

Have your say

Our proposals to help improve air quality, tackle the climate emergency and reduce congestion

May 2022

MAYOR OF LONDON

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

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This brochure is a summary of the proposals. For more detailed information and to have your say, visit tfl.gov.uk/clean-air

Consultation closes 29 July 2022.



Our ambition is to improve air quality and reduce congestion

Foreword by the Mayor of London

The triple challenges of tackling toxic air pollution, the climate emergency and traffic congestion mean we must go further to reduce emissions from vehicles in London

The triple challenges of tackling toxic air pollution, the climate emergency and traffic congestion mean we must go further to reduce emissions from vehicles in London.

We simply don't have time to waste. The climate emergency means we only have a small window of opportunity left to cut harmful emissions to help save the planet. Toxic air pollution is still permanently damaging the lungs of young Londoners and leading to thousands of premature deaths every year.

The Ultra Low Emission Zone (ULEZ) has made a significant difference, helping to reduce harmful roadside nitrogen dioxide by almost half in central London while also reducing carbon dioxide emissions. However, despite this world-leading progress, all of London still exceeds World Health Organization recommended levels of air pollution.

Air pollution is far from being just a central London problem. Hospitals, schools and retirement homes are located in polluted areas in outer London, and the greatest number of deaths attributable to toxic air are in outer London boroughs. This is also a matter of social justice – with air pollution hitting the poorest communities hardest. Nearly half of London households don't own a car, yet they are disproportionately feeling the damaging consequences polluting vehicles are causing.

Last year, the cost of traffic congestion to our economy in London was estimated to be £5.1 billion, with the average driver losing 148 hours to congestion per year. This shows that traffic congestion is not only bad for our health and the planet, but for business too. Nearly two-thirds of the cost of congestion in London has been attributed to traffic delays in outer London so there is clearly more to do to tackle congestion across our city.

In the short term, extending the ULEZ London-wide in August 2023 will have the biggest effect on emissions and traffic congestion relative to the cost to Londoners as a whole. Most drivers in London already have ULEZ compliant vehicles so this will impact fewer than one in five drivers. At a time when people's budgets are under pressure, I would not be willing to ask the minority of Londoners who still drive the most polluting vehicles to pay more unless I was absolutely convinced it was justified to save lives and protect the health of Londoners.

I'm also committed to helping Londoners on low incomes, disabled Londoners, charities and small businesses to adapt to the change. This includes introducing the biggest scrappage scheme feasible to help motorists in outer London. I will also continue to call on the government to provide extra support for a scrappage scheme in London – as they have done for other cities around the country.

We must also look to the future. Experts think that a new form of road user charging will need to be part of the solution to addressing the triple challenges of air pollution, the climate emergency and traffic congestion. This could include scrapping existing charges, such as the Congestion Charge, and replacing them with a road user charging scheme that uses more sophisticated technology to make it as simple and fair as possible for Londoners. TfL is still many years away from being ready to implement such a scheme, but we would like Londoners to share their views to help us shape any potential plans in the future.

I'm determined that we continue to be doers, not delayers, in London – not only to protect Londoners' health right now, but for the sake of future generations to come.





Sadiq Khan
Mayor of London

Our vision for London:

80%

of all trips in London to be made by walking, cycling or public transport, by 2041, an ambitious target

2030 net zero

The Mayor's target is to reach net zero carbon emissions in London by 2030

70%

Safer streets – 70 per cent reduction in people being killed or seriously injured by 2030 (from 2010-14 levels)



More attractive streets, better connected for walking and cycling



Adapted infrastructure for resilience against extreme weather



A city with cleaner air and healthier people

10-15%▼

reduction in all traffic by 2041

5-15%▲

increase in bus speeds London-wide by 2041

20 minutes

of active travel each day for Londoners by 2041



The Mayor's target is for London to reach net zero carbon emissions by 2030



Traffic affects our health and wellbeing, and increases road danger

The challenge

London's air quality is a public health crisis

In 2019, it's estimated that more than 4,000 Londoners died prematurely because of filthy air, with the greatest number of deaths attributable to air pollution in outer London boroughs.

The London boroughs with the highest number of air pollution related deaths in 2019 were Bromley, Barnet, Croydon and Havering, proving that poor air quality is not just an inner London problem.

More than 500,000 Londoners suffer from asthma, making them vulnerable to toxic air pollution. If we do not act now, it is estimated that more than 500,000 Londoners will develop diseases attributable to toxic air pollution in the next 30 years.

We face a climate crisis

Last year the COP 26 conference concluded that without urgent action, there will be catastrophic temperature increases and extreme weather events. London is already suffering these, such as flash flooding of some stations, schools and hospitals in 2021.

Road congestion is still a big problem

Congestion cost the capital £5.1bn last year alone. This heavily impacts businesses, bus customers and other essential services. Longer journey times affect us all.

Traffic can negatively impact our health and wellbeing, and increases road danger. This makes our city a less pleasant place to live, work, visit and do business.

What are emissions?

Emissions is a term used to describe the gases and particles (often harmful) that are put into the air by various sources, such as vehicles.



These include:

CO_2

Carbon dioxide: a gas that contributes to global warming, rising temperatures and extreme weather

NO_x

Nitrogen oxides: a mix of nitric oxide (NO) and nitrogen dioxide (NO_2) gases. NO easily converts NO_2 in the air and NO_2 is very harmful to our health

PM2.5

Fine particulate matter (PM2.5): tiny specks of soot and other waste from vehicles that can get into our lungs. Considered to be the most harmful pollutant to our health

What is net zero carbon?

Net zero carbon means that any greenhouse gas emissions emitted are the same amount as those being removed – achieving a balance.

More than
500,000
Londoners suffer asthma, making them vulnerable to toxic air pollution

More than
4,000
premature deaths in 2019 were caused by toxic air pollution. Most of these deaths were in outer London

In London,
45%
of households do not own a vehicle, but disproportionately feel the impact of toxic air



All Londoners live in areas exceeding World Health Organization guidelines for fine particulate matter, PM2.5. The WHO guideline reflects the latest health evidence



In December 2020, a coroner made an unprecedented ruling that air pollution contributed to the death of a nine-year-old girl in 2013



Toxic emissions from road transport in outer London are not reducing at the same speed as in central and inner London

Road transport causes toxic air and accounts for:


44%
NO_X emissions


31%
PM2.5 emissions


28%
CO_2 emissions



If we do not act now,
550,000+
Londoners will develop diseases attributable to toxic air in the next 30 years

27%▼

An independent study concluded that in order to achieve net zero carbon by 2030 in London, the number of private car journeys must fall by at least 27 per cent

The estimated cumulative cost of air pollution alone to the NHS and social care by 2050 is
£10.4bn




All Londoners live in areas exceeding World Health Organisation guidelines for PM2.5

Overview of proposals

Expanding the ULEZ London-wide in 2023 would be an important stepping-stone, while we investigate the potential for future road user charging using more sophisticated technology

We are consulting on a proposal to expand the ULEZ in August 2023 and changes to the Mayor's Transport Strategy.

We are also seeking views on what our priorities should be as we think about the future of road user charging.

More detail on each scheme proposal can be found at www.tfl.gov.uk/clean-air

Proposals for the ULEZ expansion in 2023

- Expand the ULEZ London-wide from 29 August 2023
- Remove the annual £10 registration fee for Auto Pay for the ULEZ, Congestion Charge and the Low Emission Zone (LEZ – for heavy vehicles)
- Changes to fines for the ULEZ and the Congestion Charge
- Changes to the Mayor's Transport Strategy

Shaping the future of road user charging

We are starting to think about how future road user charging could work using more sophisticated technology.

This work is at a very early stage, but we would like Londoners to help shape any potential plans in the years ahead by understanding their views on the challenges that London is facing, and how road user charging could work to tackle them.



Expand and amend the Ultra Low Emission Zone (ULEZ) London-wide from 29 August 2023 , including changes to Auto Pay and Penalty Charge Notices



Changes to the Mayor's Transport Strategy



Help shape the future of road user charging

Proposal 1

ULEZ expansion London-wide in August 2023

Going green across London

We're proposing to expand the ULEZ London-wide in 2023 to tackle harmful emissions from the most polluting vehicles.

The good news is that 82 per cent of vehicles in outer London are already ULEZ compliant. This means most drivers will not need to pay the ULEZ charge, with only drivers of non-compliant vehicles having to pay to drive within the zone.

We'll encourage people using non-compliant vehicles to switch to walking, cycling and using public transport, where possible, or use a car club or a cleaner vehicle for essential journeys.

A scrappage scheme would also help support Londoners to make the switch to cleaner alternatives.

Proposal in detail

Our proposal to expand the ULEZ London-wide from 29 August 2023 would:

- Cover most of Greater London, up to the LEZ boundary. The LEZ boundary is considered suitable for the London-wide ULEZ as it broadly follows the Greater London Authority boundary and provides opportunites for vehicles to divert away from travelling into London
- Daily charge of £12.50 if you drive within the zone
- Operate 24 hours a day, seven days a week, 364 days a year, excluding Christmas Day

82% of vehicles in outer London are already ULEZ compliant

ULEZ vehicle checker

Use the online vehicle checker to check if your vehicle meets emissions standards to drive in the ULEZ

A scrappage scheme as well as discounts and exemptions will provide support to those who need it most.



Benefits for outer London

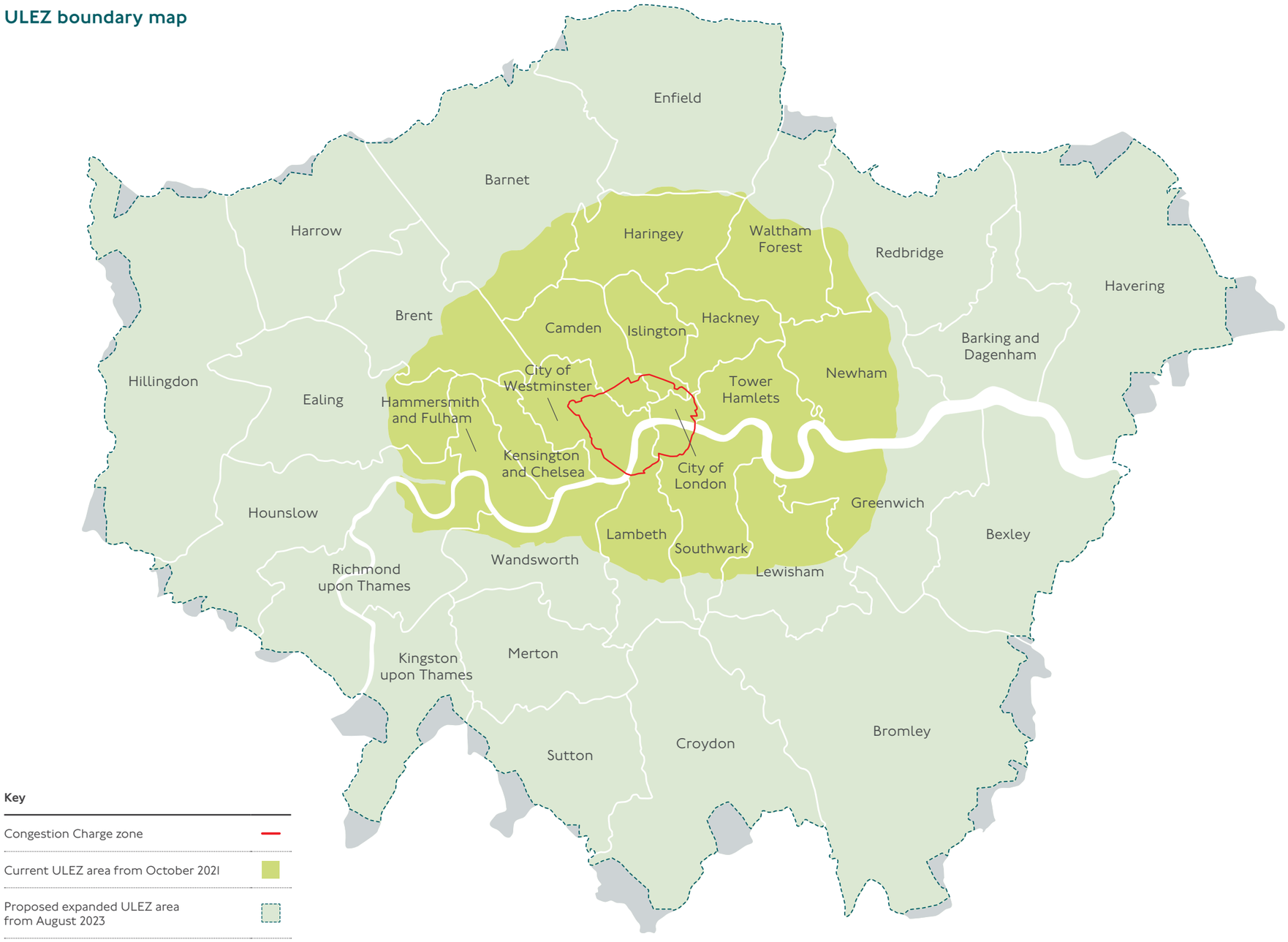
Our initial assessment indicates that in its first year, in combination with tougher LEZ standards, expanding the ULEZ London-wide could lead to a:

9%▼ reduction in NO_x emissions from cars and vans in outer London

6%▼ reduction in NO_x emissions London wide

6%▼ reduction in car and van CO_2 emissions in outer London

ULEZ boundary map



Key

- Congestion Charge zone
- Current ULEZ area from October 2021
- Proposed expanded ULEZ area from August 2023
- Greater London boundary

Benefits of the ULEZ

The introduction of the ULEZ in central London has contributed to significant benefits for air quality:

96%▼ reduction of schools in areas exceeding legal limits for NO_2, from 450 in 2016 to 20 in 2019

44%▼ reduction in harmful roadside NO_2 between Feb 2017 and Feb 2020

6%▼ reduction in CO_2 emissions by the end of 2019, compared to if there was no ULEZ

3–9%▼ reduction in traffic flows in central London between May 2019 and January 2020

Since the ULEZ expansion in October 2021I:

92% of vehicles operating in current ULEZ area meet ULEZ standards

11,000 fewer vehicles driving in the zone each weekday in the first month of expansion

How will we support you?

Scrappage scheme

The Mayor has proposed that a vehicle scrappage scheme would be available to help people prepare for a London-wide ULEZ.

It is proposed that this would support low income and disabled Londoners to scrap non-compliant cars and motorcycles, and support small businesses and charities to scrap or retrofit non-compliant vans and minibuses. It would also support people to choose more sustainable ways to travel, such as walking, cycling, public transport or car clubs.

The Mayor has committed to helping Londoners adapt to the extended London-wide ULEZ, with the help of the largest scrappage scheme feasible.



Discounts and exemptions

Some drivers and vehicles would qualify for at least a temporary discount from the ULEZ charge. Others would be entirely exempt.

- Disabled and disabled passenger tax class vehicles (until Sunday 24 October 2027)
- Wheelchair accessible private hire vehicles (until Sunday 24 October 2027)
- NHS patient reimbursement scheme
- Minibuses used for community transport (until Sunday 26 October 2025)
- Taxis
- Historic vehicles
- Specialist non-road going vehicles
- Showman's vehicles



Some drivers or vehicles will be exempt from or receive a discount on the ULEZ charge

Remove the annual £10 registration fee for Auto Pay

Our Auto Pay service automatically charges registered drivers for any Congestion Charge, ULEZ or LEZ charges. This removes the risk of getting fined if you forget to pay. It currently costs £10 per vehicle to register per year. However, we're proposing to remove this, so drivers can register for Auto Pay for free.

Current fee:

£10 per vehicle to register for Auto Pay service each year

Proposed fee:

FREE to register for Auto Pay service

Changes to penalty charge notices for non-payment for the ULEZ and Congestion Charge

To continue to be an effective deterrent, we propose to increase the penalty charge notice amount for non-payment from £160 to £180. The charge will be reduced by 50 per cent if paid within 14 days.

Any revenue raised would be invested back into London's transport network.

Current fine:

£160 (£80 when paid within 14 days)

Proposed fine:

£180 (£90 when paid within 14 days)



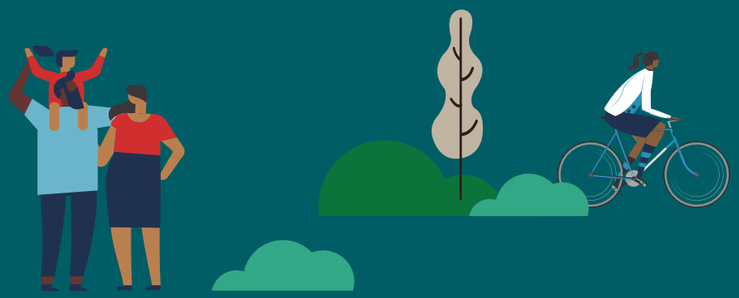
Proposal 2

Changes to the Mayor's Transport Strategy

The Mayor's Transport Strategy is a statutory document that sets out the Mayor's vision for transport in London. TfL, the London boroughs and other stakeholders use the Mayor's Transport Strategy to plan and provide transport in London. All transport services and planning in London must align with the Mayor's Transport Strategy.

In the current Mayor's Transport Strategy, Proposal 24 sets out that the ULEZ will be expanded to inner London in 2021. This expansion happened in October 2021.

We would need to replace this proposal and update the text in the Mayor's Transport Strategy to enable the ULEZ to be expanded London-wide. We would also need to update the text to ensure the triple challenges of the climate emergency, air quality and traffic congestion are addressed.





The Mayor's Transport Strategy informs planning for all forms of transport in London

Proposal 3

Help shape the future of road user charging

Experts think that a new form of road user charging will need to be part of the solution to addressing the triple challenge of air pollution, the climate emergency and traffic congestion. This could include scrapping existing charges, such as the Congestion Charge, and replacing them with a road user charging scheme that uses more sophisticated technology to make it as simple and fair as possible for Londoners.

For this to be effective, we would also need to continue to make improvements to walking, cycling and public transport. If we do all of these things together, we could reduce traffic and make it easier to travel around London without using a car.

We are now starting to explore the potential for future road user charging. We want Londoners to help shape any potential plans in the years ahead by telling us what is most important to them. Any potential scheme proposal would be subject to further consultation at a later date.



We continue to make walking and cycling easier for Londoners

How to have your say

For more detailed information on the proposals or to request alternative versions of materials, contact us. Respond to this consultation by 29 July 2022



Fill out the online survey:
tfl.gov.uk/clean-air



Email your comments to:
cleanairyourview@tfl.gov.uk



Write to us at:
Freepost TfL Have your say



Get in touch:
Call 0343 222 1155

Please visit our website tfl.gov.uk/clean-air for:

- Easy Read versions of our information and consultation survey
- British Sign Language video
- Translations into other languages
- Frequently asked questions

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