shift. However, there is still a significant improvement in MPG and, importantly, he can continue to work.