

# Subject: Road User Charging

<b>Report to:</b>	<b>Transport Committee</b>
<b>Report of:</b>	<b>Executive Director of Assembly Secretariat</b>
<b>Date:</b>	<b>28 February 2023</b>
<b>Public Access:</b>	<b>This report will be considered in public.</b>

## 1. Summary

- 1.1 This report provides background information for the Transport Committee meeting on road user charging.

## 2. Recommendations

- 2.1 **That the Committee notes the report as background to putting questions to invited guests and notes the subsequent discussion; and**
- 2.2 **That the Committee delegates authority to the Chair, in consultation with the Deputy Chair and party Group Lead Members, to agree any output arising from the meeting.**

## 3. Background

- 3.1 Road user charging schemes are schemes that charge drivers for the use of the roads they are driving on.<sup>1</sup> Road user charging schemes can vary depending on location, time of day and type of vehicle. They are usually designed to reduce road traffic and associated emissions. There are currently three road user charging schemes in place in London, the Congestion Charge, the Low Emission Zone (LEZ) and the Ultra Low Emission Zone (ULEZ).<sup>2</sup>

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<sup>1</sup> KonSULT, [Road user charging](#)

<sup>2</sup> TfL, [Road User Charging](#). On their website, TfL lists some other related schemes under road user charging (van and minibus scrappage scheme, ULEZ car and motorcycle scrappage schemes and certain road traffic contraventions) see [here](#).

- 3.2 The Mayor has set a target for London to be a net zero carbon city by 2030.<sup>3</sup> In January 2022 a report by Element Energy, commissioned by the Mayor, found that car vehicle kilometres in London need to reduce by at least 27% by the end of the decade in order for the Mayor’s target to be met.<sup>4</sup> In the Mayor’s Transport Strategy (MTS), the Mayor set a target for 80% of all trips in London to be made by walking, cycling or public transport by 2041, and for all Londoners to do at least 20 minutes of active travel each day.<sup>5</sup> In the recent amendment to his MTS the Mayor has also set out a new traffic reduction target, to reduce car vehicle kilometres travelled on London’s roads by 27% by 2030.
- 3.3 In March 2022, the Mayor announced plans to expand the ULEZ London-wide. Earlier this year, Transport for London (TfL) ran a consultation on proposals to expand the ULEZ and as part of this consultation TfL asked people to give their views on the future of road user charging.<sup>6</sup> In its consultation documents, TfL stated that it is starting to look at how future road charging may be used within London to tackle air pollution, the climate emergency and traffic. TfL said that this could include replacing existing charges with a road user charging scheme that uses “*more sophisticated technology.*”
- 3.4 The Transport Committee looked into this in its recent investigation on the proposal to expand the ULEZ. Following this investigation, the Committee wrote to the Mayor submitting its views to the TfL consultation, which included two recommendations on road user charging<sup>7</sup>:
- The Committee believes it is important that Londoners are involved in the development of any future scheme at every stage, including in devising how the scheme will work, particularly those with protected characteristics, health concerns, a defined need to drive, or low incomes.
  - The Committee asks TfL to provide a clear assessment of costs and benefits for any future scheme alongside any future consultation.
- 3.5 The Transport Committee has previously looked into this in its 2017 investigation into traffic congestion in London. The outcome of this investigation was the report *London stalling: Reducing traffic congestion in London*.<sup>8</sup> The report stated that the current Congestion Charge is no longer fit for purpose and included a recommendation that the Mayor should introduce road pricing in London and charge vehicles according to their impact on congestion.

## 4. Issues for Consideration

- 4.1 Private car use is currently the most dominant mode of transport in London.<sup>9</sup> The Mayor has set targets that will require a shift away from private car use towards more active travel and public transport. These include his targets for London to be a net zero carbon city by 2030 and for 80% of all trips in London to be made by walking, cycling and public transport by 2041.

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<sup>3</sup> GLA, [Zero Carbon London](#)

<sup>4</sup> Element Energy, [Analysis of a Net Zero 2030 Target for Greater London](#), January 2022

<sup>5</sup> Mayor of London, [Mayor’s Transport Strategy](#), March 2018

<sup>6</sup> TfL, [Improving air quality and Londoners’ health, tackling climate change and reducing congestion](#)

<sup>7</sup> London Assembly Transport Committee, [ULEZ Expansion Consultation](#), August 2022

<sup>8</sup> London Assembly Transport Committee, [London Stalling: Reducing Traffic Congestion in London](#), January 2017

<sup>9</sup> CoMoUK, [Driving London Forward: how car clubs can help delivery the Mayor’s Transport Strategy](#), March 2022

- 4.2 London is facing a number of related challenges including climate change, road traffic, air pollution and road danger. London already has some road user charging schemes in place including the Congestion Charge, the LEZ and the ULEZ.
- 4.3 Earlier this year, TfL asked for views on the future of road user charging as part of its consultation on proposals to expand the ULEZ. TfL has started looking at how future road user charging may be used in London.
- 4.4 This investigation will examine the future of road user charging in London, what a future road user charging scheme might look like and whether and how road user charging might help to tackle some of the issues facing London, including climate change, congestion and air pollution, by reducing car use. It will also look to understand how future road user charging schemes might help to achieve the targets set out in the MTS (as amended) and what impact any future road user charging scheme might have on Londoners.
- 4.5 The proposed Committee activity is a two-part investigation including a session on 14 December 2022 and this session on 28 February 2023. The 14 December meeting was a Q&A session with guests from Centre for London, Rebel Group, Federation of Small Businesses, Campaign for Better Transport and Possible.
- 4.6 The Committee also launched a Call for Evidence on the future of smart road user charging in London<sup>10</sup> on 9 February 2023. Those with knowledge or experience of the issues around smart road user charging have been invited to submit views and information to the investigation by 10 March 2023.
- 4.7 The following guests have been invited to attend this meeting:
- Christina Calderato, Director of Transport Strategy and Policy, TfL;
  - Michael Roberts, Chief Executive, London TravelWatch;
  - Sandeep Shingadia, Director of Strategic Partnerships & Delivery Integration, Transport for West Midlands; and
  - Other guests to be confirmed.

## **5. Legal Implications**

- 5.1 The Committee has the power to do what is recommended in this report.

## **6. Financial Implications**

- 6.1 There are no financial implications arising from this report.

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<sup>10</sup> London Assembly Transport Committee, [Call for Evidence: The future of smart road user charging](#), February 2023

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**List of appendices to this report:**

None

**Local Government (Access to Information) Act 1985**

List of Background Papers: None.

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