

Jacob Gemma

From: [redacted] london.gov.uk>
Sent: 01 July 2022 17:19
To: Shirley Rodrigues; Seb Dance; Williams Alex; Steer Tim; [redacted]; Lancaster Mike; Powell Gareth; Calderato Christina; Carter Howard; Chapman Helen (Licensing & Regulation); Batey Alexandra; Philip Graham; Norman Will (Will Norman, Walking & Cycling Commissioner); Will Norman; Emma Strain; [redacted]; Sarah Brown; [redacted]
Cc: [redacted]; Felicity Appleby; RichardWatts; David Bellamy
Breden Julie; Cowperthwaite Paul; Cunnington Tom (ST); Courtney Mandy; Neather Andy;
[redacted]
Herbert Sarah (PA to Deputy Chair of TfL); Hayward-Speight Lucy;
[redacted]; Naik Trupti;
Matson Lilli; [redacted]; +Corporate Affairs; Champion Daniel; [redacted]
[redacted]
Subject: RE: Air Quality Implementation Group - papers (8 July 2022)
Attachments: AQIG-220708-FINAL.pdf; AQIG 21 June 2022 draft minutes.docx

Dear all

Please see attached the papers for the next Air Quality Implementation Group meeting. Due to Shirley and Seb not being able to make the normal slot, this meeting will be held on Teams at 10.30am on Friday 8 July.

Have a lovely weekend.

[redacted]
[redacted]
Head of Air Quality
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169 Union Street, London, SE1 0LL
[redacted]

london.gov.uk
[redacted] [london.gov.uk](https://www.london.gov.uk)

[redacted]
[redacted]

NHS health information and advice about coronavirus can be found at [nhs.uk/coronavirus](https://www.nhs.uk/coronavirus)

The GLA stands against racism. Black Lives Matter.

MAYOR OF LONDON

Air Quality Implementation Group

08 July 2022



TFL RESTRICTED

Agenda

	Item	Lead
1.	Consultation update	Alex
	■ [REDACTED]	[REDACTED]
	■ [REDACTED] [REDACTED]	[REDACTED]
	■ [REDACTED]	[REDACTED]
	■ [REDACTED]	[REDACTED]
	■ [REDACTED]	[REDACTED]

1. Consultation update

Consultation overview to 30 June

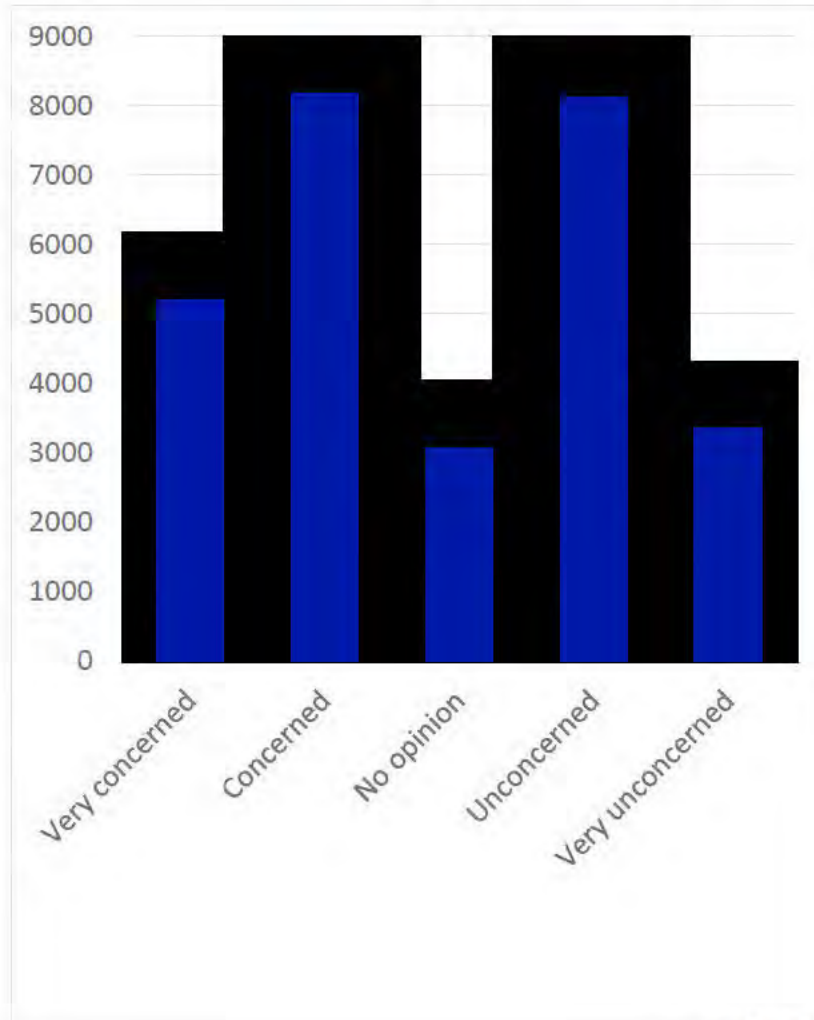
We have now received 30,082 responses

- 64 Stakeholders
- 17% of stakeholders provide positive comments towards the ULEZ
- 47% state they are opposed to the idea,
- 36% are neutral on the ULEZ, providing comments on other elements if the consultation

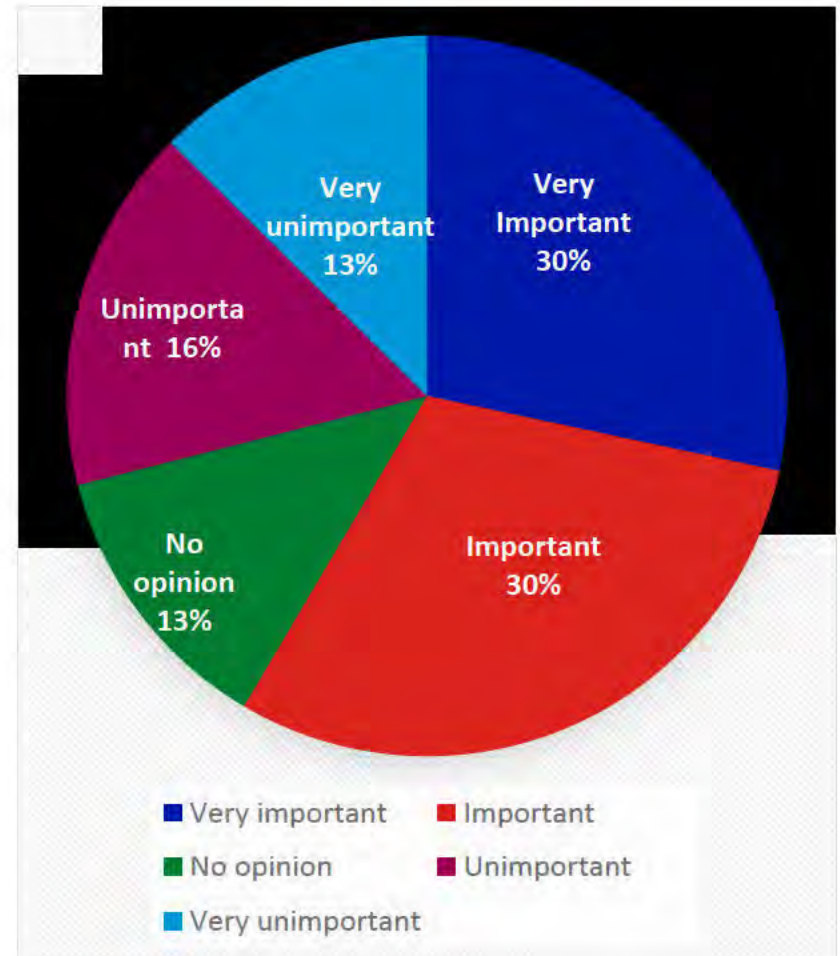
The response rate has slowed down, however much of the sentiment has largely stayed the same.

Consultation summary up to 30 June

Q1. How concerned are you about air quality where you live?

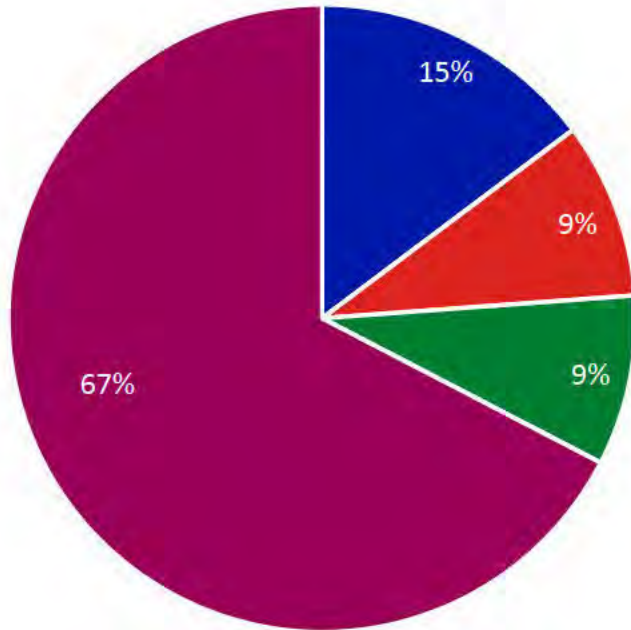


Q16 How important is it to you that we take further steps to tackle air pollution in London?



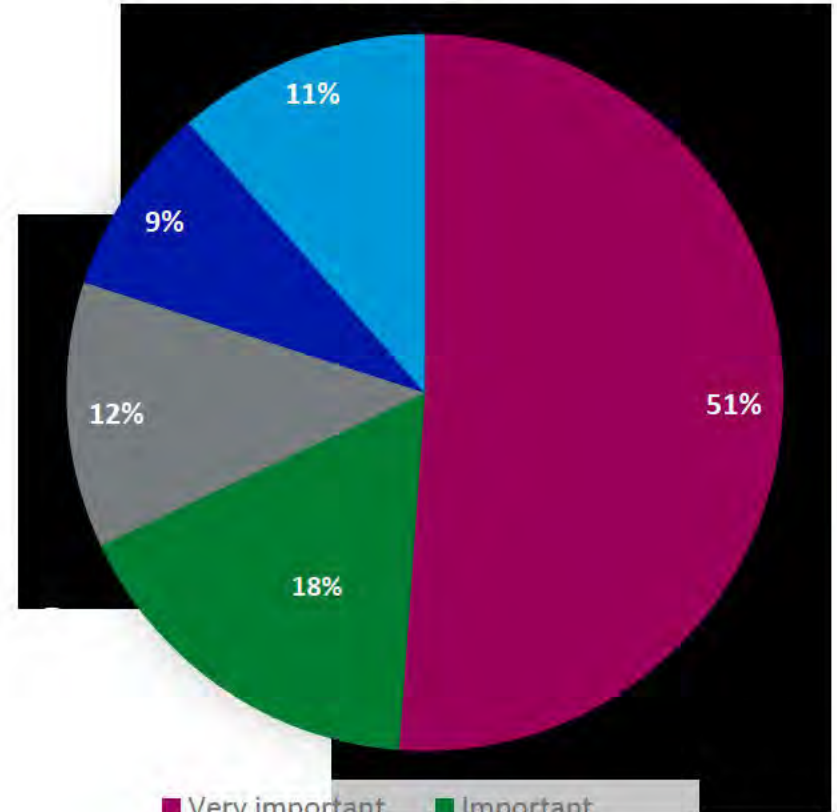
6 Consultation summary up to 30 June

Q8: We are proposing to expand the ULEZ London Wide on 29 August 2023 what do you think of the date?



- It should be earlier
- It is the right date
- It should be later
- It should not be implemented at all

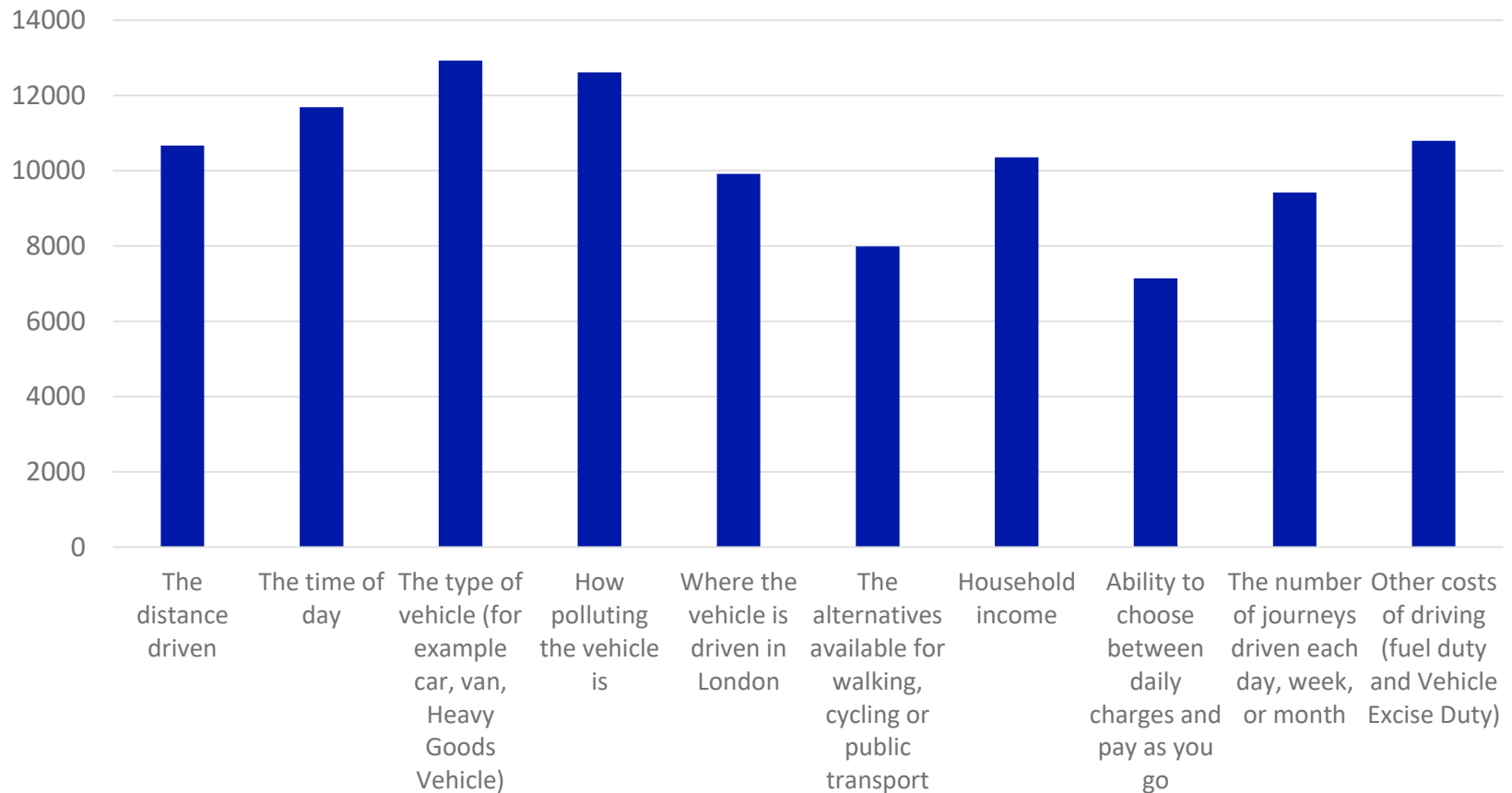
Q9. How important is it that the proposed expansion of the ULEZ is supported by a scrappage scheme?



- Very important
- Important
- No opinion
- Unimportant
- Very unimportant

Consultation summary up to 30 June

Q21. If we develop a future road user charging scheme to replace existing schemes, what elements should be considered?

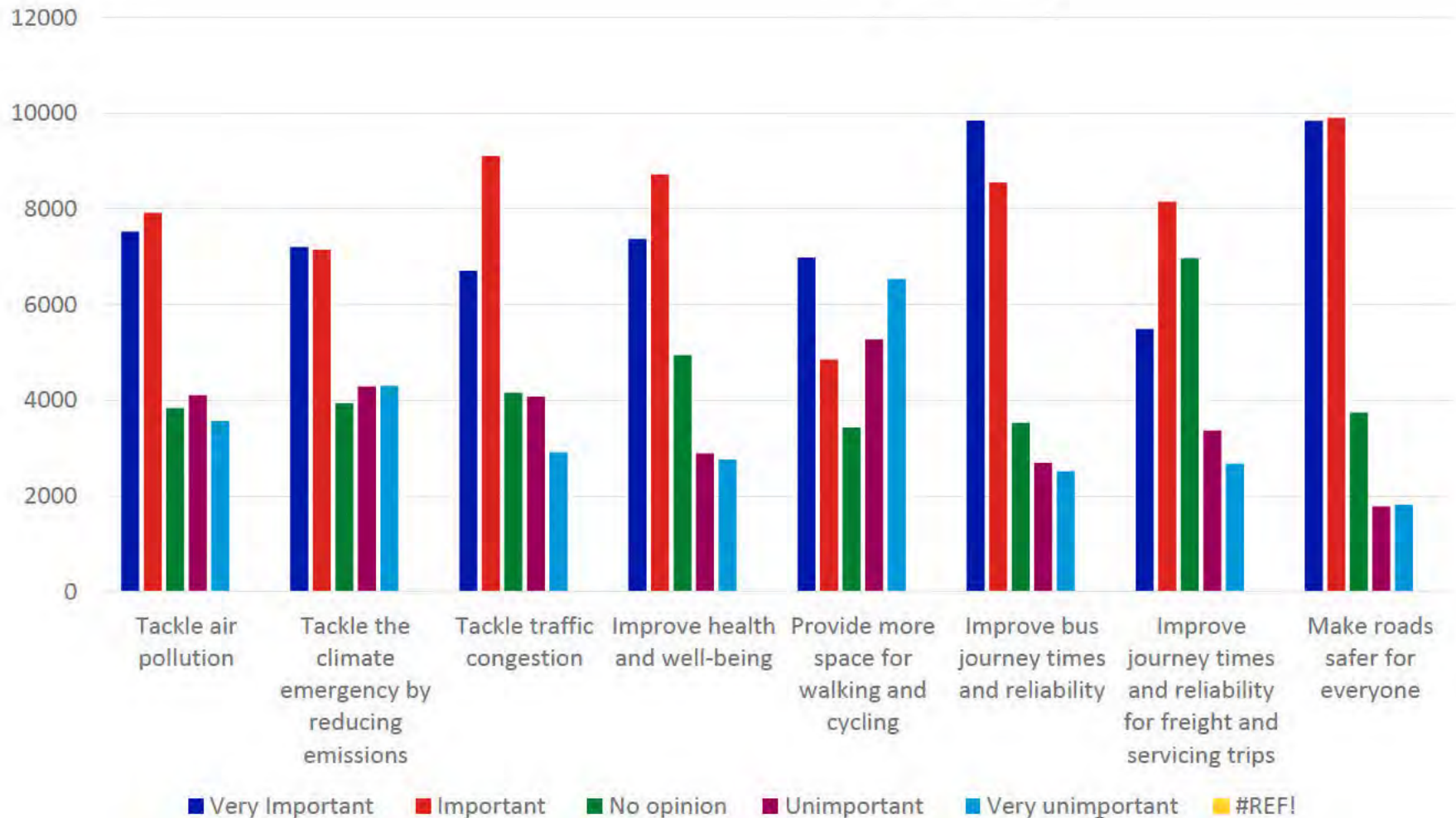


The above are interim results and represent responses received by week two of a ten week consultation. They are subject to change as the consultation continues.

TfL RESTRICTED

Consultation summary up to 30 June

Q20. If we were to develop a future road user charging scheme to replace our existing schemes, how important is it for the new scheme to address the following challenges?



Stakeholder engagement

Recent meetings:

Inclusion London (27 June): Very emotive issue for attendees and challenging questions/ personal testimonies were put forward. Concerns raised with paperwork and process, the scrappage scheme and lack of blue badge exemption. Also raised were poor information and communication of exemptions and mitigations available to disabled people.

National Pensioners Forum (30 June): Attendees raised concerns that this is only a money-making scheme and is unfair considering lower public transport connections in outer London and consulting on further reductions. ULEZ will isolate them further.

Planned engagement:

Bellingham Festival	02 July
London Asthma Leadership and Implementation Group	04 July
Havering Compact Forum	05 July
Essex County Council	07 July
Bellingham Interagency meeting	07 July

Engagement is also planned to environment NGOs and we can update on this verbally at the meeting

Inner London ULEZ 6 month monitoring report will also be available for publication in July and we need to consider when is the best time to release this.

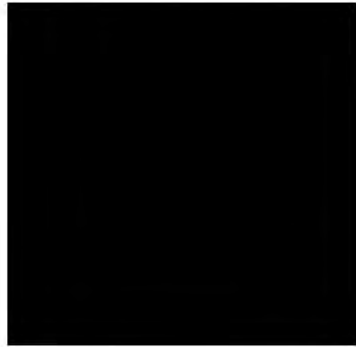
AQIG Tuesday 21 June 2022

Attendees:

Seb Dance (Chair)
Will Norman



Alex Williams
Alexandra Batey
Christina Calderato
Dan Champion



Agenda Item	Action or Decision	Who
[Redacted]	[Redacted]	
Consultation update	<ul style="list-style-type: none"> Noted. 	
[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	
[Redacted]	[Redacted]	

Jacob Gemma

From: Doyne Stephanie
Sent: 15 July 2022 11:55
To: [redacted]@london.gov.uk
Cc: Steer Tim; [redacted] +Corporate Affairs
Subject: 13 July 2022 Commissioner and Deputy Mayor 121 meeting outcomes
Attachments: Commissioner and Deputy Mayor 121 meeting outcomes 13 July 2022.pdf

Hi Seb,

See below my notes from the 121 on 13 July.

Let me know if you have any comments.

Kind regards
Stephanie

TfL Commissioner / Deputy Mayor for Transport Liaison Meeting – Outcomes

Wednesday 13 July 2022

TfL Attendees: Andy Byford (AB), Andy Lord (AL), Patrick Doig (PD), Howard Carter (HC), Alex Williams (AW), Matt Brown (MB), Christina Calderato (CC), Danny Price (DP), Helen Chapman (HCh), Kate Keane (KK), Dharmina Shah (DS), Stephanie Doyne (SDo)

GLA Attendees: Seb Dance (SD), Will Norman (WN), Tim Steer (TS), [redacted]

Item	Action
I – Road User Charging – ULEZ consultation	Noted the update provided, including a summary of the responses to date and the proposed additional actions ahead of the consultation ending on 29 July.
[redacted]	[redacted]
[redacted]	[redacted]
[redacted]	[redacted]
[redacted]	[redacted]

Stephanie Doyne

Corporate Affairs Manager | Corporate Affairs

Phone: [REDACTED] (auto [REDACTED] | Mobile: [REDACTED]

11th floor (Y8), Palestra, 197 Blackfriars Road, London SE1 8NJ |

Email: [REDACTED] [tfl.gov.uk](mailto:[REDACTED]@tfl.gov.uk)



TfL Commissioner / Deputy Mayor for Transport Liaison Meeting – Outcomes

Wednesday 13 July 2022

TfL Attendees: Andy Byford (AB), Andy Lord (AL), Patrick Doig (PD), Howard Carter (HC), Alex Williams (AW), Matt Brown (MB), Christina Calderato (CC), Danny Price (DP), Helen Chapman (HCh), Kate Keane (KK), Dharmina Shah (DS), Stephanie Doyne (SDo)

GLA Attendees: Seb Dance (SD), Will Norman (WN), Tim Steer (TS), [REDACTED]

Item	Action	Owner	Due by
I – Road User Charging – ULEZ consultation	Noted the update provided, including a summary of the responses to date and the proposed additional actions ahead of the consultation ending on 29 July.	AW, CC	n/a
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]	[REDACTED]

Jacob Gemma

From: Doyne Stephanie
Sent: 11 July 2022 12:45
To: Steer Tim; [REDACTED]
Cc: +Corporate Affairs
Subject: RE: 13 July Commissioner and Deputy Mayor's meeting pack
Attachments: DM Final Pack - 13 July 2022 (updated).pdf

Hi all,

See attached the updated deck for Seb's 121 with Andy on Wednesday.

Kind regards
Stephanie

TfL RESTRICTED

From: Doyne Stephanie
Sent: 08 July 2022 16:35
To: Steer Tim <[REDACTED]@london.gov.uk>; [REDACTED]
Cc: +Corporate Affairs <[REDACTED]@tfl.gov.uk>
Subject: RE: 13 July Commissioner and Deputy Mayor's meeting pack

Hi [REDACTED]

See attached with requested changes.

Once you confirmed colleagues your side are happy, I'll create a new pack for Seb's approval.

Kind regards
Stephanie

TfL RESTRICTED

From: Doyne Stephanie <[REDACTED]@tfl.gov.uk>
Sent: 08 July 2022 12:02
To: Steer Tim <[REDACTED]@london.gov.uk>; [REDACTED]
Cc: +Corporate Affairs <[REDACTED]@tfl.gov.uk>
Subject: 13 July Commissioner and Deputy Mayor's meeting pack

Hi all,

See attached the final pack for the Commissioner and Deputy Mayor's meeting on 13 July.

Kind regards
Stephanie

Stephanie Doyne

Corporate Affairs Manager | Corporate Affairs

Phone: [REDACTED] (auto [REDACTED] | Mobile: [REDACTED])

11th floor (Y8), Palestra, 197 Blackfriars Road, London SE1 8NJ |

Email: [REDACTED]@tfl.gov.uk



Last updated: 07 07 2022

TfL Commissioner / Deputy Mayor for Transport Liaison Meeting

Wednesday 13 July 2022, 09:00-10:30

Hybrid - Palestra '11Y8/Elizabeth room' or Microsoft Teams

Expected Attendees:

- Andy Byford, Andy Lord, Patrick Doig, Alex Williams, Christina Calderato, Danny Price, Kate Keane, Dharmina Shah, Stephanie Doyne (TfL)
- Seb Dance, Tim Steer, [REDACTED]

	<u>Item</u>	<u>TfL lead</u>	<u>Time</u>
1.	Road User Charging - ULEZ consultation	Alex Williams, Christina Calderato	09:00 – 09:20
	[REDACTED]	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]	[REDACTED]

Road User Charging - ULEZ consultation



ULEZ consultation update

13th July 2022



Contents

1. Summary of the consultation responses to date
2. Mid point review
3. Proposed additional actions



Summary of the responses to date

- We are seven weeks into a ten week consultation and have received over 33,000 responses
- The consultation has over 20 questions covering five issues: Londonwide ULEZ, changes to the MTS, autopay and PCN levels, and future road user charging.
- The results thus far indicate that a clear majority are concerned about poor air quality and circa 60% want further action taken to improve air quality.
- However when asked should the Londonwide ULEZ come into effect at the end of August 2023, 15% state it should be earlier, 9% state the date is about right, 9% state it should be later and 67% state it should not be implemented at all.
- We have carried out further analysis of these responses by where people live or operate their business and how often they drive. There is no significant difference in responses.
- Consultation is not a referendum and we will need to consider all of the issues raised in responses before making a recommendation to the Mayor later this year.



4 Mid point review

- At the midpoint of the consultation, we have undertaken a review of our consultation approach to ensure our marketing campaign has reached out to all of the impacted communities identified during the consultation planning stage.
- We have reviewed demographic data of the consultation responses and have concluded:
 - The demographic response rate across ethnicity is comparable to the London baseline
 - The demographic response rate across gender is 60% male, 30% female
 - The demographic response rate across age is currently skewed towards the 36-60+ age group, with a high degree of under representation from the 18-35 age group when compared to the London baseline.
- From this review we have concluded that there is a need to take action to encourage equitable participation in the consultation



Proposed additional actions

1. Targeted marketing at younger age groups
2. Publication of the six months on monitoring report
3. Ongoing stakeholder engagement
4. Exploration of further options



Action 1 – Targeted marketing of younger age groups

- With a few weeks of consultation remaining, Wavemaker propose that we work with existing marketing assets and stretch these further with the 18-35 demographic.
- Wavemaker has produced a revised marketing plan and propose further investment in our digital marketing channel and digital audio channel to improve our demographic reach.

Social media

- Social media coverage of the consultation is currently via earned media. Specifically via press coverage of the proposals or from stakeholders utilising our social media toolkit to generate interest from their communities.
- Plans are now under development to implement paid social media promotion on 'non comment environments' via Instagram and Snapchat.



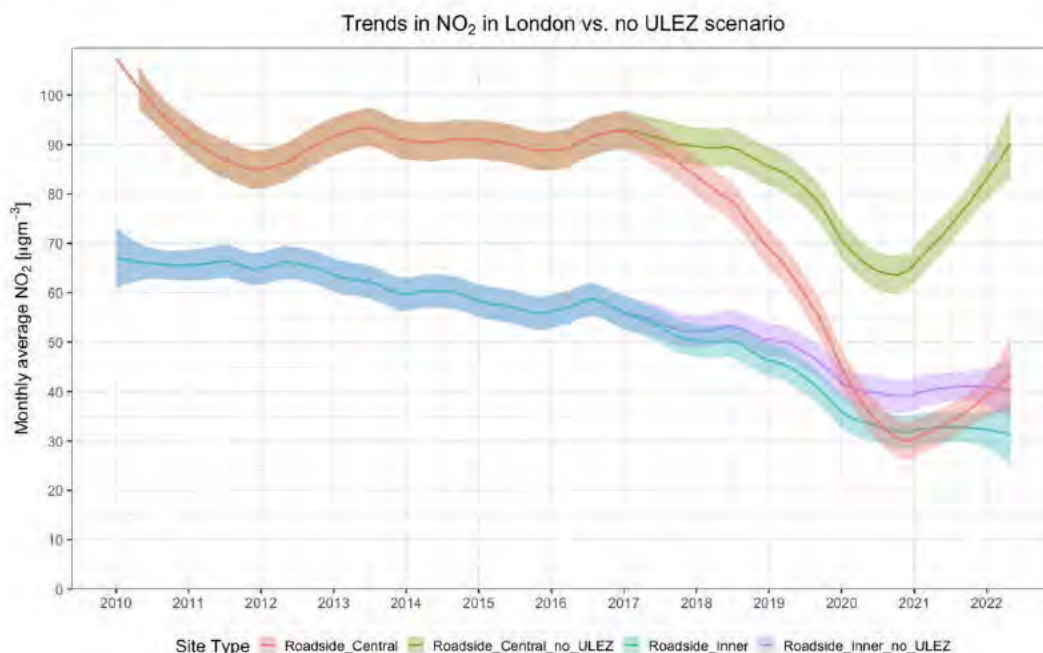
Action 2 – ULEZ six months on report

The monitoring report is being finalised this week. This includes detailed AQ analysis of the impacts of the scheme compared to a no ULEZ scenario.

The results are impressive and indicate that these schemes work. The headline figure is a 20% reduction in NO_x within the zone

The GLA plan to issue a press statement to highlight the impacts of the scheme and encourage people to respond to the consultation.

The GLA Environment team are considering a Mayoral event for this on the 19th July.



Action 3 – Stakeholders

- We have spoken with over 60 stakeholder groups
- Most boroughs are supportive, however a handful of boroughs opposed to the expansion, e.g. Bexley, Bromley and probably Barking & Dagenham.
- For businesses, we have engaged with London First, FSB, CWG and CBI which covers hundreds of organisations. The Federation of Small Business and Confederation of British Industry agree with the principle of the expansion of the Ultra Low Emission zone, however they are unwilling to actively support without a defined scrappage scheme.
- We have also promoted through HEAR which reaches over 1 000 Equality Diversity and Inclusion groups including Transport for All. We have also attended a number of inclusion forum meetings.
- We have hosted meetings with the NHS which have had mixed responses. There is strong support for improving air quality but they have raised the need for support for staff to prepare.
- We are seeing increased stakeholder activity with Living Streets, LCC and 38 Degrees actively promoting the consultation to their communities, which is leading to an increased level of email consultation responses.



Action 4 – Exploration of further options

- At this mid point in the consultation process we are looking at what further options may be possible to ensure that views of those who are under represented in the consultation have been canvassed.
- Two options we are considering are polling and focus groups. We will discuss this with you in further detail today.



10 Summary and next steps

- We have carried out a mid point review during the consultation on Londonwide ULEZ and five actions are planned to address some of the issues raised.
- We will review the impact of the targeted marketing of younger Londoners in a week's time.
- A mayoral event to publicise the six months on inner London ULEZ monitoring report is being organised by the GLA for the 19th July.
- It is proposed that the GLA would lead on the potential polling research and TfL would lead on any focus group work.
- We will continue to update the GLA through the AQIG meetings and further meetings as needed.



Jacob Gemma

From: [redacted]@london.gov.uk>
Sent: 15 July 2022 18:27
To: Shirley Rodrigues; Seb Dance; Williams Alex; Steer Tim; [redacted]; Lancaster Mike; Powell Gareth; Calderato Christina; Carter Howard; Chapman Helen (Licensing & Regulation); Batey Alexandra; Philip Graham; Norman Will (Will Norman, Walking & Cycling Commissioner); Will Norman; Emma Strain; [redacted]; Sarah Brown; [redacted]
Cc: [redacted]; Felicity Appleby; RichardWatts; David Bellamy
Breden Julie; Cowperthwaite Paul; Cunnington Tom (ST); Courtney Mandy; Neather Andy;
[redacted]
Herbert Sarah (PA to Deputy Chair of TfL); Hayward-Speight Lucy;
[redacted]
Naik Trupti; [redacted];
Matson Lilli; [redacted]; +Corporate Affairs; Champion Daniel; [redacted]
[redacted]
Subject: RE: Air Quality Implementation Group - papers (20 July 2022)
Attachments: AQIG-220720-FINAL.pdf

Dear all

Please see attached the papers for the next Air Quality Implementation Group meeting. We'll circulate the minutes of the last meeting on Monday.

Due to Shirley and Seb not being able to make the normal slot, this meeting will be held on Teams at 16.30 on Wednesday 20 July.

Have a lovely weekend.

[redacted]

[redacted]

Head of Air Quality
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[redacted]

[redacted]

MAYOR OF LONDON

Air Quality Implementation Group

20 July 2022



Agenda

	Item	Lead
	[REDACTED]	[REDACTED]
2	Consultation update	Alex
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED] [REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]

2. Consultation update

Consultation update - 14 July

Number of responses received:	35161
Proportion of responses from individuals with non-compliant vehicles:	46%
Proportion of responses from individuals living in current ULEZ:	20%
Proportion of responses from individuals living outer London:	67%
Proportion of responses from individuals not living in London:	12%
AQ – concerned / very concerned	47.8%
unconcerned / very unconcerned	29.3%
Londonwide ULEZ – earlier / not at all	Earlier: 13.6% Not at all: 66.3%
Autopay	Very/ important: 69% Very/ unimportant: 11.2%
PCN	Sufficient: 16.9% Not high enough: 7.4% Too high: 71.1%
Future RUC	
The three most popular elements that we should consider for a future RUC are;	<ul style="list-style-type: none"> • Improve bus journey times • Make Roads safer • Tackle congestion

Consultation overview to 14 July

We have now received responses from

- 92 Stakeholders
 - 19% of stakeholders provide positive comments towards the ULEZ
 - 48% state they are opposed to the idea,
 - 33% are neutral on the ULEZ, providing comments on other elements if the consultation
-
- There are 3 active campaigns supporting the proposals from
 - London Living Streets
 - London Cycling Campaign
 - Possible.org (Campaign website with effective social media influencers)
 - We have modified our marketing approach to attract younger people to respond to the consultation. We are using Social media and updated digital advertising.
-
- **Upcoming stakeholder Activity**
 - TfL youth Panel 19 July
 - Harrow community event 21 July
 - Valuing people event 22 July

For the first four questions, the remaining percentage of respondents for each question either answered 'no opinion' or 'don't know'. The above are interim results and represent responses received by week two of a ten week consultation. They are subject to change as the consultation continues

ULEZ consultation update

20th July 2022



2 Summary

- We are eight weeks into a ten week consultation and have received over 37,400 responses.
- The consultation has over 20 questions covering five issues: London-wide ULEZ, changes to the MTS, autopay and PCN levels, and future road user charging.
- The results thus far indicate that a clear majority are concerned about poor air quality and circa 60% want further action taken to improve air quality.
- However when asked should the London-wide ULEZ come into effect at the end of August 2023 13% state it should be earlier; 11% state the date is about right, 9% state it should be later and 66% state it should not be implemented at all.
- We have carried out further analysis of these responses by where people live or operate their business, how often they drive and by age. There is no significant difference in the responses.
- Consultation is not a referendum and we will need consider all of the issues raised in the responses to the consultation before making a recommendation to the Mayor this Autumn.



Comparison with the Inner London consultation

- For the inner London ULEZ consultation in 2017 we used the same consultation methods as those being used in 2022.
- A comparison of the responses is summarised in the table below.

All responses	2017	2022
Total no. of responses	37,500	37,400 thus far
Total Supportive	56%	24%
Total Opposed	40%	66%

Stakeholder responses	2017	2022
Total no. of responses	142	92
Total Supportive	24%	20%
Total Go Further	53%	-
Total Opposed	8%	48%
Total Neutral	15%	32%



Progress on ULEZ actions

1. Targeted marketing at younger age groups
2. Publication of the 6 months on monitoring report
3. Stakeholder engagement update
4. Polling & focus groups



Action 1 – Targeted marketing of younger age groups

- On 11 July 2022 we invested a further £165,000 in promoting the consultation to the under 35 age group via digital marketing, digital audio channels and social media.
- Our uplifted activity on digital marketing and digital audio channels has been running since 12 July 2022.
- On 14 July our new social media marketing campaign commenced, with adverts live on Snapchat. Similar advertising on Instagram is due to start from 18 July.
- Since this marketing launched we have seen:
 - Less than 1% increase in responses from the under 35 age group
 - 37,809 click throughs to the consultation page via Snapchat
 - Most clicks were recorded by females of both the 18–20-year-olds (20%) and 21–24-year-olds (20%) groups.
 - Consultation responses from the under 30 age group show:
 - 29% it should be earlier
 - 9% it is the right date
 - 5% it should be later
 - 55% it should not be implemented at all.



Action 2 – ULEZ 6 months on report

The monitoring report includes detailed AQ analysis of the impacts of the scheme compared to a no ULEZ scenario.

The results were published yesterday and can be summarised as follows:

- 94% compliance rate
- 67,000 fewer non-compliant vehicles in the zone on an average day
- NO₂ concentrations in inner London 20 per cent lower

These are impressive results and clearly indicate that these schemes work.

There is more analysis available on fleet compositions, which highlight the significant decline in diesel vehicles, and also more data on the emission impacts, including the reductions in NO₂, PM and CO₂.

A further report with this information could be published in September / October.



7 Action 3 – Stakeholders

- So far we have received 92 stakeholder responses to the consultation out of the c.3000 that have been contacted.
- The majority of stakeholder responses are from charities, transport and road user groups, and community organisations. This could explain the high degree of opposition from stakeholders given the perceived potential impacts on these groups of the ULEZ expansion.
- At present we have a very small number of stakeholder responses from
 - Political representatives;
 - Boroughs and neighbouring authorities;
 - NHS / Health organisations; and
 - Environmental groups.
- While we expect that the number of stakeholder responses will increase in the remaining two weeks, action needs to be taken by both TfL and City Hall to reach out to stakeholders and to confirm if / when they will respond.

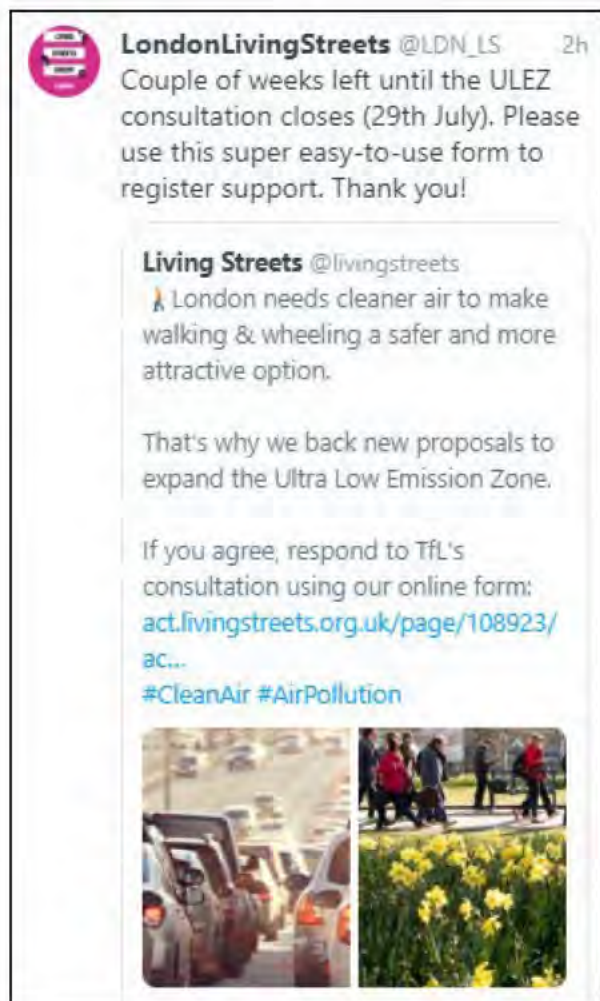


Ongoing engagement

- We are continuing to engage with stakeholders including business groups, environmental and health campaign groups and the NHS sustainability forum.
- In addition, City Hall engagement includes:
 - Shirley met with the leaders of 12 NGO organisations including Rosamund, LCC, Asthma+Lung UK to mobilise them. They have now contacted their memberships and are using a variety of tools to get them to respond to the consultation;
 - Kevin Fenton (Regional Director for UKSHA London) and Martin Machray (Regional Director NHS) hosted a public health briefing with over 60 community leaders;
 - Working with the communities team to host a young person event, expecting around 100 participants, also TfL Youth Panel;
 - Sending out info through the GLA Communities Newsletter; and
 - Asking Breathe London community organisations to share the consultation with their networks.



Stakeholder Campaigns



From 4 July 2022 we have seen a number of key stakeholders launch social media campaigns that are supportive of the ULEZ expansion. This includes campaigns from:

- LCC
- Living Streets
- Mums for lungs
- Clean Cities
- Campaign for better transport
- Friends of the Earth – London Network
- Possible.org

These campaigns have resulted in c.1000 email responses to the consultation.

We are also seeing a number of stakeholders, including London boroughs, Tweeting to their followers to remind them of the closing date for the consultation, and urging them to respond.



Action 4 & 5 – Polling & Focus Groups

Polling

- Polling could be undertaken relatively quickly through an existing market research supplier – being taken forward by GLA.

Focus Groups

We have started to discuss focus group options with the TfL Insight team who hold the working relationship with 2CV.

Next steps will be to set up a discussion between ULEZ project team and GLA colleagues to discuss focus group requirements and objectives.

These groups could be set up for September or October.



11 Summary and next steps

- Targeted marketing towards younger Londoners is now live and has resulted in:
 - Huge increase in digital ads being viewed, up 80%
 - Social media channels performing well to targeted under 35 audience.
- A press release to publicise the 6 months on monitoring report went out on 19th July. A further Mayoral event is planned for 29 July, the consultation closing date. We can however accept stakeholder responses after this point.
- Stakeholder response levels are lower than anticipated and action needs to be taken by both TfL and City Hall to reach out to stakeholders and to confirm if / when they will respond by.
- Preparation for polling and focus groups regarding the ULEZ expansion proposals will be progressed w/c 18 July 2022.



ULEZ consultation update

28th July 2022



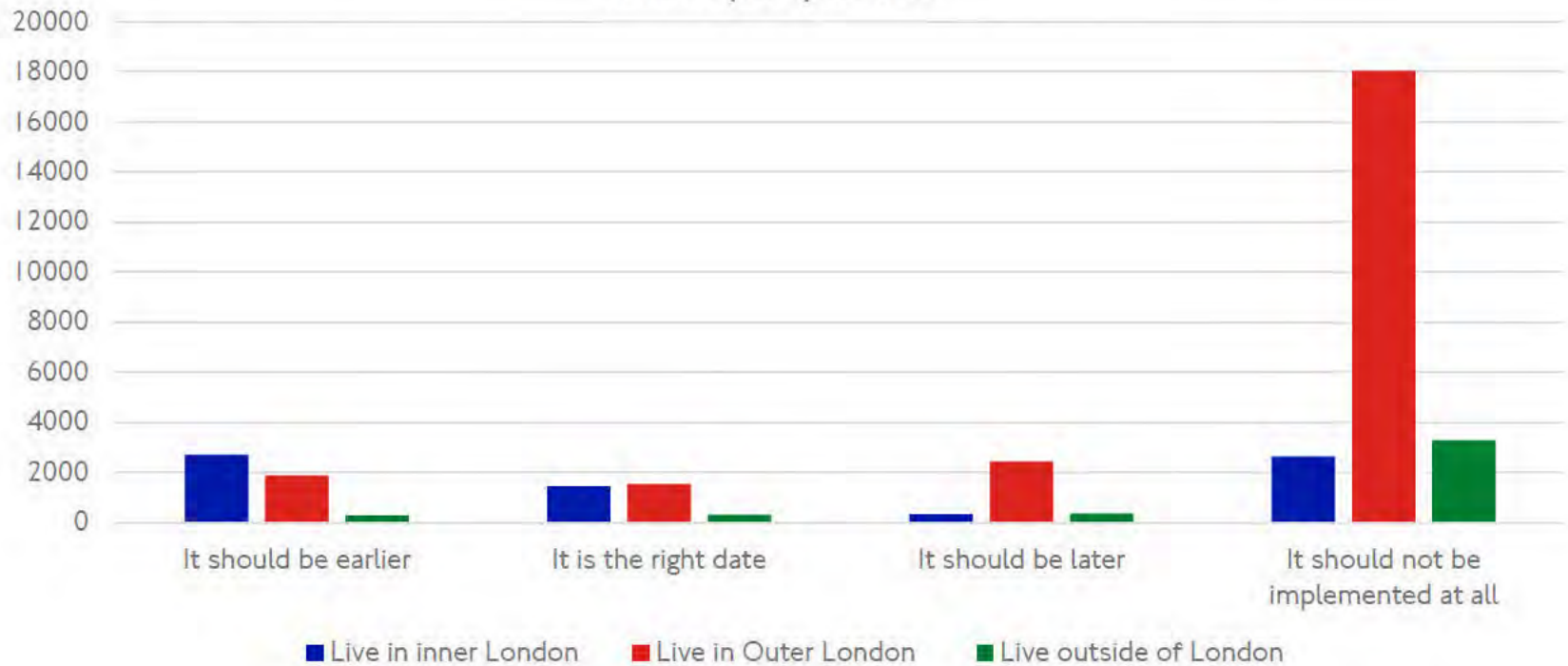
Summary

- We are coming to the end of a ten week consultation and have received over 44,000 responses and 141 stakeholder responses thus far
- The results thus far indicate that a majority are concerned about poor air quality and circa 60% want further action taken to improve air quality.
- However when asked should the London-wide ULEZ come into effect at the end of August 2023. 13% state it should be earlier; 14% state the date is about right, 8% state it should be later and 64% state it should not be implemented at all.
- We have carried out further analysis of these responses by area: inner, outer and outside of London and more detail is provided in the following slide
- Consultation is not a referendum and we will need consider all of the issues raised in the responses to the consultation before making a recommendation to the Mayor this Autumn
- Through the Tiger Team we are carrying out a review of the consultation to consider what lessons can be learnt



3 Responses by area

What do people think of the current implementation date with where people live



Base numbers

People living in inner London

Living in outer London

Living outside of London

Total responses

7,077

23,832

4,185



Progress on ULEZ actions

1. Targeted marketing at younger age groups
2. Publication of the 6 months on monitoring report
3. Stakeholder engagement update
4. Polling & focus groups



Action 1 – Targeted marketing of younger age groups

- We identified that younger age groups were under represented in the consultation responses and agreed to
 - introduce social media adverts on Snap Chat and Instagram
 - Change our digital ads to target specific under 35s podcasts and channels
 - Change radio stations that we advertised on
- Results have shown that younger people are acting on the adverts and visiting the consultation page
- SnapChat has seen over 6.2 million impressions and recorded 83,387 swipe ups to the Consultation website. The most swipe ups were recorded by females of both the 18–20-year-olds (20%) and 21–24-year-olds (20%) groups.
- Instagram has seen 3,143,101 impressions and a reach of 960,254. Of these, we have seen 3,690 unique link clicks driving to the Consultation website, 53% of which came from males aged between 18–34.
- However, we have not seen a significant increase in younger people taking part in the survey with under 35s representing 17% of respondents (this has been consistent across July data).



Action 1 – Targeted marketing of younger age groups

Age and date response rates



7 Action 2 – ULEZ 6 months on report

We published the six month on report and the results were as follows:

- Nearly 94 per cent of vehicles seen driving in the zone now meet the strict ULEZ standards on an average day, up from 39 per cent in February 2017 when changes associated with the ULEZ began.
- There were also 67,000 fewer non-compliant vehicles in the zone on an average day compared to the period right before the ULEZ expanded, a fall of 54 per cent.
- NO₂ concentrations in inner London are estimated to be 20 per cent lower than they would have been without the ULEZ and its expansion.
- Media coverage of the reports was mixed.

Further analytical work is available on

- A further report on emissions and fleet compositions. This is good news and builds on the six month on report.
- We have evaluated the first scrappage schemes and have a report we are preparing to release alongside the announcement of the new scrappage fund. However we could release it earlier if desired as it shows the Mayor has helped SME's and low income Londoners and shows that many recipients did not purchase replacement vehicles.



Action 3 – Stakeholders

- **141 stakeholders responses thus far.** Of those 27 **support**; 65 **oppose**; and 49 are either neutral or are requesting a change to the scheme.
- London Boroughs **supporting** the proposals
 - Lewisham, Westminster, Brent and Camden
- London boroughs **opposing** proposals
 - Bexley, Bromley, Harrow, and Barking & Dagenham
- **Supporters**
 - Car Free Cities, Possible, Campaign for Better Transport, Sustrans, Asthma and Lung UK, Living Streets, Mums for Lungs, Clean Cities Campaigns, CPRE London Friends of the Earth Network
- **Opposers**
 - FSB, Confederation of Passenger Transport, Chris Grayling MP, Jon Cruddas MP, Gareth Johnson MP, and Shaun Bailey AM




Stakeholder Campaigns

LondonLivingStreets @LDN_LS 2h
 Couple of weeks left until the ULEZ consultation closes (29th July). Please use this super easy-to-use form to register support. Thank you!

Living Streets @livingstreets
 🌿 London needs cleaner air to make walking & wheeling a safer and more attractive option.

That's why we back new proposals to expand the Ultra Low Emission Zone.

If you agree, respond to TfL's consultation using our online form:
act.livingstreets.org.uk/page/108923/ac...
 #CleanAir #AirPollution



- From 4 July 2022 we have seen a number of key stakeholders launch social media campaigns that are supportive of the ULEZ expansion. This includes campaigns from:

- LCC
- Living Streets
- Possible.org

These campaigns have resulted in c.4500 email responses to the consultation

- There is also a national campaign by FairFuel and British Drivers Alliance opposed to the ULEZ, c4,200 emails received since 21 July
- We are also seeing a number of stakeholders, including London boroughs, Tweeting to their followers to remind them of the closing date for the consultation, and urging them to respond



Action 4 & 5 – Polling & Focus Groups

Polling

- We understand that polling has been completed and the results show good levels of support.
- Worth considering when to publish these results and how this links in with the publication of the consultation results.
- When publishing the results we will need to be mindful of treating results appropriately in reporting and we will seek further legal advice on the best approach next week.

Focus Groups

- We have discussed this before. However we are holding off any work for now.



Jacob Gemma

From: [redacted] <[redacted]@london.gov.uk>
Sent: 29 July 2022 17:38
To: Shirley Rodrigues; Seb Dance; Williams Alex; Steer Tim; [redacted]; Lancaster Mike; Powell Gareth; Calderato Christina; Carter Howard; Chapman Helen (Licensing & Regulation); Batey Alexandra; Philip Graham; Norman Will (Will Norman, Walking & Cycling Commissioner); Will Norman; Emma Strain; [redacted]; Sarah Brown; [redacted]
Cc: [redacted]; Felicity Appleby; RichardWatts; David Bellamy
Breden Julie; Cowperthwaite Paul; Cunningham Tom (ST); Courtney Mandy; Neather Andy;
[redacted]
Herbert Sarah (PA to Deputy Chair of TfL); Hayward-Speight Lucy;
[redacted]
Naik Trupti;
Matson Lilli; [redacted]; +Corporate Affairs; Champion Daniel;
[redacted]
Subject: RE: Air Quality Implementation Group - papers (2 August 2022)
Attachments: AQIG-220802-FINAL.pdf; AQIG 20 July 2022 draft minutes.docx

Dear all

Please see attached the papers for the next Air Quality Implementation Group meeting, which will be held on Teams at 4pm on Tuesday 2 August.

Have a lovely weekend.

[redacted]

[redacted]

Head of Air Quality
GREATERLONDONAUTHORITY
169 Union Street, London, SE1 0LL

[redacted]

london.gov.uk
[redacted] [london.gov.uk](https://www.london.gov.uk)

[redacted]

[redacted]

AQIG Wednesday 20 July 2022

Attendees:

Shirley Rodrigues (Chair)

Will Norman

Richard Watts

[Redacted]

Alex Williams

Christina Calderato

Dan Champion

[Redacted]

Mandy Courtney

Nick Lawrence



Agenda Item	Action or Decision	Who
[Redacted]	[Redacted]	
[Redacted]	[Redacted]	[Redacted]
Consultation update	<ul style="list-style-type: none"> • Noted • Request for briefing for SK following conclusion of the consultation 	ET
[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	
[Redacted]	[Redacted]	

MAYOR OF LONDON

Air Quality Implementation Group

2 August 2022



Agenda

	Item	Lead
1.	Consultation update	Christina
■	[REDACTED]	[REDACTED]
■	[REDACTED]	[REDACTED]
■	[REDACTED]	[REDACTED]
■	[REDACTED]	[REDACTED]

1. Consultation update

Consultation update dashboard (28 July)

Number of responses received:	45,639
Proportion of responses from individuals with non-compliant vehicles:	47%
Proportion of responses from individuals living in current ULEZ:	20%
Proportion of responses from individuals living outer London:	66%
Proportion of responses from individuals not living in London:	13%
AQ – concerned/ very concerned	51%
unconcerned/ very unconcerned	38
London-wide ULEZ earlier/ not at all	Earlier: 12% Not at all: 63%
Proportion of people who think it is important or very important the expansion is supported by a scrappage scheme	Very/ important: 66% Very/ unimportant: 19%
Autopay	Very/ important: 69% Very/ unimportant: 11%
PCN	Sufficient: 20% Not high enough: 7% Too high: 68%
Proportion of people that are concerned or very concerned about use of your data and the installation of more Automatic Number-Plate Recognition (ANPR) cameras to collect information on vehicle movements	63%
Future RUC	
The three most popular elements that we should consider for a future RUC are;	<ul style="list-style-type: none"> • Improve bus journey times • Make roads safer • Improve health and well-being

5 Stakeholder overview

We have now received responses from

- 140 Stakeholders
- 19% of stakeholders provide positive comments towards the ULEZ
- 46% state they are opposed to the idea,
- 35% are neutral on the ULEZ, providing comments on other elements if the consultation

London Boroughs **supporting** the proposals: Lewisham, Westminster, Brent and Camden

London boroughs **opposing** proposals: Bexley, Bromley, Harrow, and Barking & Dagenham

Other **Supporters**

- Car Free Cities, Possible, Campaign for Better Transport, Sustrans, Asthma and Lung UK, Living Streets, Mums for Lungs, Clean Cities Campaigns, CPRE London Friends of the Earth Network

Other **Opposers**

- Chris Grayling MP, Jon Cruddas MP, Gareth Johnson MP, Kelly Tolhurst MP, Shaun Bailey AM and Confederation of Passenger Transport

There are 5 active campaigns supporting the proposals from

- London Living Streets 484 responses
 - London Cycling Campaign 1,295 responses
 - Possible.org (Campaign website with effective social media influencers) 3,007 responses
 - Action Network (Campaign website with social media influencers) 659 responses
 - Fairfuel/British Drivers Alliance 4,387 (Opposed)
- Social media and updated digital advertising is getting younger people to the website. They are not completing the survey.

6 Further reports

We can publish two additional reports to further support evidence of the effectiveness of both ULEZ and the associated scrappage schemes

- 1. Results of emissions and fleet compositions** from the six month data was not available in time for the published report but the data is now verified and it could be published either as an addendum to the Six Month report in September, or in the 10 month report. Data shows an impressive percentage reduction in emissions in the inner ULEZ and a clear fall in proportion of diesel vkms driven.
- 2. Scrappage scheme evaluation report**
This has been drafted and can be ready for publication in September. Includes final numbers of vehicles scrapped, as well as the results of the car and motorcycle scrappage survey (including the headline stat that one-third of recipients did not use the grant payment to buy a replacement vehicle).

Jacob Gemma

From: Keane Kate
Sent: 08 September 2022 12:21
To: Catherine Seaborn; [REDACTED]@london.gov.uk; [REDACTED]@london.gov.uk; [REDACTED]@london.gov.uk; Norman Will (Will Norman, Walking & Cycling Commissioner)
Cc: +Corporate Affairs; [REDACTED] Herbert Sarah (PA to Deputy Chair of TfL)
Subject: Deputy Mayor and Commissioner meeting outcomes - 6 Sept 2022
Attachments: Deputy Mayor and Commissioner meeting outcomes 6 Sept 2022.pdf

Seb, all,

Please see below/attached the outcomes from this week's meeting with Andy.

Any queries, let me know.

Thanks

Kate

Kate Keane
Corporate Affairs Lead, Commissioner's Office

📧: [REDACTED]@tfl.gov.uk

TfL Commissioner / Deputy Mayor for Transport Liaison Meeting – Outcomes

Tuesday 6 September 2022

TfL Attendees: Andy Byford (AB), Andy Lord, Gareth Powell (GP), Patrick Doig (PD), Howard Carter (HC), Fiona Brunskill (FB), Alex Williams (AW), Sarah Gasson (SG), Kate Keane (KK), Christina Calderato (CC) (Item 1 only), Nicola Cox (item 3 only)

GLA Attendees: Seb Dance (SD), Will Norman (WN), [REDACTED], [REDACTED] David Bellamy (DB), [REDACTED] (item 3 only)

Item	Action
I – Road User Charging – ULEZ consultation	<p>Noted the summary of consultation results and next planned/proposed steps.</p> <p>Agreed to review and amend the deck before submitting to the Mayor for discussion (scheduled for 20 Sept Mayoral meeting). CC will review and submit an updated version to SD by 12 Sept.</p>

Item	Action
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

TfL RESTRICTED

TfL Commissioner / Deputy Mayor for Transport Liaison Meeting – Outcomes

Tuesday 6 September 2022

TfL Attendees: Andy Byford (AB), Andy Lord, Gareth Powell (GP), Patrick Doig (PD), Howard Carter (HC), Fiona Brunskill (FB), Alex Williams (AW), Sarah Gasson (SG), Kate Keane (KK), Christina Calderato (CC) (Item 1 only), Nicola Cox (item 3 only)

GLA Attendees: Seb Dance (SD), Will Norman (WN), [REDACTED] David Bellamy (DB), [REDACTED]
[REDACTED] (Item 3 only)

Item	Action	Owner	Due by
I – Road User Charging – ULEZ consultation	Noted the summary of consultation results and next planned/proposed steps. Agreed to review and amend the deck before submitting to the Mayor for discussion (scheduled for 20 Sept Mayoral meeting). CC will review and submit an updated version to SD by 12 Sept.	CC	12 Sept 2022
[REDACTED]	[REDACTED] [REDACTED] [REDACTED] [REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED] [REDACTED] [REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

Jacob Gemma

From: Jacobs Laurie
Sent: 02 September 2022 10:20
To: [REDACTED]
Cc: [REDACTED]; +Corporate Affairs
Subject: DM/Commissioner Pack - 06 September
Attachments: Final pack - 6 September 2022.pdf

Hi [REDACTED]

Please see attached the pack for next Tuesday's DM/Commissioner 1:1. Let me know if you have any questions.

Thanks,

Laurie Jacobs

Corporate Affairs Manager | Corporate Affairs

Mobile: [REDACTED]

Email: [REDACTED]@tfl.gov.uk

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Last updated: 31 08 2022

TfL Commissioner / Deputy Mayor for Transport Liaison Meeting

6 September 2022, 10:30-12:00

Hybrid - Palestra '11Y8/Elizabeth room' or Microsoft Teams

Expected Attendees:

- Andy Byford, Gareth Powell, Andy Lord, Patrick Doig, Howard Carter, Alex Williams, Christina Calderato, Sarah Gasson, Kate Keane, Laurie Jacobs (TfL)
- Seb Dance, [REDACTED] (GLA)

	<u>Item</u>	<u>TfL lead</u>	<u>Time</u>
	[REDACTED]	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]	[REDACTED]
3.	Road User Charging – ULEZ consultation	Alex Williams, Christina Calderato	11:20 – 11:50
	[REDACTED]	[REDACTED]	[REDACTED]

Road User Charging – ULEZ consultation



London-wide ULEZ, MTS and Road User Charging consultation results

Briefing for the Deputy Mayor for Transport

6 September 2022

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Background

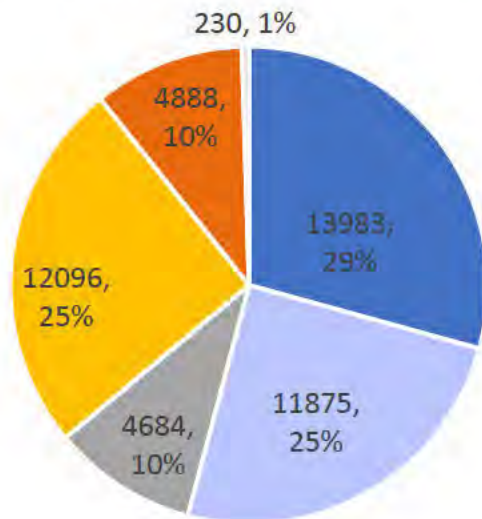
- Public consultation on proposals to help improve air quality, tackle climate change and reduce traffic congestion took place between 20 May and 29 July 2022.
- Proposals consulted on include:
 - Expanding the ULEZ London-wide in August 2023
 - Removing the AutoPay £10 annual registration fee for Congestion Charge, LEZ and ULEZ
 - Increasing the Penalty Charge for non-payment of the Congestion Charge and ULEZ from £160 to £180
 - Changes to the Mayor’s Transport Strategy
 - We also asked for people’s views to help shape the future of road user charging
- Over 52,000 responses were received, which makes this the largest response to a TfL consultation in the past decade.
- Over 300 stakeholder responses were received and over 80 meetings with stakeholders held.
- This report provides a summary of findings from the consultation and sets out issues to consider.
- Full details and recommendations will be provided in a suite of decision documents for (1) the MTS revision and (2) ULEZ variation order

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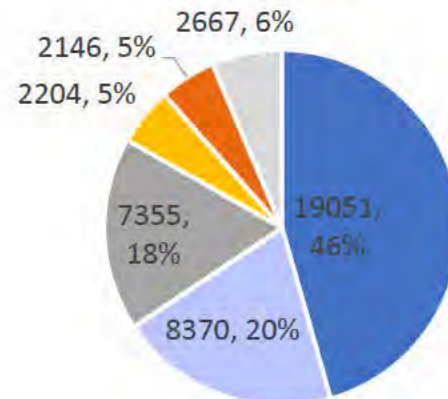
Consultation survey results – concern about air quality and ULEZ discounts, exemptions and mitigations

Q1: How concerned about air quality where you live?



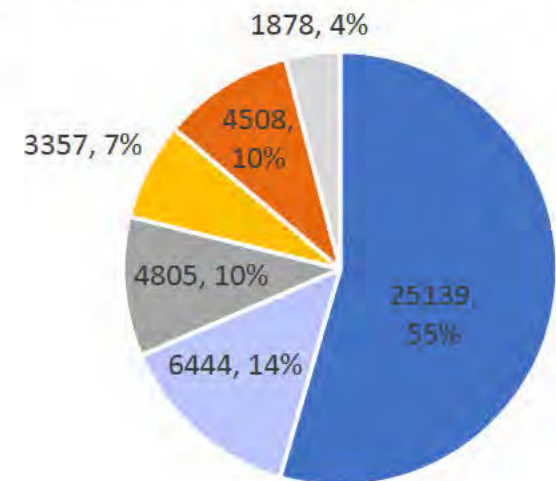
- Very concerned
- Concerned
- No opinion
- Unconcerned
- Very unconcerned
- Don't know

Q6: How important do you consider it is to continue to have these existing discounts and exemptions and reimbursements for ULEZ?



- Very important
- Important
- No opinion
- Unimportant
- Very unimportant
- Don't know

Q9: How important is it that the proposed expansion of the ULEZ is supported by a scrappage scheme?



- Very important
- Important
- No opinion
- Unimportant
- Very unimportant
- Don't know

Note percentages subject to minor changes as final data continues to be analysed (target to complete early sept).

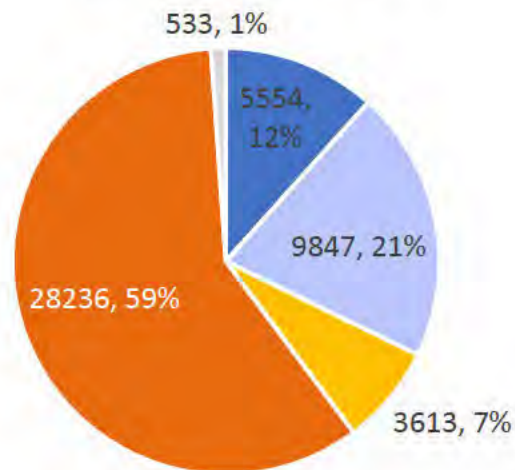
Q1 & Q9 include campaign responses.

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Consultation survey results – ULEZ implementation date

Q8: We are proposing to expand the ULEZ London-wide in August 2023. What do you think of the implementation date?



- It should be earlier
- It should be later
- Don't Know
- It is the right date
- It should not be implemented at all

- 40% of respondents think the expansion should be implemented (figure combines the responses of people that said it should be implemented earlier, on the 29 August 2023, or at a later date)
- 59% of respondents thought the expansion should not be implemented at all.
- We have analysed the results by area and there is broadly more support for expansion in inner London and opposition in outer London
- Many responses highlight concerns about the timing of the implementation in the context of the cost of living crisis and this will be core to our thinking about next steps and mitigations

Note percentages subject to minor changes as final data continues to be analysed (target to complete early sept).

Q8 includes campaign responses.

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ULEZ expansion YouGov poll results

The GLA commissioned YouGov to carry out a poll between 15th and 20th July 2022 with 1,245 London residents aged 18+. Respondents completed online surveys from an email link. The figures have been weighted to be representative of all London adults, in line with industry best practice. Responses indicate that:

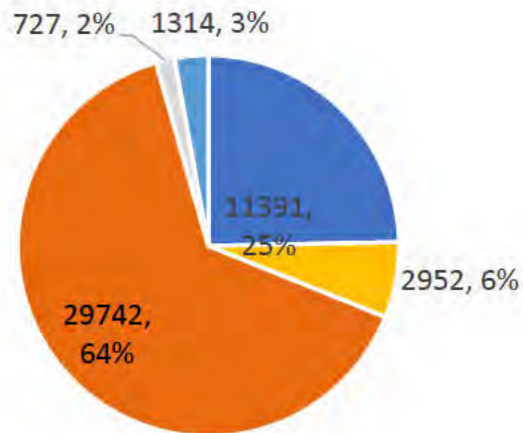
- Just over half of Londoners support the ULEZ expansion (51%); this is comprised primarily of people who are keen to see it put into place on the planned implementation date of 29th August 2023 (21%) or earlier (22%). A smaller proportion agree that it should be enacted, but at a later date (8%).
- 27% of Londoners say that the standard should not be implemented at all (27%), with a further fifth of Londoners saying that they 'don't know' (22%).
- Broadly, the older a Londoner is the less likely they are to support the ULEZ expansion. White and Black ethnic group Londoners are less likely to support the expansion at the proposed date or sooner, whereas Asian and Mixed / Other ethnic group Londoners are more likely, albeit marginally. Demographic trends are in line with those seen for the Inner London ULEZ scheme, suggesting that support is unlikely to have wavered for certain groups in light of the cost of living crisis.
- These results will be included in the Report to the Mayor as part of the full suite of documents to inform decision making. Care will be required to present poll results alongside consultation responses in order that all information can be considered.

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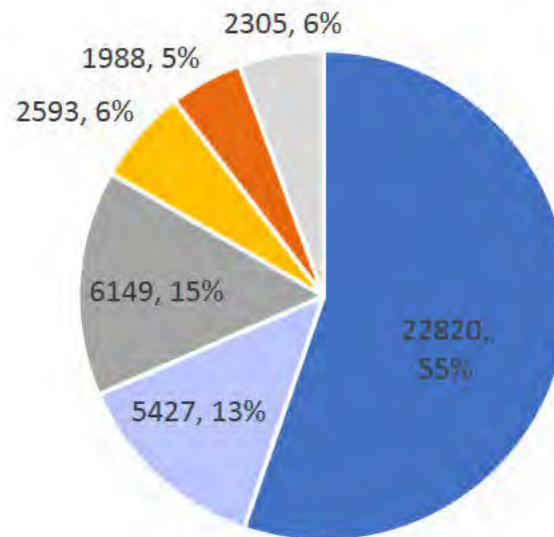
Consultation survey results – PCN increase, Autopay and privacy

Q10: Do you consider the proposed PCN level of £180 is...?



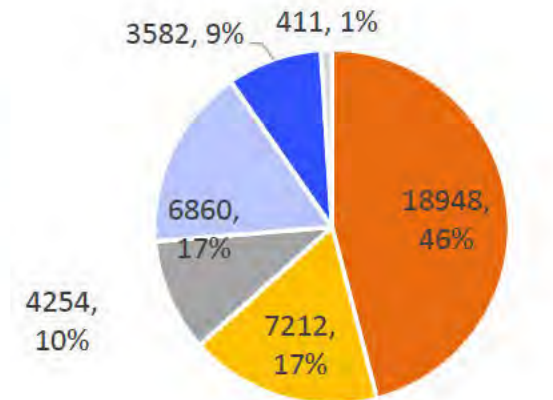
- Sufficient to act as an effective deterrent
- Not high enough to act as an effective deterrent
- Too high
- Don't know
- No opinion

Q11: How important is it that we remove the annual £10 Auto Pay administration fee per vehicle (for the ULEZ, the Low Emission Zone (LEZ), and the Congestion Charge)?



- Very important
- Important
- No opinion
- Unimportant
- Very unimportant
- Don't know

Q12: How concerned are you about use of your data and the installation of more Automatic Number-Plate Recognition (ANPR) cameras to collect information on vehicle movements to enforce an expanded London-wide ULEZ?



- Very concerned
- Concerned
- No opinion
- Unconcerned
- Very unconcerned
- Don't know

Note percentages subject to minor changes as final data continues to be analysed (target to complete early sept).

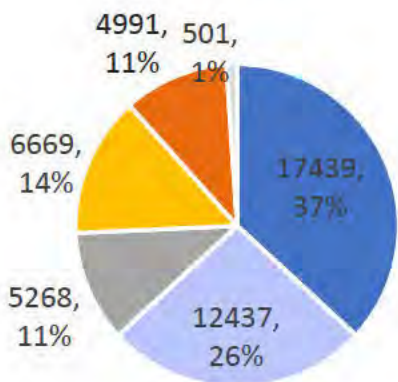
Q10 includes campaign responses.

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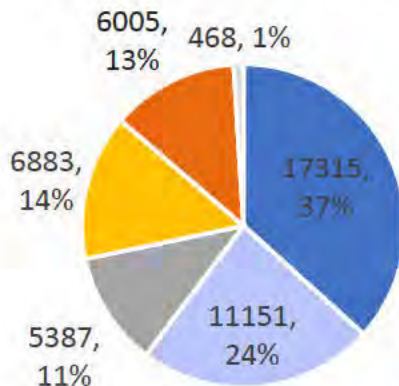
Consultation survey results – importance of climate emergency, traffic congestion, health and health inequality

Q15: How important is it to you that we take further steps to tackle **air pollution** in London??



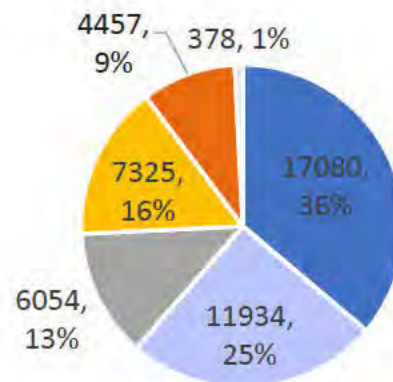
- Very important
- Important
- No opinion
- Unimportant
- Very unimportant
- Don't know

Q16: How important is it that we take further steps to tackle the **climate emergency** by reducing emissions in London?



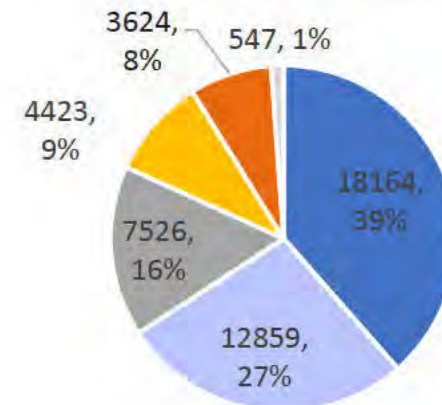
- Very important
- Important
- No opinion
- Unimportant
- Very unimportant
- Don't know

Q17: How important is it that we take further steps to tackle **traffic congestion** in London?



- Very important
- Important
- No opinion
- Unimportant
- Very unimportant
- Don't know

Q18: How important is it that we take further steps to improve the **health of Londoners** and address health inequality in London?



- Very important
- Important
- No opinion
- Unimportant
- Very unimportant
- Don't know

Note percentages subject to minor changes as final data continues to be analysed (target to complete early sept).

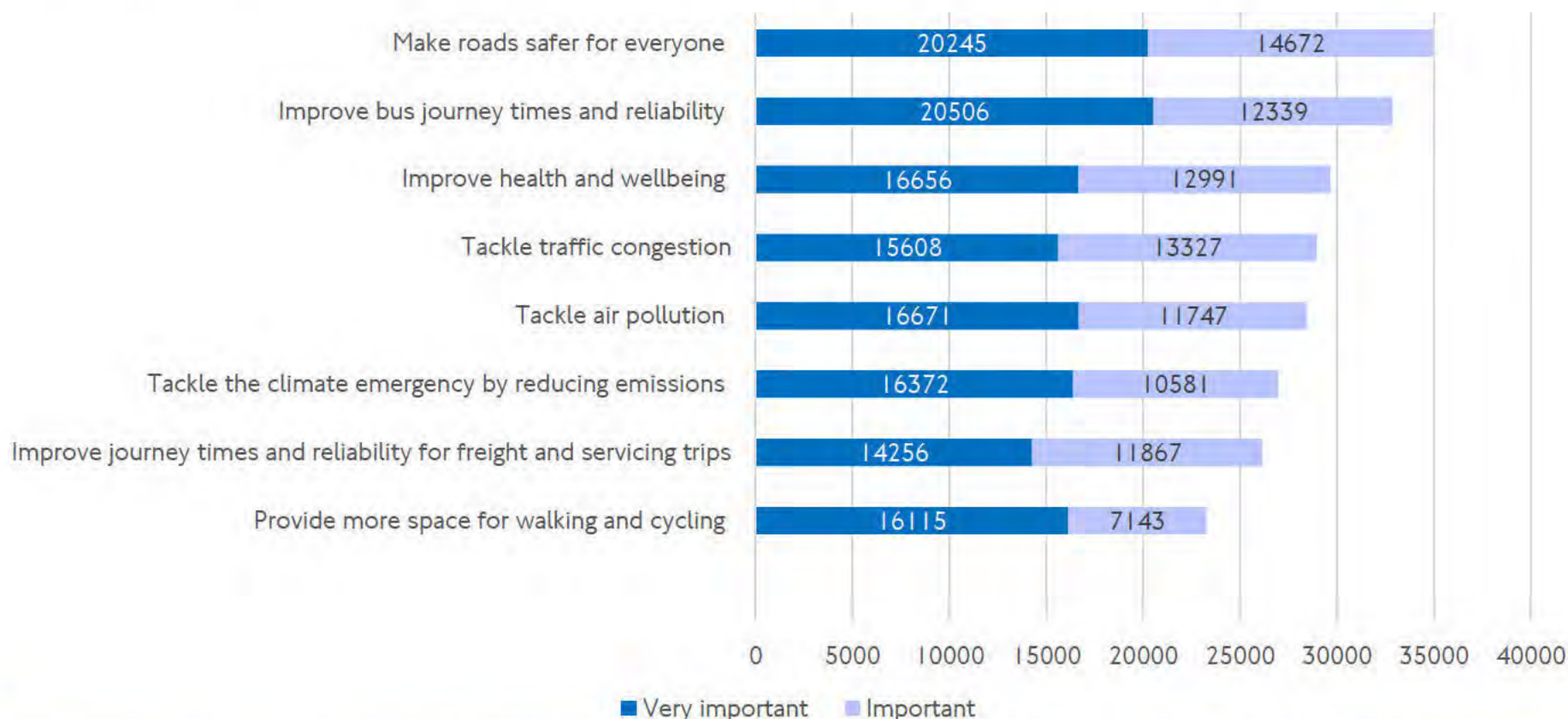
Q15, Q16, Q17 & Q18 include campaign responses.

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Consultation survey results – future Road User Charging scheme

Q19: If we were to develop a future road user charging scheme to replace our existing schemes, how important is it for the new scheme to address the following challenges?



Note percentages subject to minor changes as final data continues to be analysed (target to complete early sept).

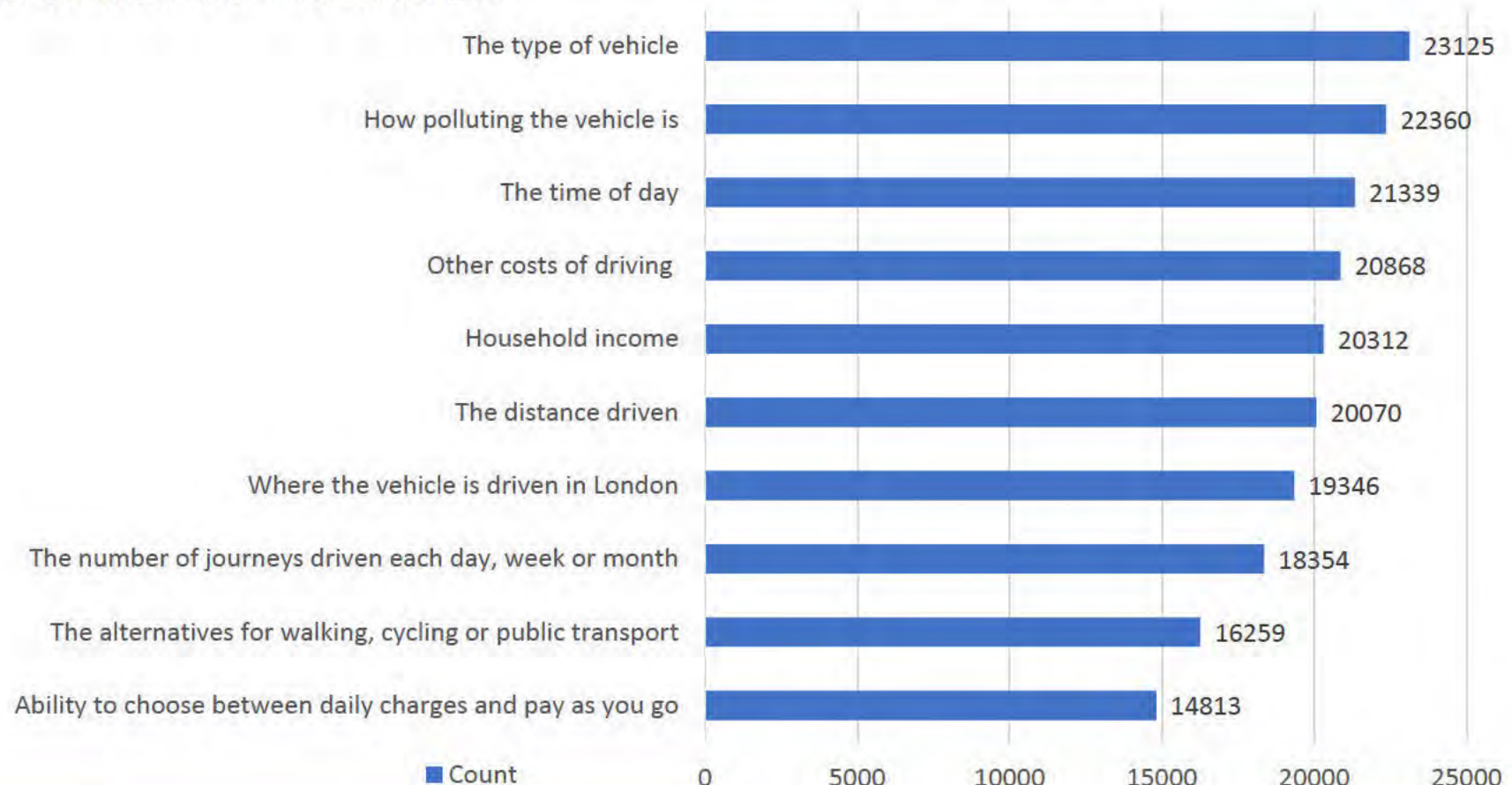
Q19 includes campaign responses.

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Consultation survey results – future Road User Charging scheme

Q21: If we develop a future road user charging scheme to replace existing schemes, what elements should be considered?



Note percentages subject to minor changes as final data continues to be analysed (target to complete early sept).

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Most frequently raised issues about the ULEZ proposals in public consultation responses

Theme and Comment

General opposition – with expansion of ULEZ and/or with MTS revisions

Implementation date - Proposed ULEZ expansion should be delayed

Scrappage scheme - Not enough information about scrappage. Scrapping vehicles is bad for the environment/ scrapping perfectly good vehicles is counterproductive

Financial impact – Does not consider current cost of living crisis. Cannot afford daily charge/ to upgrade to a compliant vehicle compliant vehicles are expensive/ concerns about current vehicles being devalued

Wider impacts – public transport not sufficient/ suitable, will have detrimental impact on peoples lives, penalises commuters

Social impacts - Will negatively impact on social/ leisure activities/ visiting friends and family/ concerns about social isolation

Concerns about cost, affordability and impacts on those least able to pay are informing our approach to proposed modifications / mitigations.

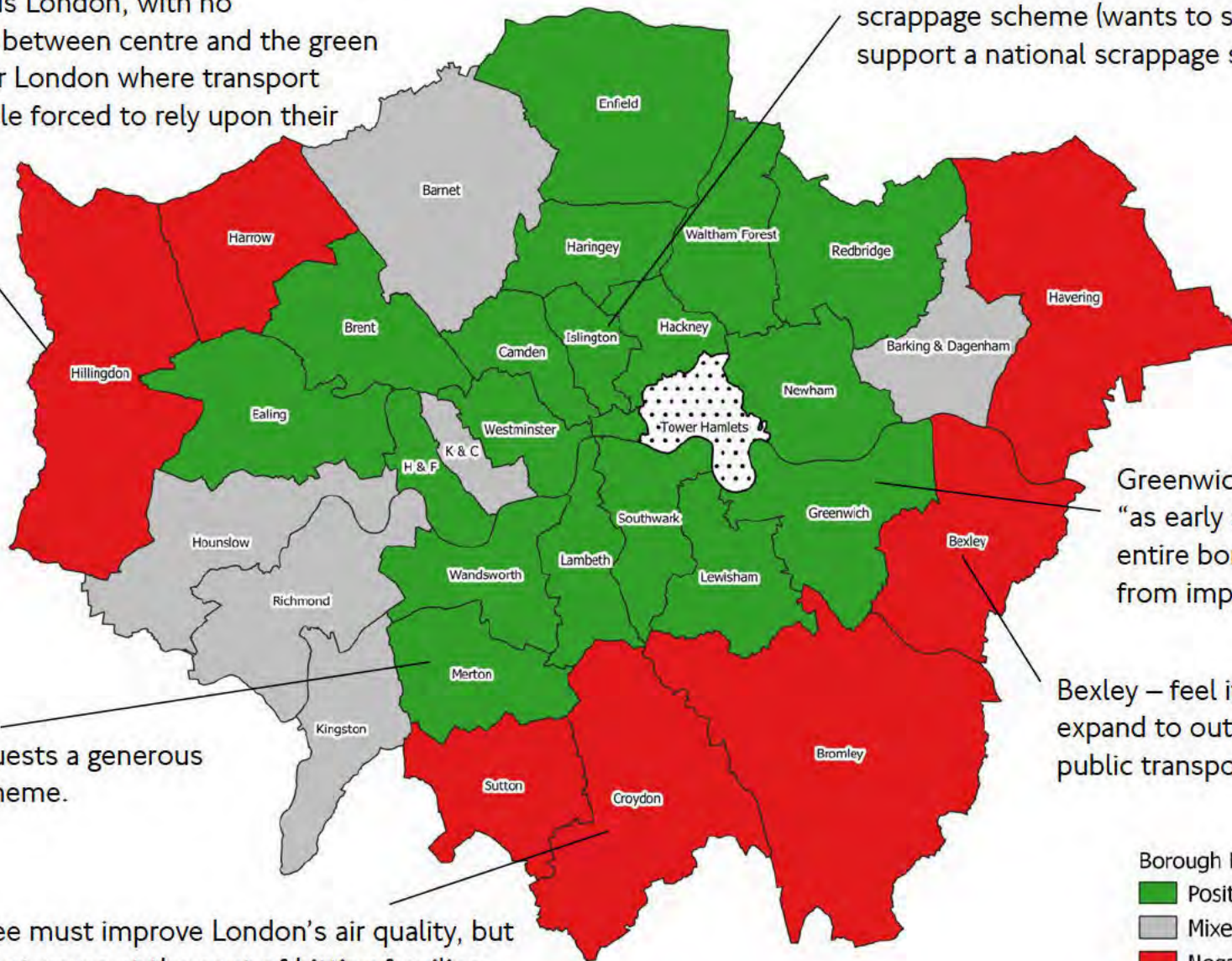
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Response from London Borough Councils on ULEZ proposals

Hillingdon – feel proposal is predicated upon a homogeneous London, with no differentiation between centre and the green spaces in outer London where transport poor and people forced to rely upon their cars and vans

Islington - supportive of expansion and of scrappage scheme (wants to see Government support a national scrappage scheme)



Greenwich – want expansion “as early as practical so the entire borough can benefit from improved air quality”

Bexley – feel it is inappropriate to expand to outer London where public transport is limited.

Merton - requests a generous scrappage scheme.

Croydon – agree must improve London’s air quality, but feel it should not come at the cost of hitting families and businesses already struggling to make ends meet



Summary of other stakeholder responses on ULEZ proposals

Stakeholder type	Top themes and comments	
Political Reps & Organisations	<ul style="list-style-type: none"> Concern about impact on low income households The timing is wrong during a cost of living crisis, implementation date is too soon 	<ul style="list-style-type: none"> Criticism about lack of detail on scrappage scheme and mitigations Concern about the impacts on small business/ self-employed/ tradespeople
Health	<ul style="list-style-type: none"> Action on the triple challenges is needed in London quickly ULEZ expansion should be considered as one measure to tackle air quality, further action is needed Scrappage scheme should be fully formed and accessible 	<ul style="list-style-type: none"> The proposals could impact on retention and recruitment of NHS staff Proposals will seriously impact health workers and care workers Suggestion for further discounts and exemptions for NHS/ health workers and patients
Environmental Groups	<ul style="list-style-type: none"> Vast majority of environmental groups voice support for the proposals 	
Transport and Road User Groups	<ul style="list-style-type: none"> Varied comments on the implementation date, with some agreeing with the date or wanting it earlier and some wanting it delayed Active travel groups strongly in favour of proposals 	<ul style="list-style-type: none"> Motorist interest groups strongly opposed to the proposals Comments on the disability exemptions, call for there to be a Blue Badge exemption
Businesses, freight and emergency services	<ul style="list-style-type: none"> The timing is wrong during a cost of living crisis There are a lot of supply chain issues with acquiring vans currently 	<ul style="list-style-type: none"> Agreement with removal of the Auto Pay registration fee Call for an exemption for Ambulance providers / private emergency vehicles
Charities and Community Organisations	<ul style="list-style-type: none"> Seeking discounts or exemptions for vehicles registered to charities The proposals will seriously impact the services many charities provide Charities will struggle to retain/ recruit new volunteers Concern about the timelines and timing is wrong during a cost of living crisis 	<ul style="list-style-type: none"> Comments on the differences between inner and outer London – a one-size-fits-all approach does not work Many volunteers use their own vehicles and cannot afford the charge, nor can the charities afford to cover the charge for their volunteers
Neighbouring local authorities	<ul style="list-style-type: none"> Scrappage scheme should be available in neighbouring authorities 	<ul style="list-style-type: none"> Concern that residents in neighbouring authorities have no democratic say in the Mayor or his policies – it is unjust for them to pay the ULEZ charge

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Summary of stakeholder responses on Future Road User Charging

Stakeholder type	Top themes and comments	
London Boroughs	<ul style="list-style-type: none"> Must be better public transport and active travel infrastructure in place if mode shift is to be encouraged 	<ul style="list-style-type: none"> Welcome discussions with TfL to discuss opportunities
Political Reps & Organisations	<ul style="list-style-type: none"> Any future schemes should be subject to TfL's funding situation Support a fair, smarter scheme to tackle triple challenges Future schemes should be flexible 	<ul style="list-style-type: none"> Suggestion that it was a mistake to consult on ULEZ expansion and future of road user charging together Critique that the consultation questions on future RUC were biased
Health	<ul style="list-style-type: none"> Largely supportive of a future scheme to tackle challenges View future scheme as key to mode shift, but ask for better public transport and active travel infrastructure 	<ul style="list-style-type: none"> The impact on different groups must be considered for a future scheme
Environmental Groups	<ul style="list-style-type: none"> Driving must become a less attractive option Future scheme must deliver against all MTS objectives 	<ul style="list-style-type: none"> Priorities should be distance driven, alternatives available and where in London the vehicle is driven Greater investment needed in public transport and active travel
Transport and Road User Groups	<ul style="list-style-type: none"> The scheme should be adaptable, act as a model for future national scheme It should be accompanied by improvements to public transport and active travel 	<ul style="list-style-type: none"> National road charging scheme should replace road & fuel tax Charging should be based on the size and weight of vehicle
Businesses, freight and emergency services	<ul style="list-style-type: none"> There should be consideration for car clubs either side of boundary 	<ul style="list-style-type: none"> Schemes must be fair and simple to understand Any future scheme must be in consultation with fleet operators
Charities and Community Organisations	<ul style="list-style-type: none"> Should be a differentiation between inner and outer London Request that the scheme is affordable Suggestion that shorter journeys are charged, not longer 	<ul style="list-style-type: none"> Suggestion that these proposals are too simplistic
Neighbouring local authorities	<ul style="list-style-type: none"> Welcome discussions with TfL on future opportunities Concern that future schemes will divert traffic into neighbouring boroughs 	<ul style="list-style-type: none"> Must be better provision of public transport before any future schemes

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Our responses to key issues raised

Key issues raised in the consultation have been considered and responses are being drafted in the Report to the Mayor, including:

- **Start date:** concern the August 2023 start date is too soon due to the cost of living crisis. Also concern it is not soon enough from environmental groups and that any deferral will mean the negative health impacts of poor AQ will last longer.
- **Scrappage scheme:** calls for a significant pot, more funding for specially adapted vehicles, and to provide an option for individuals to replace their vehicle with a cycle or mobility aid, or mobility credits.
- **Impact on disabled people:** raised concerns about the impact of increases in the cost of living, which have a greater impact on disabled people. Stakeholders believe the current grace period for vehicles in the disabled vehicle tax class excludes many people with significant mobility needs.
- **Outer London:** concerns about public transport provision in outer London and the cost of a compliant vehicle or availability of appropriate compliant vehicle.
- **Penalty Charge Notice (PCN):** concerns about the proposed increase to the PCN from £160 to £180 for the ULEZ and Congestion Charge.

Draft responses are set out in the following five slides. Further detail on these and other key issues will be included in the Report to the Mayor and Mayoral Decision form.

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Start date for London-wide ULEZ

Many have called for the August 2023 start date to be delayed, in particular until the cost of living crisis has subsided and more mitigations (such as a scrappage scheme) are prepared.

However some stakeholders are concerned that implementation is not soon enough.

When deciding on an implementation date for a scheme we have to take account of the need for urgent action to tackle the health issues associated with poor air quality, and also the wider cost of living crisis.

Compliance with ULEZ standards London-wide is 88 per cent now and is likely to be as high as 95 per cent for cars by the time the scheme goes live. This is based on vehicles seen in the zone by our cameras. Compliance rates for London registered vehicles are lower (as was the case for inner London when it was implemented last year).

Although it is positive that compliance rates are high, we recognise that for those least able to pay, particularly in the context of other cost pressures such as rising energy and food prices, the scheme could present additional challenges which need to be considered in the recommendations to the Mayor.

It remains our view that 29 August 2023 is an appropriate and achievable start date. However we recognise the need to provide more support to low income Londoners and people with disabilities and more details on this are provided in the following slides.

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Scrappage scheme

Scrappage is a key mitigation for many of the issues raised by affected groups and therefore we are proposing that the new scrappage scheme for London-wide ULEZ would have the following criteria, including new elements to provide additional support, particularly for low income and disabled Londoners:

The new Car and Motorcycle Scrappage Scheme would offer eligible low income and disabled Londoners:

- Scrap a car/ motorcycle - £2,000/ £1,000
- Scrap/ retrofit a wheelchair accessible van - £5,000 – *new special allowance, responding to stakeholders*
- Option of lower payment amount + mobility credit (one or two annual bus and tram passes) – *new*
- Improved offering of “3rd party” deals from a range of providers, encouraging mode shift

In response to stakeholder engagement, disabled Londoners can now request scrappage for their designated nominated driver who does not live with them. Evidence will need to be submitted alongside this.

The new Van and Minibus Scrappage Scheme would offer eligible microbusinesses, sole traders, and registered charities:

- Scrap only – £5,000 grant for vans, £7000 for minibuses - *payment was previously £7,000 for vans, but has now been lowered to reflect the lower cost of a replacement ULEZ compliant vehicle*
- Retrofit only - £5,000 for vans or minibuses – *new, retrofit was not previously available for vans.*
- Scrap and replace with electric vehicle - £7,500 for vans, £9,500 for minibuses - *new option to replace with electric minibus with higher payment level, reflective of cost.*

Eligibility is limited to sole traders and microbusinesses (up to 10 employees) and charities. *Previously it included small businesses but this will enable the funds to help more Londoners.*

Previous successful applicants not allowed to apply, and now only able to scrap one vehicle. *Previously it was up to three.* Frequency of travel requirement removed, given difficulties with measuring travel in outer London (previously used Auto Pay journeys as evidence of frequent travel in CCZ or required evidence of journeys outside CC hours).

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Impact on disabled people

Stakeholder groups have expressed concerns around eligibility of the current disabled tax class grace period, and the lack of specific support for Wheelchair Accessible Vehicles (WAVs). After careful consideration and assessment of alternatives, the following modifications to the proposals are proposed:

1) Supplement disabled tax class and disabled passenger vehicle tax class grace period with more inclusive “Disabled persons grace period”

- Currently, only individuals who receive the enhanced/higher mobility component of Personal Independence Payment (PIP) /Disability Living Allowance (DLA) get a grace period if they apply for the disabled tax class. We propose to change the way this is done so it is no longer linked to receipt of the disabled tax class, and also to widen the scope to accept those in receipt of the *standard* mobility component of PIP.
- Other disability benefits will also be included to cover almost the same eligibility as for Blue Badge. This includes the higher rate mobility component of Child Disability Payment, the War Pensioners’ Mobility supplement and the Armed Forces Independence Payment.
- With current London-wide compliance at 88 per cent, up to around 4,500 additional non-compliant vehicles could be eligible for this grace period to Oct 2027.

2) Expand the current grace period for private hire WAVs to all WAVs

- The grace period could commence in spring 2023
- Current estimates of WAVs in London are around 3,000 vehicles. If we apply the current compliance rate of vans (82 per cent), which make up the majority of WAVs, it is considered there would be c.160 non-compliant WAVs currently registered in London.

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Outer London

Political representatives and boroughs in outer London have expressed concerns around the impact of the proposal, including the availability of alternatives, in particular at a time when we are consulting on reducing bus services by 4 per cent, and on residents in areas on the edge of London.

Improving the accessibility of London's extensive public transport network is a key component of the Mayor's Transport Strategy and we work hard to deliver an equitable, accessible and inclusive system that works for everyone. This includes:

- Opening the Elizabeth Line
- Extending London Overground to Barking Riverside
- Working with boroughs across all parts of London to deliver new and improved bus priority

We are also working to deliver our Walking and Cycling action plans, which include infrastructure and non-infrastructure measures to make walking and cycling accessible and inclusive. This includes:

- Supporting boroughs to deliver around 100 Low Traffic Neighbourhoods. There are also now more than 500 School Streets in London
- Continuing to expand our strategic cycling network (including Cycleway 9 in Chiswick) and provide more cycle parking

On bus services – it appears that consulting on bus proposals at the same time has led to some additional concern and misunderstanding. In fact, the majority of proposed bus service reductions are in inner London, within the existing ULEZ area, and the changes have been designed to protect the bus services in outer London. In addition, there are no planned reductions in services that cross the London boundary.

It is our view that due to the disproportionate impacts of poor air quality on outer London, the effectiveness of the LEZ boundary for that scheme (providing drivers with appropriate routes to avoid the zone), and in the context of the limited impact of bus changes in outer London, the proposed boundary is appropriate.

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Penalty Charge Notice

Most respondents have said that the proposed Penalty Charge Notice of £180 is too high

In the consultation we proposed increasing the penalty charge to maintain the deterrent effect and achieve scheme objectives for the ULEZ and Congestion Charge.

Over time the deterrent effect of receiving a Penalty Charge Notice (PCN) decreases. This is due to a number of factors including inflation and particularly for the Congestion Charge, the level of the charge itself reducing the relative disbenefit of the penalty charge.

The proportion of vehicles given multiple PCNs has increased for both schemes, rising to 28 per cent for the Congestion Charge and 32 per cent for ULEZ in 2021. However we are also seeing an increase in bad debt, potentially reflecting a growing inability to pay for some vehicle owners.

We have considered the proposed PCN increase in the context of the wider cost of living crisis and affordability challenges faced by Londoners. The proposed removal of the AutoPay registration fee should mean that this cost acts as a deterrent to non-payment but can be easily avoided by using an account.

On this basis, it is possible to proceed with this change without having a significant impact on affordability for the vast majority of people. However we will further assess the impact of this proposal and the consultation responses to it before finalising our recommendation in the Report to the Mayor.

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Amending the MTS: comments and next steps

Consultation responses

- There were mixed support and opposition comments on the proposed MTS amendment
- Some stakeholders suggested specific changes to Proposals 24 e.g.
 - Proposal 24 should commit to reinvesting revenue in outer London infrastructure
 - Proposal 24 should not refer to boroughs as they have different powers re: RUC
 - Proposal 24 should add road danger reduction to objectives
- Some comments call for wider revision of the MTS

Next steps

- Completion of habitats screening exercise
- Lay proposed draft amendment before London Assembly plenary meeting (17 November) who may vote to reject it (2/3 majority of votes cast to reject)

Habitats Regulation Assessment (HRA)

- Late request by Natural England to carry out HRA, covering Epping Forest
- Screening exercise underway to determine whether full assessment is required

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Next steps

Task	Date
MTS Corporate Investment Board	24 October 2022
MTS Mayoral decision (approval of pre publication draft)	1 November 2022
MTS considered at London Assembly plenary meeting	17 November 2022
MTS revision publication and press release	TBC November 2022
Scheme VO Corporate Investment Board	7 November 2022
Scheme VO Mayoral decision	24 November 2022
Scheme VO press release	24 November 2022
Stage 1 implementation*: removal Autopay fees, increase PCN levels, scrappage scheme opens for applications	30 January 2023
Stage 2 implementation*: ULEZ expansion to outer London takes effect	29 August 2023

*implementation dates are subject to Mayoral Decision

We will also develop a stakeholder plan to proactively communicate any decision to key stakeholders on the day of the announcement.

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Jacob Gemma

From: [redacted] <[redacted]@london.gov.uk>
Sent: 09 September 2022 18:40
To: Shirley Rodrigues; Seb Dance; Williams Alex; [redacted] Lancaster Mike; Powell Gareth; Calderato Christina; Carter Howard; Chapman Helen (Licensing & Regulation); Rowe David (ST); Philip Graham; Norman Will (Will Norman, Walking & Cycling Commissioner); Will Norman; Emma Strain; [redacted] Sarah Brown; [redacted]
Cc: [redacted] Felicity Appleby; Richard Watts; David Bellamy
Breden Julie; Cowperthwaite Paul; Cunningham Tom (ST); Courtney Mandy; Neather Andy; [redacted]; Herbert Sarah (PA to Deputy Chair of TfL); Hayward-Speight Lucy; Catherine Seaborn; [redacted] Naik Trupti; [redacted]; Matson Lilli; [redacted] +Corporate Affairs; Champion Daniel; [redacted]
Subject: RE: Air Quality Implementation Group - papers (13 Sept 2022)
Attachments: AQIG 2 August 2022 draft minutes.docx; AQIG-220913-FINAL.pdf

Dear all

Despite the sad news about the death of Her Majesty the Queen, we are currently planning for AQIG to go ahead as planned on Tuesday (13 Sept), which will be held on Teams at 4pm.

Please see the papers attached.

Have a good weekend.

[redacted]

[redacted]

Assistant Director – Transport, Infrastructure and Connectivity

GREATERLONDONAUTHORITY
169 Union Street, London, SE1 0LL

[redacted]

london.gov.uk

[redacted] [london.gov.uk](https://www.london.gov.uk)

[redacted]

[redacted]

NHS health information and advice about coronavirus can be found at [nhs.uk/coronavirus](https://www.nhs.uk/coronavirus)

The GLA stands against racism. Black Lives Matter.

AQIG Tuesday 2 August 2022

Attendees:

Shirley Rodrigues (Chair)

Richard Watts

[Redacted]

Jenny Killin

Christina Calderato

Dan Champion

[Redacted]



Agenda Item	Action or Decision	Who
[Redacted]	[Redacted]	[Redacted]
Consultation update	<ul style="list-style-type: none"> • Noted • Still a few stakeholder and borough responses expected to come in over the next week or two • Report on final stakeholder responses to be circulated next week 	CC
[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]
[Redacted]	[Redacted]	[Redacted]

MAYOR OF LONDON

Air Quality Implementation Group

13 September 2022



TFL RESTRICTED

Agenda

Item

Lead

■

[REDACTED]

[REDACTED]

2. Consultation Update

Christina Calderato

■

[REDACTED]

[REDACTED]

■

[REDACTED]

[REDACTED]

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2. Consultation Update

Background

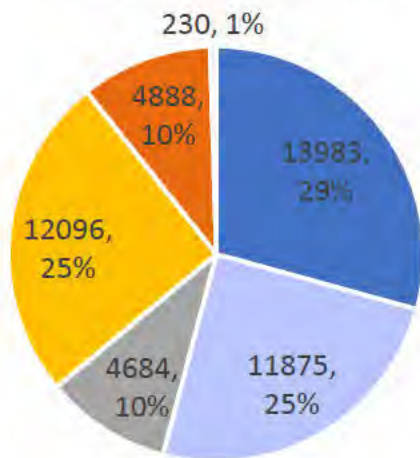
- Public consultation on proposals to help improve air quality, tackle climate change and reduce traffic congestion took place between 20 May and 29 July 2022.
- Proposals consulted on include:
 - Expanding the ULEZ London-wide in August 2023
 - Removing the AutoPay £10 annual registration fee for Congestion Charge, LEZ and ULEZ
 - Increasing the Penalty Charge for non-payment of the Congestion Charge and ULEZ from £160 to £180
 - Changes to the Mayor’s Transport Strategy
 - We also asked for people’s views to help shape the future of road user charging
- Over 52,000 responses were received, which makes this the largest response to a TfL consultation in the past decade.
- Over 300 stakeholder responses were received and over 80 meetings with stakeholders held.
- This report provides a summary of findings from the consultation and sets out issues to consider.
- Full details and recommendations will be provided in a suite of decision documents including the Integrated Impact Assessment for (1) the MTS revision and (2) the RUC proposals including ULEZ expansion.

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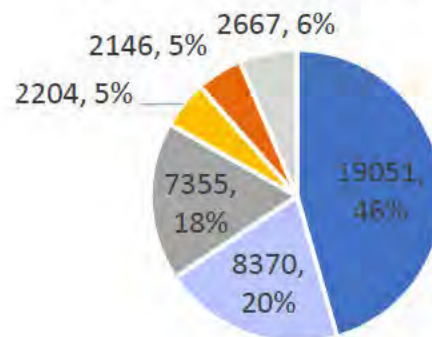
Consultation survey results – concern about air quality and ULEZ discounts, exemptions and mitigations

Q1: How concerned about air quality where you live?



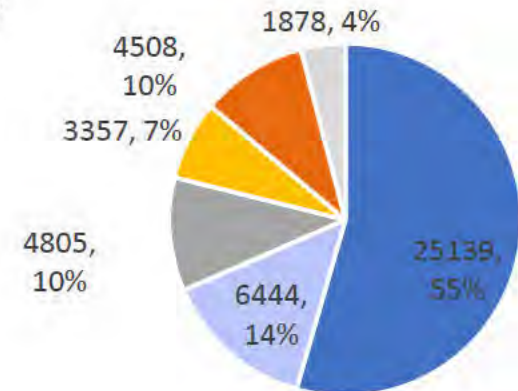
- Very concerned
- Concerned
- No opinion
- Unconcerned
- Very unconcerned
- Don't know

Q6: How important do you consider it is to continue to have these existing discounts and exemptions and reimbursements for ULEZ?



- Very important
- Important
- No opinion
- Unimportant
- Very unimportant
- Don't know

Q9: How important is it that the proposed expansion of the ULEZ is supported by a scrappage scheme?



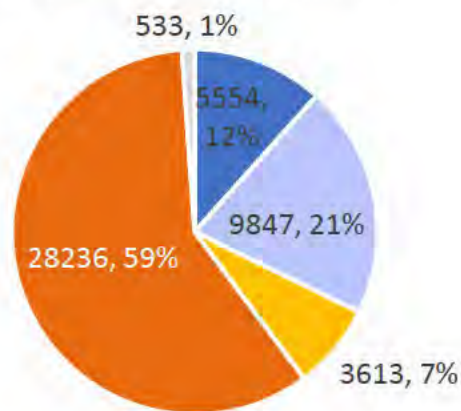
Note percentages subject to minor changes as final data continues to be analysed (target to complete early sept).
Q1 & Q9 include campaign responses.

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Consultation survey results – ULEZ implementation date

Q8: We are proposing to expand the ULEZ London-wide in August 2023. What do you think of the implementation date?



- It should be earlier
- It should be later
- Don't Know
- It is the right date
- It should not be implemented at all

- 40% of respondents think the expansion should be implemented (figure combines the responses of people that said it should be implemented earlier, on the 29 August 2023, or at a later date)
- 59% of respondents thought the expansion should not be implemented at all.
- We have analysed the results by area and there is broadly more support for expansion in inner London and opposition in outer London
- Many responses highlight concerns about the timing of the implementation in the context of the cost of living crisis and this will be core to our thinking about next steps and mitigations

Note percentages subject to minor changes as final data continues to be analysed (target to complete early sept).

Q8 includes campaign responses.

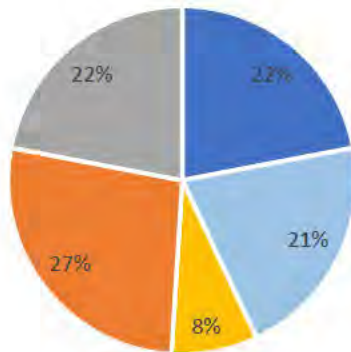
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ULEZ expansion YouGov poll results

The GLA commissioned YouGov to carry out a poll between 15th and 20th July 2022 with 1,245 London residents aged 18+. Respondents completed online surveys from an email link. The figures have been weighted to be representative of all London adults, in line with industry best practice. Responses indicate that:

Poll results - what do you think of the implementation date?



- It should be earlier
- It should be later
- Don't know
- It is the right date
- It should not be implemented at all

- Just over half of Londoners support the ULEZ expansion (51%); this is comprised primarily of people who are keen to see it put into place on the planned implementation date of 29th August 2023 (21%) or earlier (22%). A smaller proportion agree that it should be enacted, but at a later date (8%).
- 27% of Londoners say that the standard should not be implemented at all with a further fifth of Londoners saying that they 'don't know' (22%).
- Demographic trends are in line with those seen for the Inner London ULEZ scheme, suggesting that support is unlikely to have wavered for certain groups in light of the cost of living crisis.
- These results will be included in the Report to the Mayor as part of the full suite of documents to inform decision making. Care will be required to present poll results alongside consultation responses in order that all information can be considered.

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Response from London Borough Councils on ULEZ proposals

Hillingdon – feel proposal is predicated upon a homogeneous London, with no differentiation between centre and the green spaces in outer London where transport poor and people forced to rely upon their cars and vans

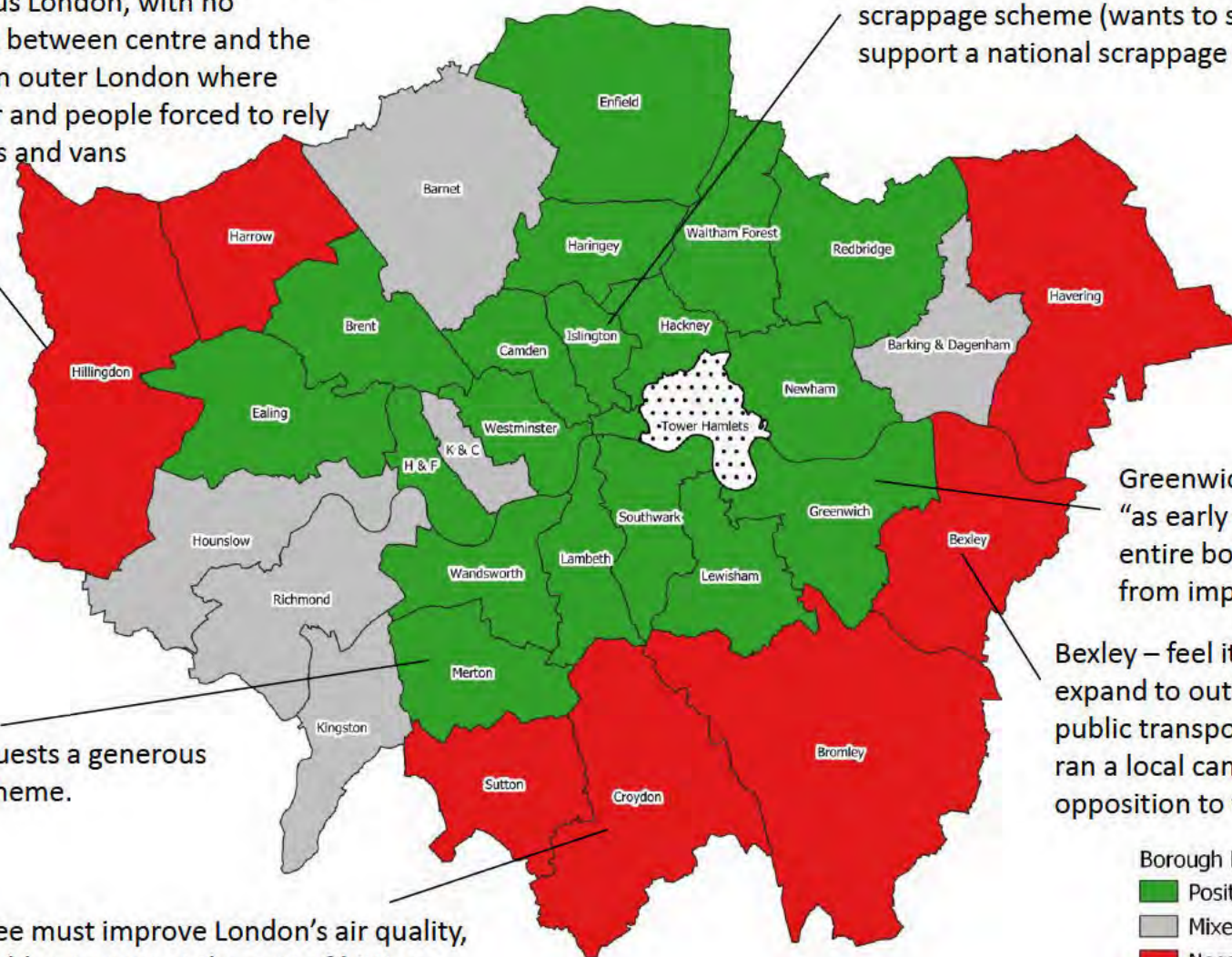
Islington - supportive of expansion and of scrappage scheme (wants to see Government support a national scrappage scheme)

Greenwich – want expansion “as early as practical so the entire borough can benefit from improved air quality”

Bexley – feel it is inappropriate to expand to outer London where public transport is limited. MP ran a local campaign to opposition to the scheme

Merton - requests a generous scrappage scheme.

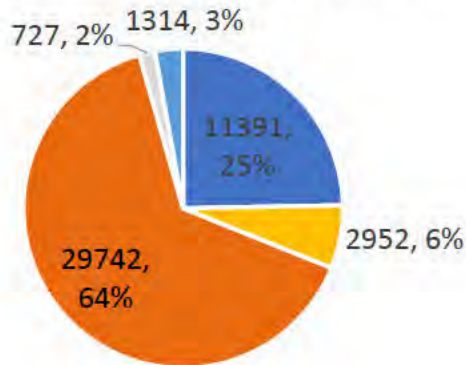
Croydon – agree must improve London’s air quality, but feel it should not come at the cost of hitting families and businesses already struggling to make ends meet



- Borough Feedback
- Positive
 - Mixed
 - Negative
 - No Feedback Given

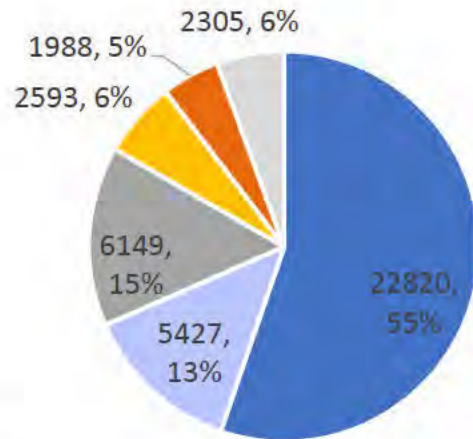
Consultation survey results – PCN increase, Autopay and privacy

Q10: Do you consider the proposed **PCN level** of £180 is...?



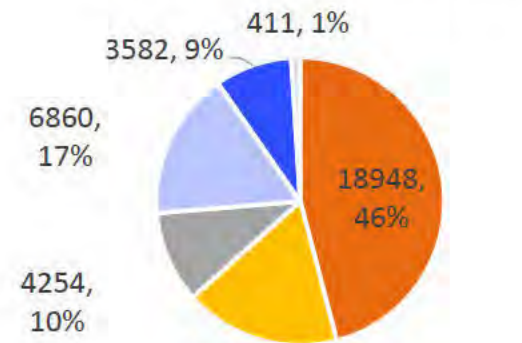
- Sufficient to act as an effective deterrent
- Not high enough to act as an effective deterrent
- Too high
- Don't know
- No opinion

Q11: How important is it that we remove the annual **£10 Auto Pay administration** fee per vehicle (for the ULEZ, the Low Emission Zone (LEZ), and the Congestion Charge)?



- Very important
- Important
- No opinion
- Unimportant
- Very unimportant
- Don't know

Q12: How concerned are you about **use of your data** and the installation of more Automatic Number-Plate Recognition (ANPR) cameras to collect information on vehicle movements to enforce an expanded London-wide ULEZ?



- Very concerned
- Concerned
- No opinion
- Unconcerned
- Very unconcerned
- Don't know

Note percentages subject to minor changes as final data continues to be analysed (target to complete early sept).
Q10 includes campaign responses.

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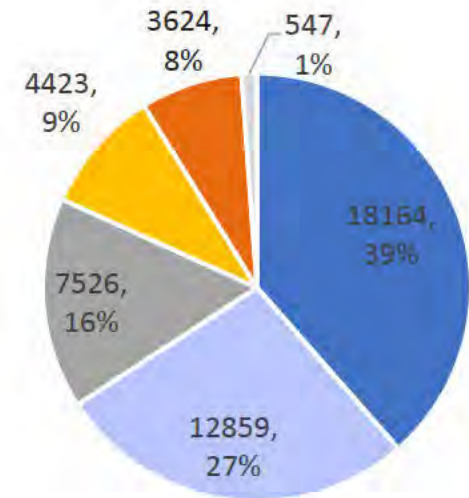
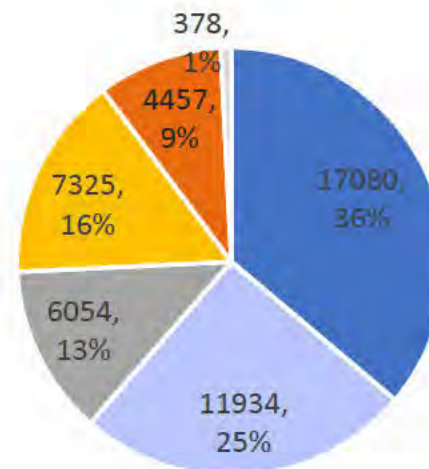
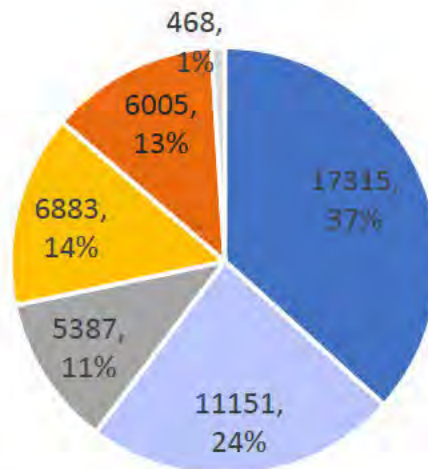
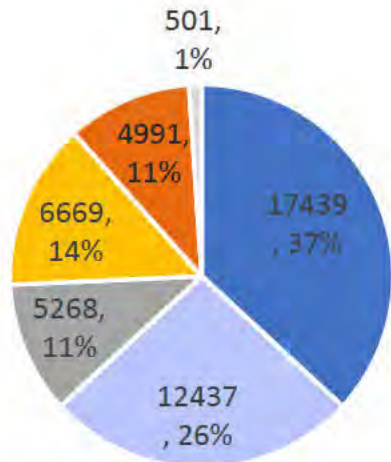
Consultation survey results – importance of climate emergency, traffic congestion, health and health inequality

Q15: How important is it to you that we take further steps to tackle **air pollution** in London??

Q16: How important is it that we take further steps to tackle the **climate emergency** by reducing emissions in London?

Q17: How important is it that we take further steps to tackle **traffic congestion** in London?

Q18: How important is it that we take further steps to improve the **health of Londoners** and address health inequality in London?



■ Very important ■ Unimportant
■ Important ■ Very unimportant
■ No opinion ■ Don't know

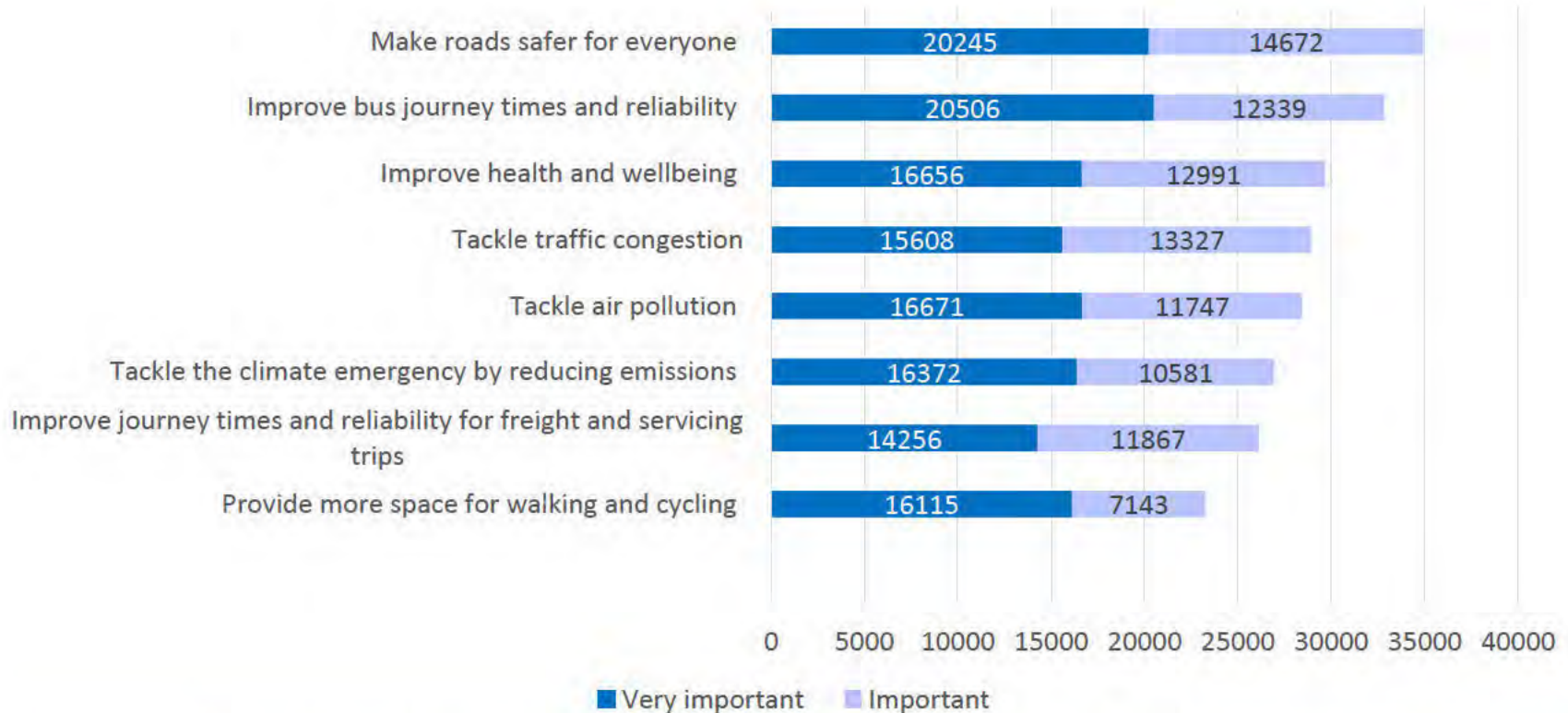
Note percentages subject to minor changes as final data continues to be analysed (target to complete early sept).
 Q15, Q16, Q17 & Q18 include campaign responses.

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Consultation survey results – future Road User Charging scheme

Q19: If we were to develop a future road user charging scheme to replace our existing schemes, how important is it for the new scheme to address the following challenges?



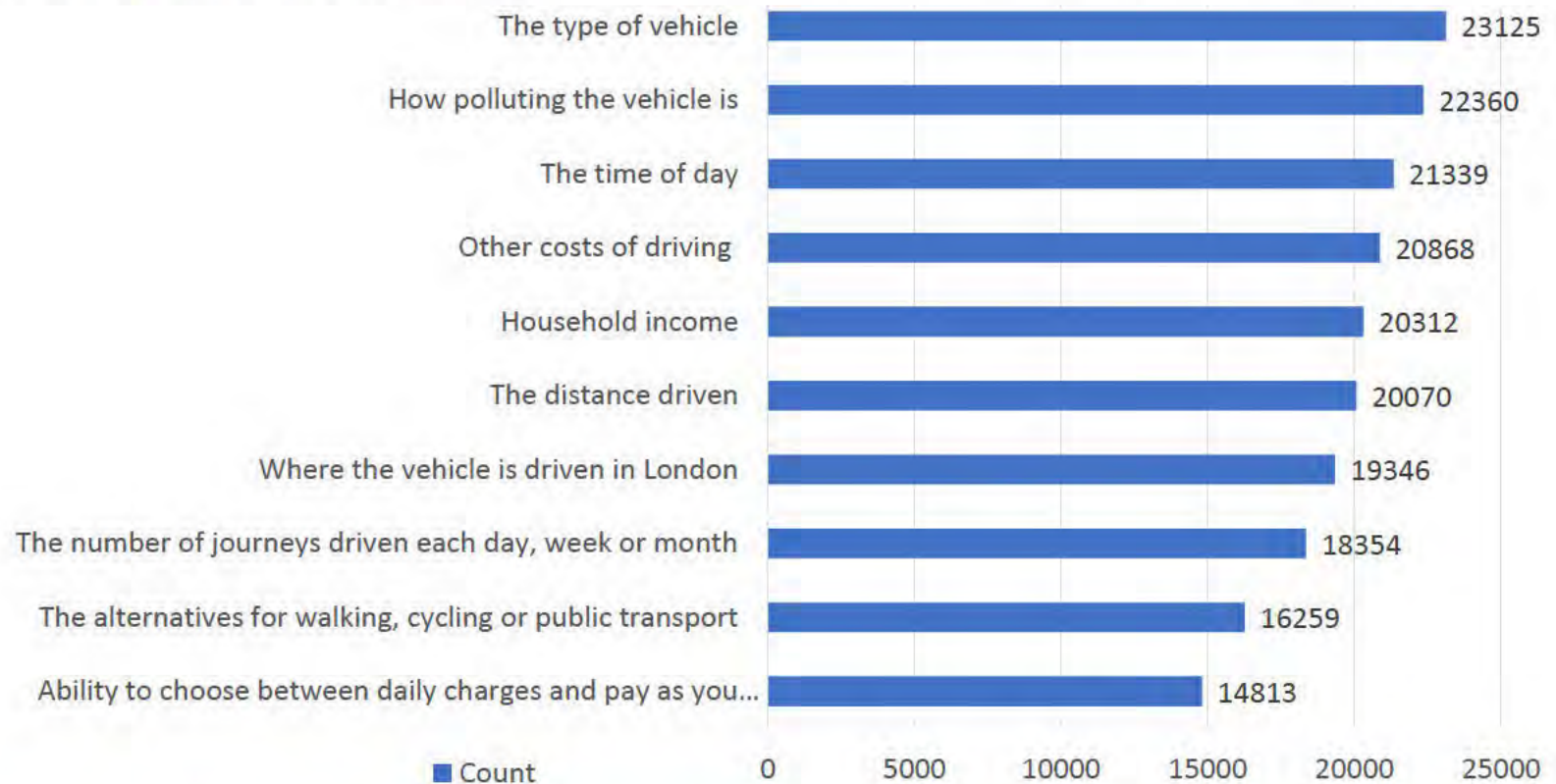
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Q19 includes campaign responses.

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Consultation survey results – future Road User Charging scheme

Q21: If we develop a future road user charging scheme to replace existing schemes, what elements should be considered?



Note percentages subject to minor changes as final data continues to be analysed (target to complete early sept).

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Key issues raised on ULEZ expansion

Key issues raised in the consultation have been considered and responses are being drafted in the Report to the Mayor, including:

- **Scrappage scheme:** calls for a significant pot, more funding for specially adapted vehicles, and to provide an option for individuals to replace their vehicle with a cycle or mobility aid, or mobility credits.
- **Impact on disabled people:** raised concerns about the impact of increases in the cost of living, which have a greater impact on disabled people. Stakeholders believe the current grace period for vehicles in the disabled vehicle tax class excludes many people with significant mobility needs.
- **Start date:** concern the August 2023 start date is too soon due to the cost of living crisis. Also concern it is not soon enough from environmental groups and that any deferral will mean the negative health impacts of poor AQ will last longer.
- **Outer London:** concerns about public transport provision in outer London and the cost of a compliant vehicle or availability of appropriate compliant vehicle.
- **Penalty Charge Notice (PCN):** concerns about the proposed increase to the PCN from £160 to £180 for the ULEZ and Congestion Charge.

Draft responses are set out in the following five slides. Further detail on these and other key issues will be included in the Report to the Mayor and Mayoral Decision form.

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We propose to make a number of modifications in response to issues raised during consultation

As a result of stakeholder engagement and feedback from the consultation we have proposed a number of further mitigations as set out below.

- **Changes to the scrappage scheme:**
 - a new option to scrap or retrofit wheelchair accessible vans;
 - new 'mobility credit' option which includes up to two annual bus and tram tickets;
 - new criteria to allow disabled Londoners to apply on behalf of designated nominated drivers who do not live with them;
 - new retrofit option for vans and electric replacement option for minibuses;
 - other changes to van scrappage scheme to enable the funds to support more Londoners are also proposed, including revised payment levels and number of vehicles that can be scrapped.
- **Mitigations for disabled people (in addition to changes to the scrappage scheme):**
 - widen eligibility to the disabled persons' grace period from those with disabled tax class or disabled passenger tax class vehicles;
 - no longer require people who receive the enhanced / higher level mobility component of PIP to apply for tax class;
 - Expand eligibility to those who are in receipt of the standard mobility component of PIP;
 - Include other disability benefits to cover almost the same eligibility as Blue Badge, including the higher rate mobility component of Child Disability Payment, the War Pensioners' Mobility supplement and the Armed Forces Independence Payment.
 - Extend the grace period for Wheelchair Accessible PHVs to all wheelchair accessible vehicles.

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Responses to other key issues

- **Start date:** Given the urgent need for action in outer London due to the impact of poor air quality on the health of vulnerable Londoners, the high compliance rates already seen in the zone and the new proposed modifications which will further mitigate impacts on Londoners, we consider the proposed date for expanding the ULEZ London-wide from 29 August 2023 is still appropriate.
- **Outer London:** We recognise the differences between inner and outer London and responses to the consultation have provided useful feedback on what additional mitigations may be required for a further expansion of ULEZ. However, given the disproportionate impact of poor air quality on outer London residents, we consider the expansion of ULEZ is urgently required to improve air quality London-wide.
- **Penalty Charge Notice (PCN):** We have considered the proposed PCN increase in the context of the wider cost of living crisis and affordability challenges faced by Londoners. The proposed removal of the AutoPay registration fee should mean that the higher PCN level would act as a deterrent to non-payment but could easily be avoided by using an account. It should therefore be possible to proceed with this change without having a significant impact on affordability for the vast majority of people.

Further detail on all issues raised and our response will be written up in the Report to the Mayor.

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Revising the MTS: comments and next steps

Consultation responses

- There were mixed support and opposition comments on the proposed MTS revision
- Some stakeholders suggested specific changes to Proposals 24 e.g.
 - Proposal 24 should commit to reinvesting revenue in outer London infrastructure
 - Proposal 24 should not refer to boroughs as they have different powers re: RUC
 - Proposal 24 should add road danger reduction to objectives
- Some comments call for wider revision of the MTS

Next steps

- Completion of habitats screening exercise
- Lay proposed draft amendment before London Assembly plenary meeting (17 November) who may vote to reject it (2/3 majority of votes cast to reject)

Habitats Regulation Assessment (HRA)

- Late request by Natural England to carry out HRA, covering Epping Forest
- Screening exercise underway to determine whether full assessment is required

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Next steps

Task	Date
MTS Corporate Investment Board	24 October 2022
MTS Mayoral decision (approval of pre publication draft)	1 November 2022
MTS considered at London Assembly plenary meeting	17 November 2022
MTS revision publication and press release	TBC November 2022
Scheme VO Corporate Investment Board	21 November 2022
Scheme VO Mayoral decision	24 November 2022
Scheme VO press release	24 November 2022
Stage 1 implementation*: removal Autopay fees, increase PCN levels, scrappage scheme opens for applications	30 January 2023
Stage 2 implementation*: ULEZ expansion to outer London takes effect	29 August 2023

*implementation dates are subject to Mayoral Decision

We will also develop a stakeholder plan to proactively communicate any decision to key stakeholders on the day of the announcement.

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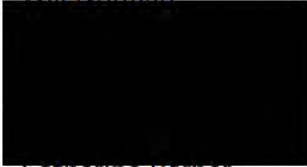
AQIG Tuesday 13 September 2022

Attendees:

Shirley Rodrigues (Chair)

Seb Dance

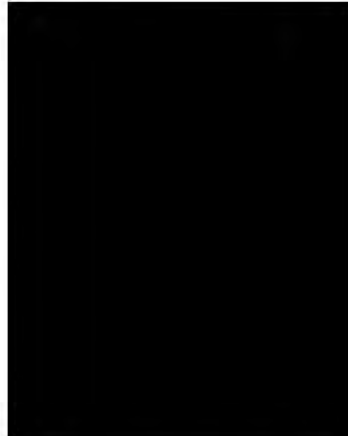
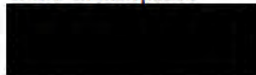
Will Norman



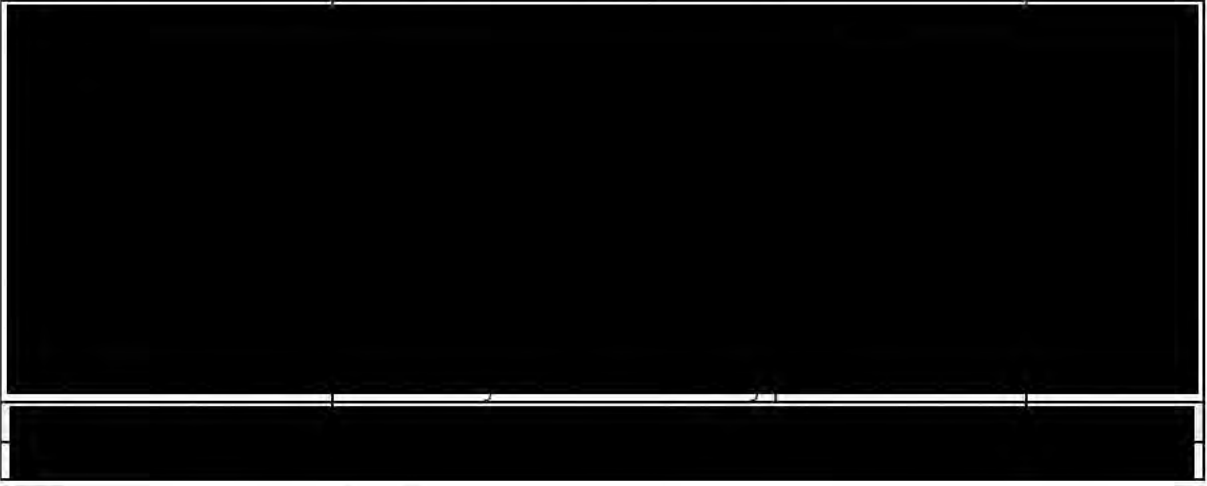
Catherine Barber

Christina Calderato

Dan Champion



Agenda Item	Action or Decision	Who
Consultation	<ul style="list-style-type: none">• Noted theme of mitigations (incl. scrappage) coming through the responses• Report to the Mayor to include all relevant information, including updated scientific evidence on health impacts of air pollution• Noted themes coming through for RUC. TfL will consider as part of ongoing exploratory work.• Noted timeline for decision making process.	



Jacob Gemma

From: Doyne Stephanie
Sent: 23 September 2022 15:38
To: [REDACTED] Elliot Treharne; [REDACTED]
Cc: +Corporate Affairs
Subject: RE: 29 September 2022 Mayor's meeting pack
Attachments: Item 1a RUC - ULEZ consultation.pdf; Final Pack - 29 September 2022 (updated).pdf

Hi [REDACTED]

See attached as requested.

Kind regards
Stephanie

TfL RESTRICTED

From: [REDACTED]@london.gov.uk>
Sent: 23 September 2022 15:25
To: Doyne Stephanie <[REDACTED]@tfl.gov.uk>; Elliot Treharne <[REDACTED]@london.gov.uk>; [REDACTED]@london.gov.uk>; [REDACTED]@london.gov.uk>
Cc: +Corporate Affairs [REDACTED]@tfl.gov.uk>
Subject: RE: 29 September 2022 Mayor's meeting pack

Hi all

See below – could you pick up this comment (from [REDACTED] and send back an amended pack?

Ta

My only comment is that the Assembly meeting scheduled for 17 November is not a plenary meeting, it's an MQT meeting. I know we're going to have a discussion about that next week, and the details are not imperative at this stage, but for now I do think we should correct that in the pack (just take out 'plenary' on slides 16 and 17).

From: Doyne Stephanie <[REDACTED]@tfl.gov.uk>
Sent: 23 September 2022 14:00
To: Elliot Treharne <[REDACTED]@london.gov.uk>; [REDACTED]@london.gov.uk>; [REDACTED]@london.gov.uk>; [REDACTED]@london.gov.uk>
Cc: +Corporate Affairs <[REDACTED]@tfl.gov.uk>
Subject: RE: 29 September 2022 Mayor's meeting pack

See attached as requested.

Kind regards
Stephanie

TfL RESTRICTED

From: Doyne Stephanie
Sent: 23 September 2022 11:15
To: Elliot Treharne <[REDACTED]@london.gov.uk>; [REDACTED]

<[redacted]@london.gov.uk>; [redacted]; [redacted]@london.gov.uk>; [redacted]
[redacted]@london.gov.uk>

Cc: +Corporate Affairs [redacted]@tfl.gov.uk>
Subject: 29 September 2022 Mayor's meeting pack

Hi all,

See attached the final Mayor's meeting pack for 29 September. I have also attached the ULEZ deck separately should you want to share with Shirley.

Please let me know if you have any questions.

Kind regards
Stephanie

Stephanie Doyne
Corporate Affairs Manager | Corporate Affairs
Phone: [redacted] (auto [redacted] | Mobile: [redacted]
11th floor (Y8), Palestra, 197 Blackfriars Road, London SE1 8NJ |
Email: [redacted]@tfl.gov.uk



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Road User Charging – ULEZ consultation



London-wide ULEZ, MTS and Road User Charging consultation results

Briefing for the Mayor

29 September 2022

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Overview

- Public consultation on proposals to help improve air quality, tackle climate change and reduce traffic congestion took place between 20 May and 29 July 2022.
- Proposals consulted on include:
 - Expanding the ULEZ London-wide in August 2023
 - Removing the AutoPay £10 annual registration fee for Congestion Charge, LEZ and ULEZ
 - Increasing the Penalty Charge for non-payment of the Congestion Charge and ULEZ from £160 to £180
 - Changes to the Mayor’s Transport Strategy
 - We also asked for people’s views to help shape the future of road user charging
- Nearly 58,000 responses were received, which makes this the largest response to a TfL consultation. In addition, over 300 stakeholder responses were received and over 80 meetings with stakeholders held.
- This report provides a summary of the findings from the consultation and sets out some options to consider to ensure we respond to the concerns raised in the consultation. No decisions are required today, as the decision papers will be submitted for your consideration later in the year.
- Full details and recommendations will be provided in a suite of decision documents including the Integrated Impact Assessment for (1) the MTS revision and (2) the ULEZ expansion and other RUC proposals.

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Background to proposals

The case for change:



Road transport accounts for:

44% 31% 28%

NO_x emissions PM_{2.5} emissions CO₂ emissions

Greatest number of deaths related to **air pollution** were in

outer London boroughs

mainly due to the higher proportion of **elderly people**, who are more vulnerable



Health: In 2019 toxic air contributed to more than **4,000** premature deaths in London



All Londoners live in areas exceeding the updated WHO guideline for **PM_{2.5}**

Analysis indicates an expansion of the **Ultra Low Emission Zone London-wide** could:



Reduce NO_x emissions from cars and vans in **outer London**



Reduce NO_x emissions from cars and vans by around **360,000 tonnes**



Reduce CO₂ emissions in outer London



Shift **70,000 – 100,000** of the most polluting cars on London's roads to compliant vehicles



Further reduction in the remaining most polluting cars by **29,000 – 44,000** per day through behaviour change

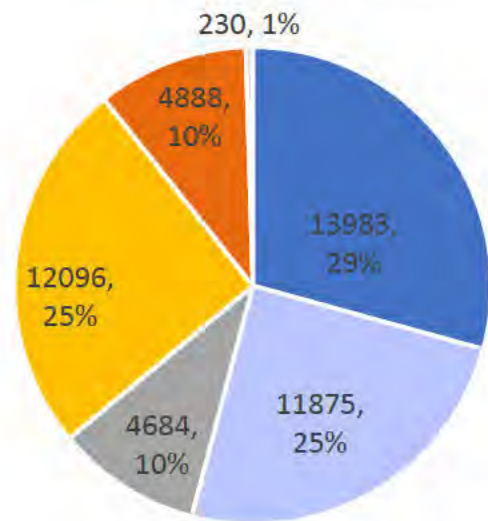
Note – impacts on emissions and trips based on our central compliance scenario. Impact on car volumes based on our range of compliance scenarios

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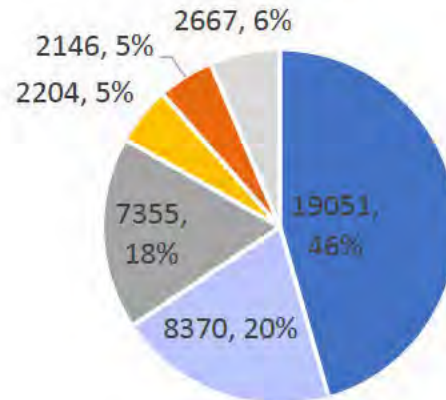
Consultation survey results – concern about air quality and ULEZ discounts, exemptions and mitigations

Q1: How concerned about air quality where you live?



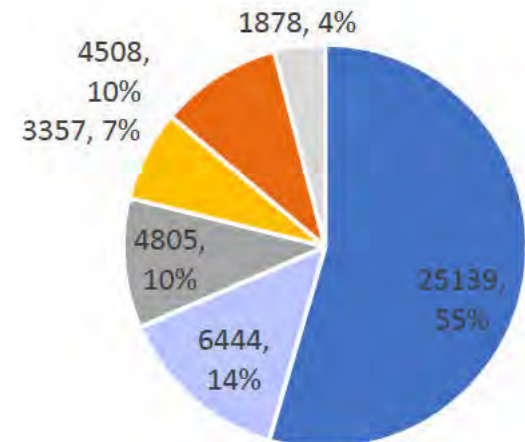
- Very concerned
- Concerned
- No opinion
- Unconcerned
- Very unconcerned
- Don't know

Q6: How important do you consider it is to continue to have these existing discounts and exemptions and reimbursements for ULEZ?



- Very important
- Important
- No opinion
- Unimportant
- Very unimportant
- Don't know

Q9: How important is it that the proposed expansion of the ULEZ is supported by a scrappage scheme?



Note percentages subject to minor changes as final data continues to be analysed (target to complete early sept).

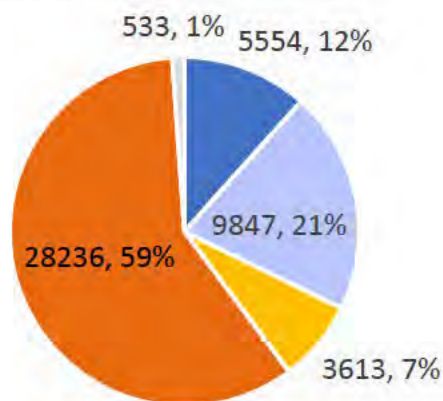
Q1 & Q9 include campaign responses.

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Consultation results and YouGov poll – ULEZ implementation date

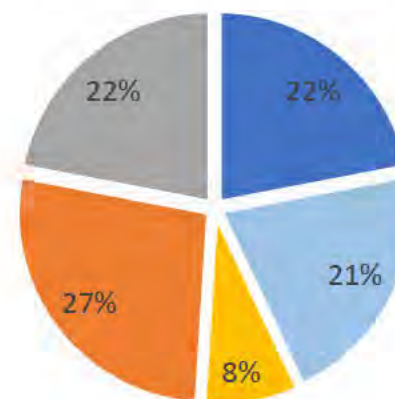
Q8: We are proposing to expand the ULEZ London-wide in August 2023. What do you think of the implementation date?



- It should be earlier
- It is the right date
- It should be later
- It should not be implemented at all

- Broadly opposition in outer London and more support for expansion in inner London
- Concerns raised in the context of the cost of living crisis - this will be core to thinking about mitigations

Poll results - what do you think of the implementation date?



- The GLA commissioned YouGov to carry out a poll in July 2022 with 1,245 London residents aged 18+.
- Figures have been weighted to be representative of all London adults, in line with industry best practice.
- Responses indicate that 51% of Londoners support ULEZ implementation.
- These results will be included as part of the full suite of documents to inform decision making.

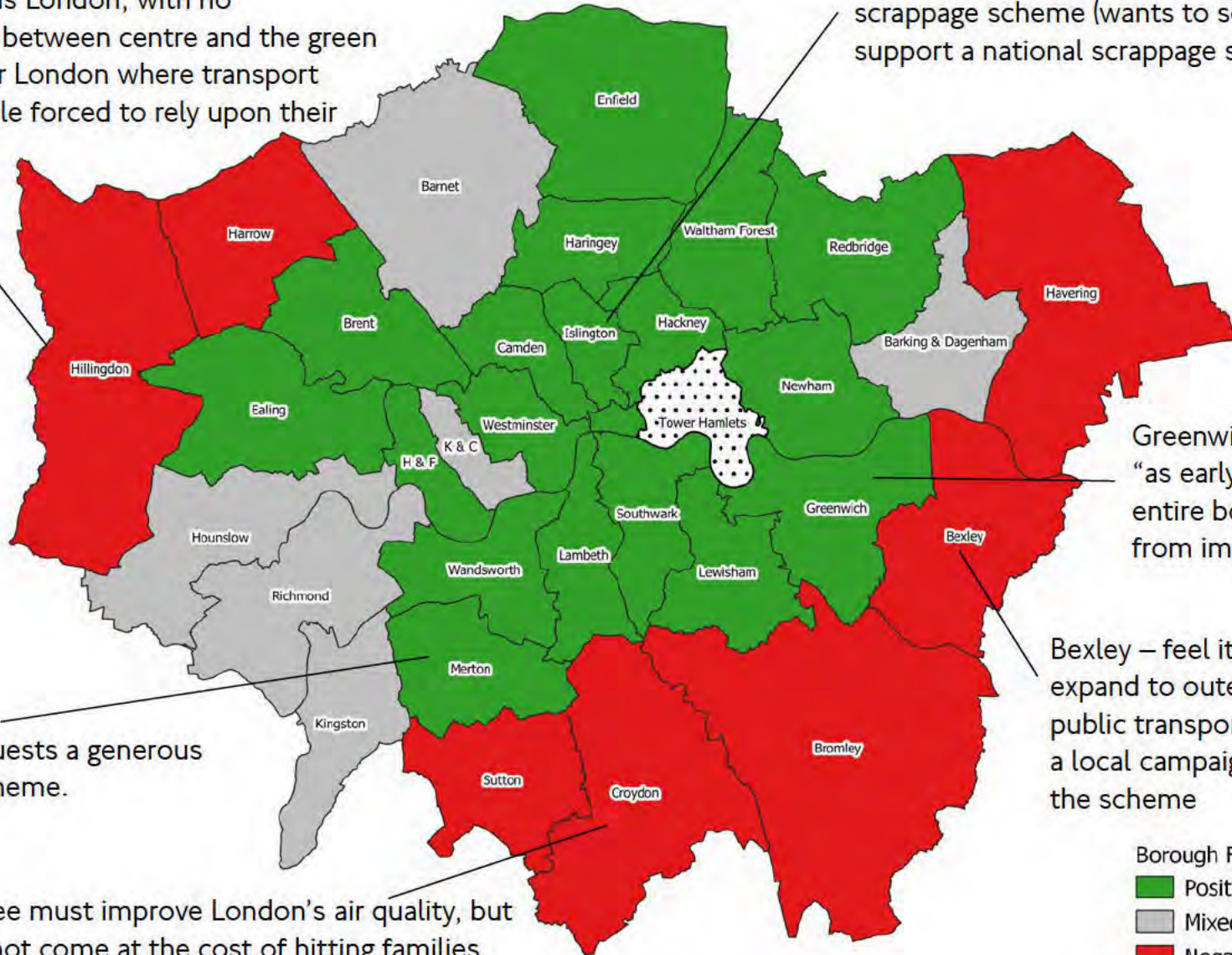
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Response from London Borough Councils on ULEZ proposals

Hillingdon – feel proposal is predicated upon a homogeneous London, with no differentiation between centre and the green spaces in outer London where transport poor and people forced to rely upon their cars and vans

Islington - supportive of expansion and of scrappage scheme (wants to see Government support a national scrappage scheme)



Greenwich – want expansion “as early as practical so the entire borough can benefit from improved air quality”

Merton - requests a generous scrappage scheme.

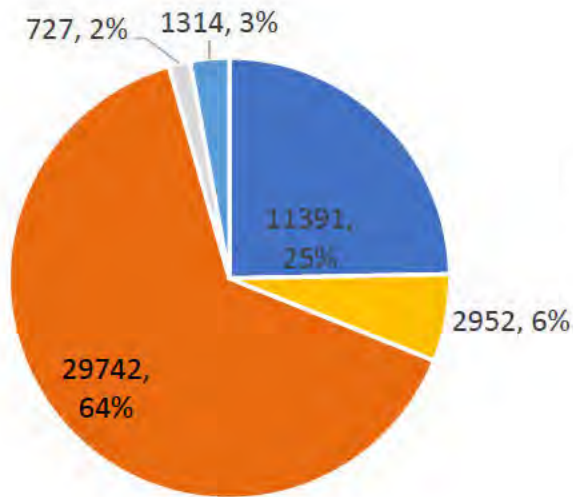
Bexley – feel it is inappropriate to expand to outer London where public transport is limited. MP ran a local campaign to opposition to the scheme

Croydon – agree must improve London’s air quality, but feel it should not come at the cost of hitting families and businesses already struggling to make ends meet

- Borough Feedback
- Positive
 - Mixed
 - Negative
 - No Feedback Given

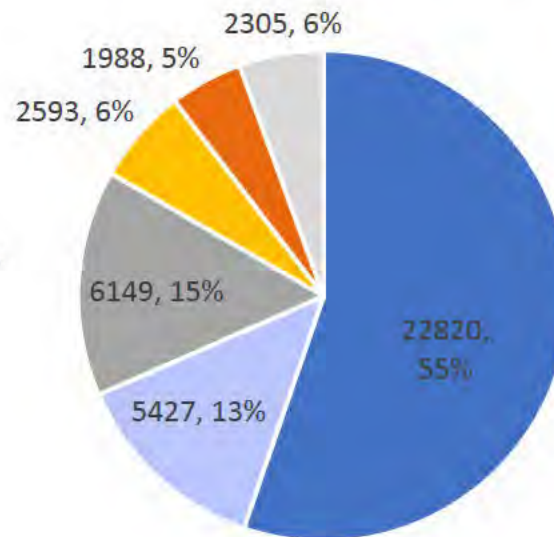
Consultation survey results – PCN increase, Autopay and privacy

Q10: Do you consider the proposed PCN level of £180 is...?



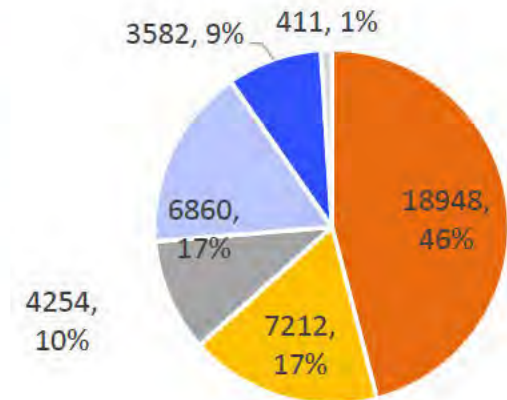
- Sufficient to act as an effective deterrent
- Not high enough to act as an effective deterrent
- Too high
- Don't know
- No opinion

Q11: How important is it that we remove the annual £10 Auto Pay administration fee per vehicle (for the ULEZ, the Low Emission Zone (LEZ), and the Congestion Charge)?



- Very important
- Important
- No opinion
- Unimportant
- Very unimportant
- Don't know

Q12: How concerned are you about use of your data and the installation of more Automatic Number-Plate Recognition (ANPR) cameras to collect information on vehicle movements to enforce an expanded London-wide ULEZ?



- Very concerned
- Concerned
- No opinion
- Unconcerned
- Very unconcerned
- Don't know

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Q10 includes campaign responses.

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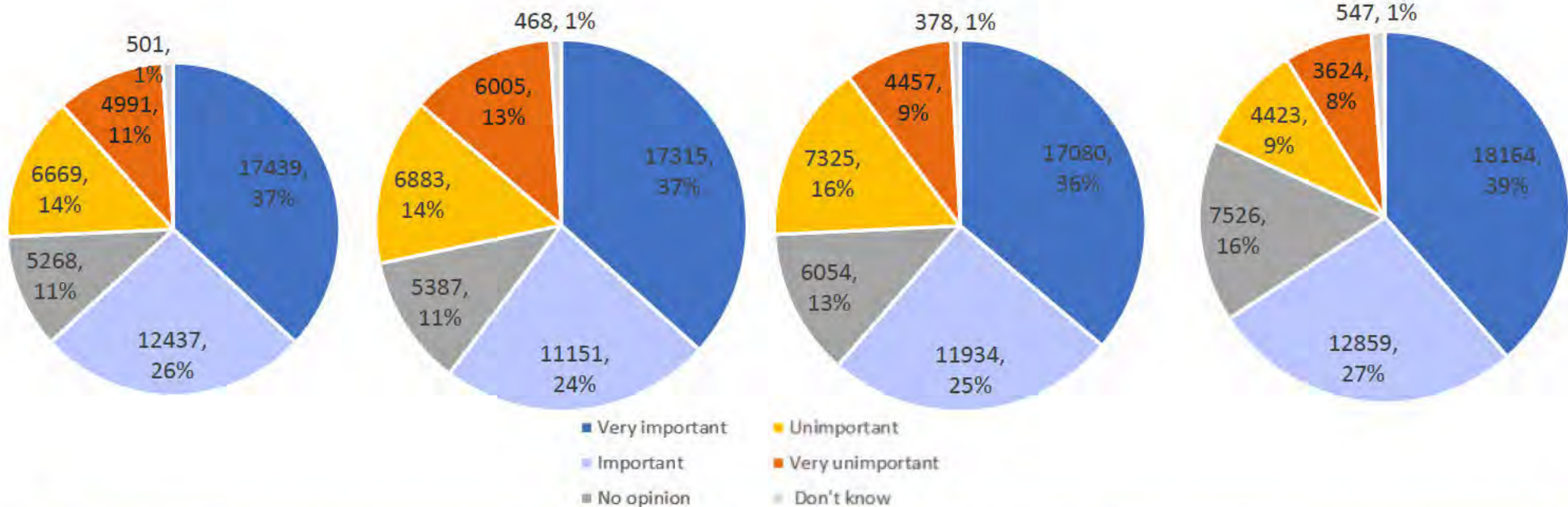
Consultation survey results – importance of climate emergency, traffic congestion, health and health inequality

Q15: How important is it to you that we take further steps to tackle **air pollution** in London??

Q16: How important is it that we take further steps to tackle the **climate emergency** by reducing emissions in London?

Q17: How important is it that we take further steps to tackle **traffic congestion** in London?

Q18: How important is it that we take further steps to improve the **health of Londoners** and address health inequality in London?



Note percentages subject to minor changes as final data continues to be analysed (target to complete early sept).

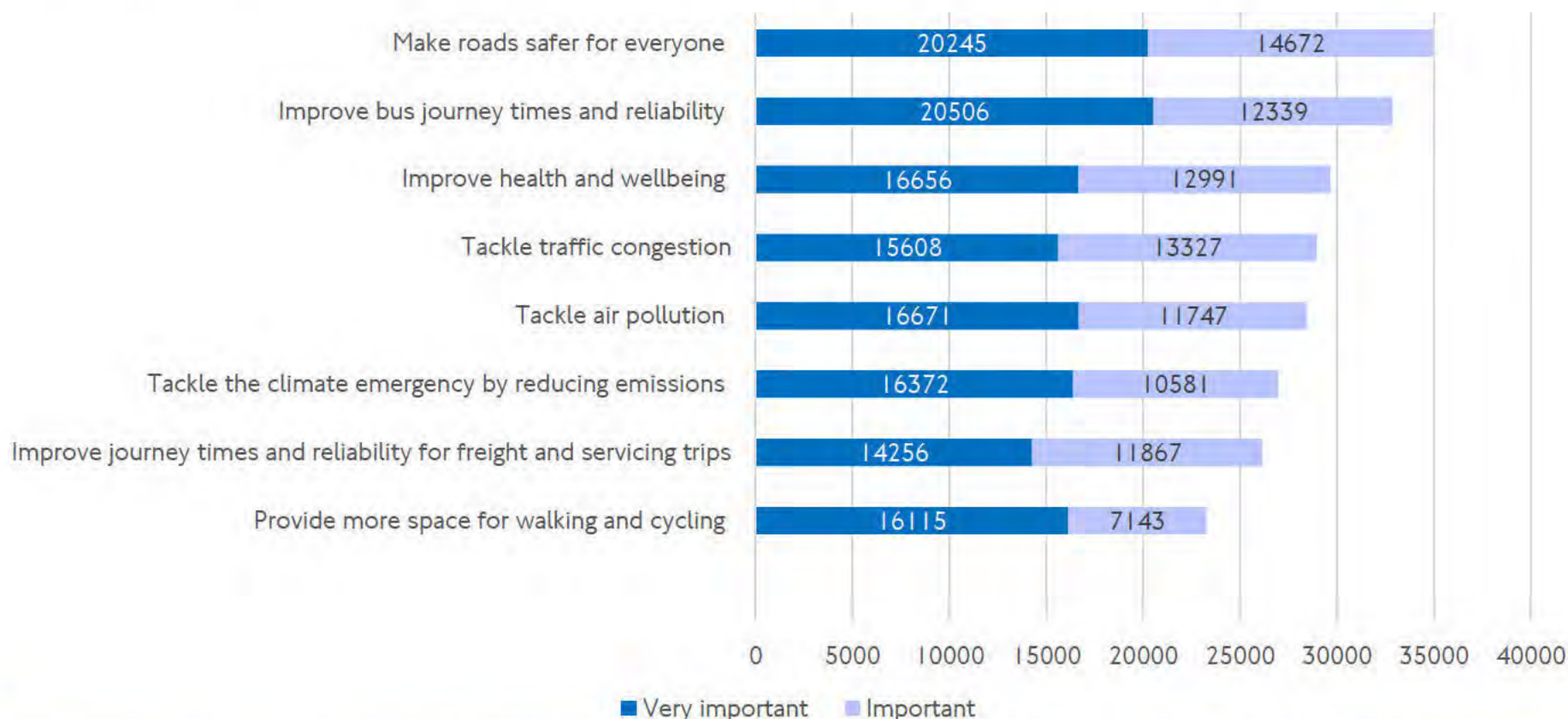
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Consultation survey results – future Road User Charging scheme

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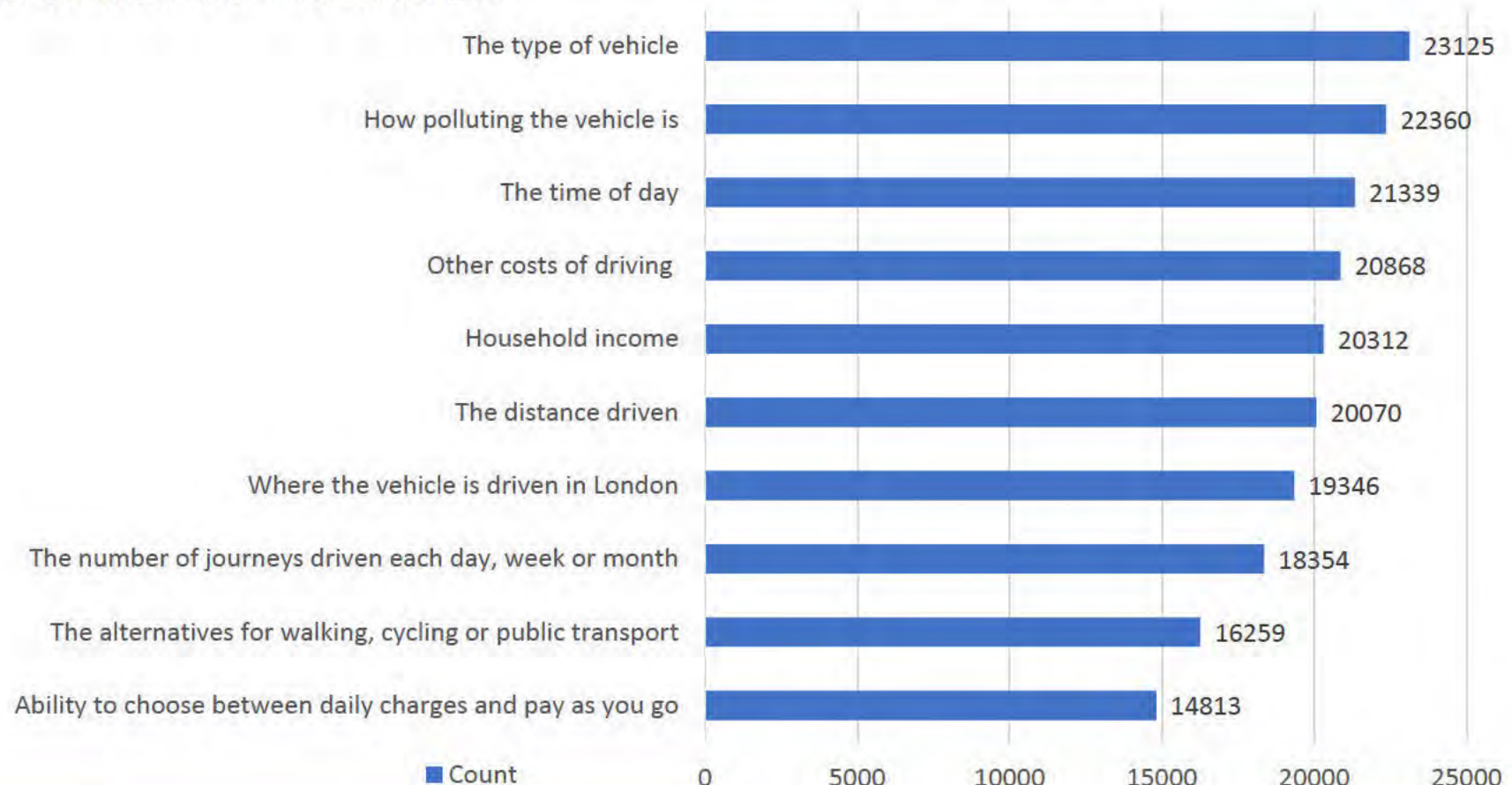
Q19 includes campaign responses.

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Consultation survey results – future Road User Charging scheme

Q21: If we develop a future road user charging scheme to replace existing schemes, what elements should be considered?



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Key issues raised on ULEZ expansion

Key issues raised in the consultation have been considered and responses are being drafted in the Report to the Mayor, including:

- **Impact on disabled people:** raised concerns about the impact of increases in the cost of living, which have a greater impact on disabled people. Stakeholders believe the current grace period for vehicles in the disabled vehicle tax class excludes many people with significant mobility needs.
- **Scrappage scheme:** calls for a significant pot, more funding for specially adapted vehicles, and to provide an option for individuals to replace their vehicle with a cycle or mobility aid, or mobility credits.
- **Start date:** concern the August 2023 start date is too soon due to the cost of living crisis. Also concern it is not soon enough from environmental groups and that any deferral will mean the negative health impacts of poor AQ will last longer.
- **Outer London:** concerns about public transport provision in outer London and the cost of a compliant vehicle or availability of appropriate compliant vehicle.
- **Penalty Charge Notice (PCN):** concerns about the proposed increase to the PCN from £160 to £180 for the ULEZ and Congestion Charge.

Draft responses are set out in the following slides. Further detail on these and other key issues will be included in the Report to the Mayor and Mayoral Decision form.

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Existing mitigations

The proposals already included the extension of a number of grace periods to support people, particularly disabled people, to prepare for the proposed expansion.

Grace period for...	No of years at April 2019 launch	No. of years at Oct 2021 launch	No. of years at proposed new date in Aug 2023 launch & rationale
Disabled' and 'disabled passenger' tax class vehicles	4.5 years (was due to end Sept 2023)	4 years (was extended to Oct 2025)	c.4 years (propose extending by 2 years to Oct 2027)
Wheelchair accessible private hire vehicles	6.5 years (due to end Oct 2025)	4 years (no change to end date)	c.4 years (propose extending by 2 years to Oct 2027)
Minibuses used for community transport	N/A (did not exist due to nature of central zone)	2 years (due to end Oct 2023)	c.2 years (propose extending by 2 years to Oct 2025)

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We recommend making a number of modifications in response to issues raised during consultation – grace periods

As a result of stakeholder engagement and feedback from the consultation we are recommending a number of further mitigations as set out below. Recommendations are to:

1. Extend the Wheelchair Accessible PHV grace period

... to include ALL wheelchair accessible vehicles, rather than just PHVs (in addition to extending the end date of this grace period).

2. Make it easier to apply for the grace period

...by no longer requiring people to register their vehicle for disabled or disabled passenger tax class (though the automatic tax class grace period will also continue to apply).

3. Expand eligibility for the grace period

...from enhanced / higher level mobility component of PIP to standard mobility component (85,500 more potential recipients).

Also includes other disability benefits including the higher rate mobility component of Child Disability Payment, War Pensioners' Mobility supplement and Armed Forces Independence Payment.

The effect of these changes would be to cover largely the same eligibility criteria as those who qualify for Blue Badges (which stakeholders have called for) but with more consistent criteria. These changes mean that a greater number of Londoners (282,520) will be eligible for the grace period than there are Blue Badge holders in London (247,000).

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We recommend making a number of modifications in response to issues raised during consultation - scrappage

1. New payment categories

- £5000 for wheelchair accessible vans
- New retrofit option for vans and minibuses
- New higher level payment for electric minibus replacements

2. More support for disabled Londoners

In response to stakeholder feedback, a new option for disabled Londoners to apply for scrappage on behalf of a designated nominated driver who does not live with them.

In addition, we are:

- working with GLA colleagues to understand the likely quantum needed to support this potential expansion, likely to be in excess of the £61m provided for expansion to inner London.
- working closely with partners to ensure there is a wide ranging and attractive package of third party offers for those not replacing their vehicles.
- including a new public transport offering within the scrappage scheme to provide a mobility credit option whereby applicants can apply for up to two annual bus and tram tickets in addition to a cash payment with a greater overall financial value.
- proposing other changes to van scrappage to ensure funds can support more Londoners, including eligible organisations, revised (lower) payments and number of vehicles that can be scrapped.
- proposing to allow those small businesses who have purchased electric vehicles and are awaiting delivery a grace period (similar to what was done for LEZ and Direct Vision Standard).

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Responses to other key issues

- **Start date:** Given the urgent need for action in outer London due to the impact of poor air quality on the health of vulnerable Londoners, the high compliance rates already seen in the zone and the new proposed modifications which will further mitigate impacts on Londoners, we consider the proposed date for expanding the ULEZ London-wide from 29 August 2023 is still appropriate.
- **Outer London:** We recognise the differences between inner and outer London and responses to the consultation have provided useful feedback on what additional mitigations may be required for a further expansion of ULEZ. However, given the disproportionate impact of poor air quality on outer London residents, we consider the expansion of ULEZ is urgently required to improve air quality London-wide. Note we have also protected bus services levels in outer London in the recent review and also adjusted the LIP funding formula which will increase funding to outer London boroughs.
- **Penalty Charge Notice (PCN):** We have considered the proposed PCN increase in the context of the wider cost of living crisis and affordability challenges faced by Londoners. The proposed removal of the AutoPay registration fee should mean that the higher PCN level would act as a deterrent to non-payment but could easily be avoided by using an account. It should therefore be possible to proceed with this change without having a significant impact on affordability for the vast majority of people.

Further detail on all issues raised and our response will be written up in the Report to the Mayor.

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Revising the MTS: comments and next steps

Consultation responses

- There were mixed support and opposition comments on the proposed MTS revision
- Some stakeholders suggested specific changes to Proposals 24 e.g.
 - Proposal 24 should commit to reinvesting revenue in outer London infrastructure
 - Proposal 24 should not refer to boroughs as they have different powers re: RUC
 - Proposal 24 should add road danger reduction to objectives
- Some comments call for wider revision of the MTS

Next steps

- Lay proposed draft amendment before London Assembly meeting (17 November) who have the ability to reject with a 2/3 majority.

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Next steps

Task	Date	
MTS Corporate Investment Board	24 October 2022	Required to ensure ULEZ conformity with MTS
MTS Mayoral decision (approval of pre-publication draft)	1 November 2022	
MTS considered at London Assembly meeting	17 November 2022	
ULEZ and RUC Variation Order Corporate Investment Board	21 November 2022	London-wide ULEZ decision
Mayoral decision (and press release)	24 November 2022	
Stage 1 implementation*: removal Autopay fees, increase PCN levels, scrappage scheme opens for applications	30 January 2023	Potential delivery phases
Stage 2 implementation*: ULEZ expansion to outer London takes effect	29 August 2023	

*implementation dates are subject to Mayoral Decision

We will also develop a comprehensive stakeholder plan to proactively communicate any decision to key stakeholders on the day of the announcement.

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From: [REDACTED]
Sent: 13 October 2022 15:43
To: Picton Ali; [REDACTED]
Cc: Transport Team; +Corporate Affairs; [REDACTED] Philip Graham
Subject: Agreed meeting note - Mayor/TfL meeting 29 September 2022

All,

Please see for records the above mentioned meeting note, below.

[REDACTED]

**Meeting note
Mayor/ TfL meeting 29 September 2022**

1. Road User charging – ULEZ consultation

Alex Williams and Christina Calderato outlined the case for action on poor air quality, the responses to the consultation including from London boroughs, the results from representative polling and proposed mitigations in response to the feedback received. While no decision was being requested of him, the Mayor was content with the approach to proposed mitigations. It was noted that having a sufficiently-large scrappage scheme would be important should the Mayor decide to confirm the scheme and that the consultation report for the Mayor was now being drafted. It was also noted that the changes to the Mayor's Transport Strategy had to be laid before the London Assembly.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]


[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



Attendees

Sadiq Khan, Mayor of London

GLA

David Bellamy

Richard Watts

Sarah Brown

Felicity Appleby

Ali Picton

Elliot Treharne

Will Norman

Shirley Rodrigues (Item 1 Only)

TfL

Andy Byford, Commissioner

Christina Calderato (Item 1 Only)

Alex Williams

Fiona Brunskill

Howard Carter

Patrick Doig

Kate Keane

Sarah Gasson

NHS health information and advice about coronavirus can be found at [nhs.uk/coronavirus](https://www.nhs.uk/coronavirus)

The GLA stands against racism. Black Lives Matter.

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