GREATER LONDON AUTHORITY

(By email)

Our reference: MGLA170624-5730

Date: 3 September 2024

Dear

MGLA170624-5730 - FOI response

Thank you for your request for information which the Greater London Authority (GLA) received on 14 June 2024. Your request has been considered under the Freedom of Information Act 2000 and the Environmental Information Regulations.

You requested:

Dear Information Governance Team, Please help me with this request under the prevailing Environmental Information Regulations (EIR) and Freedom of Information Act.

In January, the GLA published the response to a complaint from Nick Rogers AM (GLA Case Reference: 01/2023). https://www.london.gov.uk/media/104446/download?attachment

This found that the Mayor had not breached the Code of Conduct for GLA Members. Its related Investigation Report referred to Appendices 1-13, but these are not to be found online. https://www.london.gov.uk/media/104445/download?attachment

As the investigation exonerated the Mayor, I hope that you would have no objection to sending me these Appendices, ideally with minimal redaction. Your website notes "The Act aims to ensure that public sector bodies are open and accountable". It is certainly in the public interest that we can appreciate the relevant standards and processes.

Please also send me all additional information explaining the Monitoring Officer's decision that the following matter would not form part of this investigation: "the Mayor's senior staff "improperly used GLA resources to interfere with the [ULEZ Consultation] process to skew the results in the Mayor's favour, most likely under the Mayor's instruction." Two instances of alleged interference by officials were cited."

Our responses are as follows:

As the investigation exonerated the Mayor, I hope that you would have no objection to sending me these Appendices, ideally with minimal redaction

I can confirm that the GLA holds information within the scope of your request. Some of the documents we received by the GLA with redactions in place. They appear to relate to personal data.

GREATER LONDON AUTHORITY

The GLA made further minor redactions of persona data, which is exempt from disclosure under s.40 (Personal information) of the Freedom of Information Act and Regulation 13 (Personal information) of the EIR (TBC). This information would identify specific employees and as such constitutes personal data which is defined by Article 4(1) of the General Data Protection Regulation (GDPR) to mean any information relating to an identified or identifiable living individual. It is considered that disclosure of this information would contravene the first data protection principle under Article 5(1) of GDPR which states that Personal data must be processed lawfully, fairly and in a transparent manner in relation to the data subject.

Please also send me all additional information explaining the Monitoring Officer's decision that the following matter would not form part of this investigation: "the Mayor's senior staff "improperly used GLA resources to interfere with the [ULEZ Consultation] process to skew the results in the Mayor's favour, most likely under the Mayor's instruction." Two instances of alleged interference by officials were cited."

The GLA located some information within the scope of your request.

Please see appendix 1, a letter dated 13 February 2023 which was written by the GLA's Monitoring Officer at the time and which includes the following:

"The complaint is also directed at senior Mayor's office and TfL staff. The Monitoring Officer does not have any powers or responsibilities for handling any complaints about the conduct of either officers of the GLA or TfL. Therefore, consideration of the complaint will be limited to your conduct."

That was the background to the current Monitoring Officer's finding in paragraph 3 of his decision notice which reads;

"I also decided that the following matter would not form part of this investigation:

"the Mayor's senior staff "improperly used GLA resources to interfere with the [ULEZ Consultation] process to skew the results in the Mayor's favour, most likely under the Mayor's instruction." Two instances of alleged interference by officials were cited.""

If you have any further questions relating to this matter, please contact me, quoting the reference MGLA170624-5730.

Yours sincerely

Information Governance Officer

If you are unhappy with the way the GLA has handled your request, you may complain using the GLA's FOI complaints and internal review procedure, available at: https://www.london.gov.uk/about-us/governance-and-spending/sharing-our-information/freedom-information

GREATER LONDON AUTHORITY

Monitoring Officer

Rt Hon Sadiq Khan Mayor of London c/o london.gov.uk

13 February 2023

Dear Sadiq,

Complaint about the ULEZ expansion consultion and your statements in meetings with the London Assembly.

I write to you regarding a complaint made about you, acting in your capacity as the Mayor of London, that alleges that your conduct has breached the GLA Code of Conduct¹ ("the Code").

The complaint

The complaint concerns two key areas. The first being your responses to the questions raised by Assembly Members regarding ULEZ expansion at Mayor's Question Time on 13 October and 17 November, at the London Assembly Plenary meeting on 17 November, and at People's Question Time on 2 November. The second area concerns the use of GLA resources with regard to the ULEZ expansion consultation. The specific complaint from Assembly Member Nick Rogers is attached in Appendix A. A large body of evidence has also been made public with regard to this complaint which can be downloaded via this link².

It is alleged that this behaviour constitutes a breach of the Code, specifically

Paragraph 1(4) Principles of public life, specifically honesty – "Holders of public office have a duty to declare any private interests relating to their public duties and to take steps to resolve any conflicts arising in a way that protects the public interest."

Paragraph 3(2)(d) You must not—do anything which compromises or is likely to compromise the impartiality of those who work for, or on behalf of, the Authority;

¹ The GLA Code of Conduct

² Link to Dropbox files published on 11 January 2023 https://www.dropbox.com/sh/mkiczifqin0p3c1/AABu5TaksLDAzM9Jof1ic7Y3a?dl=0

Paragraph 5 You must not conduct yourself in a manner which could reasonably be regarded as bringing your office or authority into disrepute.

Paragraph 6 (b) (ii). You — must, when using or authorising the use by others of the resources of your authority — ensure that such resources are not used improperly for political purposes (including party political purposes)

The Monitoring Officer is asked to investigate your conduct in this regard. As you are aware, the Code sets out the standards of behaviour and conduct required of elected Members and the Monitoring Officer is responsible for considering complaints about the conduct of elected Members which are alleged to have fallen short of the Code.

The complaint is also directed at senior Mayor's office and TfL staff. The Monitoring Officer does not have any powers or responsibilities for handling any complaints about the conduct of either officers of the GLA or TfL. Therefore, consideration of the complaint will be limited to your conduct.

Procedure for handling complaints

The Monitoring Officer is required to consider complaints about the conduct of elected Members in accordance with the GLA's approved Guidance on Making a Complaint about a GLA Member's Conduct³ ("Complaints Guidance").

Under the procedures set out in the Complaints Guidance, the first step is to consider whether it would be appropriate to seek informal resolution in respect of the allegations made in the complaint.

Given the particular context of the complaint, it does not appear that this complaint is capable of effective resolution through informal means, and the Monitoring Officer will therefore need to carry out an initial assessment of the complaint.

If you have any representations to make in relation to informal resolution of the complaint, please let me know. You will note that the complainant's view, as expressed in his letter, is that this matter cannot be resolved through informal resolution.

Initial assessment

As mentioned above, the Monitoring Officer will carry out an initial assessment of the complaint in accordance with Stage 3 of the Complaints Guidance, noting the potential outcomes arising from that process as set out at paragraph 3.4 of the document, as well as the

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³ Complaints Guidance

matters that the Monitoring Officer should take into account when undertaking this initial assessment as set out in paragraph 3.3 of the Guidance.

Please let me know if you have any comments you wish to make or relevant information you wish to provide in relation to the complaint at this stage which may assist with the initial assessment.

If any of this is not clear and/or if you require anything further from me, please let me know.

I would welcome your response by close of business on Friday 10 March 2023.

Yours sincerely,



GLA Monitoring Officer

Appendix A

Nicholas Rogers AM

Assembly Member for South West London

GLA City Hall Kamal Chunchie Way London E16 1ZE

The Monitoring Officer City Hall

email:

@london.gov.uk

Our ref: NJR/017

Date: 16th January 2023

Dear Monitoring Officer

Complaint to the Monitoring Officer - Mayor of London

I would like to lodge an official complaint against the Mayor of London for multiple serious breaches of the code of conduct and the principles of public life.

Please see below what I am alleging, the evidence, and the relevant code of conduct breaches. I do not believe Informal Resolution is appropriate in this case. You may disclose my identity and the details of my complaint.

Allegations

- 1. The Mayor knowingly made false and dishonest statements to the London Assembly on multiple occasions, set out below:
 - 1.1. At Mayor's Question Time on 13 October 2022, when asked by Peter Fortune AM "Have you seen or been briefed on the results of the [ULEZ] consultation?" the Mayor responded: "No, I have not." This was a false and dishonest statement.
 - 1.2. At Mayor's Question Time on 13 October 2022, when asked by Peter Fortune AM "Have you seen the results of the consultation?" the Mayor responded: "No, I have not." This was a false and dishonest statement.
 - 1.3. At Mayor's Question Time on 13 October 2022, when asked by Peter Fortune AM "Mr Mayor, at any point did you sit down and have a meeting and somebody said, 'These are the results that we have at the moment'?" the Mayor responded: "No. I have not seen the results." This was a false and dishonest statement.
 - 1.4. At Mayor's Question Time on 13 October 2022, when asked by Peter Fortune AM "At no point did anybody tell you, 'This is the percentage result at this point; these are the results for, these are the results against; these are the results from inner London, these are the results from outer London'?" the Mayor responded: "No. I am not sure that work has been done." This was a false and dishonest statement.

GLA City Hall Kamal Chunchie Way London E16 1ZE

- 1.5. At Mayor's Question Time on 13 October 2022, when asked by Peter Fortune AM "Have you asked about the results or how it was going?" the Mayor responded: "Only what was raised at the TfL Board meeting." This was a false and dishonest statement.
- 1.6. At the London Assembly Plenary meeting on 17 November 2022, when asked by Peter Fortune AM "Mr Mayor, you said again today that you had not seen the results this morning. On 13 October [2022], I think I asked you about 18 times if you had seen them and you robustly said that you had not so I may as well make it a clear 20, just to ask you again. Have you seen those results at all?" the Mayor responded: "No." This was a false and dishonest statement.
- 2. The Mayor made misleading statements to the London Assembly on multiple occasions, set out below:
 - 2.1. At Mayor's Question Time on 13 October 2022, when asked by Nick Rogers AM "Will you open the consultation process to public scrutiny so people can see how these responses are being processed?" the Mayor stated in his answer: "As ever, TfL will be completely transparent when it comes to consultation responses and their analysis before I make my decision." This was a misleading statement.
 - 2.2. At Mayor's Question Time on 13 October 2022, when asked by Nick Rogers AM "It sounds to me like you are ignoring the fact that there are serious concerns being raised right now about this consultation and the way it is being handled. [...] When you were sworn in you said that you were going to be the most transparent Mayor that London has ever had. This is your chance to put concerns to rest and to make good on that promise. Will you do so?" the Mayor stated in his answer: "We are going to be completely transparent about that, including the analysis." This was a misleading statement.
 - 2.3. At Mayor's Question Time on 13 October 2022, when asked by Peter Fortune AM "At no point between the consultation opening on 20 May [2022] to it closing on 29 July [2022] did you have a meeting, or did anybody tell you the current state of play of those results?" the Mayor responded: "I think there has been a meeting about timelines in relation to when we could expect to receive a report and the further work required. That may also include lobbying of the Government in relation to scrappage schemes and so forth, but I have not got the details to hand in relation to what was discussed where." This was a misleading statement.

- 2.4. At Mayor's Question Time on 13 October 2022, when asked by Peter Fortune AM "You did say earlier that there were some results that were coming from outside London [...] You would not know that if you had not had an update on some of the results," the Mayor stated in his answer: "If you let me finish, the social media account shows people from outside London responding to the consultation, the group is incredibly proud that its members from outside London are responding, and there is a heat map of the country which shows where their members outside of London have responded." This was a misleading statement.
- 2.5. At Mayor's Question Time on 13 October 2022, when asked by Peter Fortune AM "Did TfL at any point support or contribute funds to external agencies that were used as digital platforms to respond to the consultation?" the Mayor responded: "I am not aware, Chair." This was a misleading statement.
- 2.6. At Mayor's Question Time on 13 October 2022, when asked by Peter Fortune AM "You have no knowledge about [TfL supporting or contributing funds to external agencies that were used as digital platforms to respond to the consultation]?" the Mayor responded: "I am not aware, Chair." This was a misleading statement.
- 2.7. At Mayor's Question Time on 13 October 2022, when asked by Peter Fortune AM "In the period from 20 May to 29 July [2022] you did not ask about the consultation, nobody told you about the consultation results, you did not ask any questions about the methodology, nobody told you about the methodology, and you are unaware of TfL working with anyone else to increase or promote results?" the Mayor responded: "I am not aware, Chair." This was a misleading statement.
- 2.8. At People's Question Time on 2 November 2022, in response to a question from the audience about the ULEZ consultation, the Mayor stated in his answer: "In relation to the question about ULEZ consultation, I've not seen the report yet in relation to the responses, so I'm not sure where those numbers come from in relation to those who have responded." This was a misleading statement.
- 2.9. At Mayor's Question Time on 17 November 2022, in response to a question from Nick Rogers AM "What consideration have you given to the concerns raised about your ULEZ expansion proposals and the consultation process?" the Mayor stated in his answer: "Only responses that contravene TfL's

GLA City Hall Kamal Chunchie Way London E16 1ZE

policies on work-related violence and aggression are excluded." **This was a misleading statement.**

- 2.10. At the London Assembly Plenary meeting on 17 November 2022, when asked by Caroline Pidgeon AM "As Liberal Democrats, we have responded to your consultation encouraging you to look at a comprehensive scrappage scheme, to look at more investment in public transport in outer London, and potentially to have a longer lead-in time for this London-wide scheme to help Londoners be able to get there. Are those the sorts of things you will be considering as part of your decision-making process?" the Mayor stated in his answer: "I just simply do not know; I have not seen the report in relation to that." This was a misleading statement.
- 3. The Mayor's senior staff improperly used GLA resources to interfere with the ULEZ expansion consultation process to skew the results in the Mayor's favour, most likely under the Mayor's instruction. These actions compromised the integrity of the consultation and damaged the reputation of the GLA and TfL for conducting fair and impartial consultations. This includes, but is not limited to:
 - 3.1. On 13 July 2022, at a one-to-one meeting between Deputy Mayor for Transport Seb Dance and former TfL Commissioner Andy Byford, also attended by GLA and TfL staff, it was agreed to carry out targeted marketing at younger age groups during the final weeks of the consultation. Contrary to the stated claim that this was to "encourage equitable participation" in the consultation, subsequent correspondence amongst TfL and GLA staff shows that it is likely that the intention was to increase the number of respondents supportive of the ULEZ consultation. Other demographics underrepresented in the consultation were not given the same treatment.
 - 3.2. On 5 August 2022, TfL's Director of Transport Strategy and Policy Christina Calderato, stated that 5,267 (in the interim results, 5,270 in the final results) responses from the Living Streets and FairFuelUK/British Drivers campaigns were to be excluded from the headline figures and only treated as comments. The criteria used to exclude these campaigns were arbitrary and reduced the level of opposition to the ULEZ expansion by three percentage points in the final results. This was never communicated to the public nor mentioned in the final report, and the Mayor made misleading statements claiming that responses had not been excluded.

Evidence

Nicholas Rogers AM

Assembly Member for South West London

GLA City Hall Kamal Chunchie Way London E16 1ZE

I am sending you a briefing which runs through the evidence we have compiled. I am also providing the original files in full.

This evidence establishes the Mayor's direct involvement in most of the allegations. Some may require further investigative work to confirm the Mayor's direct culpability for the actions of his staff.

As a short summary of the basis for these allegations:

On allegation 1: the Mayor was briefed on the results of the ULEZ consultation on 29
September 2022. A presentation was delivered titled "London-wide ULEZ, MTS and
Road User Charging consultation results. Briefing for the Mayor" in which the
consultation results are included. It was therefore false and dishonest for the Mayor
to state he was not aware of the results.

Additionally, his most senior staffers, including Seb Dance, Shirley Rodrigues, David Bellamy, Richard Watts, and Sarah Brown, were regularly sent updates on the results during the final weeks of the consultation process, and in some cases before that.

- On allegations 2.1 and 2.2, the Mayor's senior staff were aware that 5,270
 responses from the Living Streets and Fair Fuel UK/British Drivers campaigns were
 being excluded from the main consultation results. These were not disclosed publicly
 at the time, nor in the final report. It was misleading for the Mayor to suggest that
 TfL would be fully transparent about the methodology in the final report.
- On allegations 2.3 and 2.4, the Mayor was briefed on the results at the 29
 September 2022 briefing, which included breakdowns of outer vs inner London. He did not disclose this in his answers to these questions, which in combination with his other answers was misleading.
- On allegations 2.5 and 2.6, the Mayor's senior staff and TfL directors instructed media agency Wavemaker to run a digital marketing campaign targeting demographics more likely to support the ULEZ expansion. It is unlikely that the Mayor would not have been made aware of this by his senior staff, given a spending decision was involved, and so it is likely that these statements were misleading.
- On allegations 2.7 and 2.8, these statements are misleading as the Mayor failed to disclose that he had been briefed on 29 September 2022.
- On allegation 2.9, the Mayor's senior staff were aware that 5,270 responses from the Living Streets and FairFuelUK/British Drivers campaigns were being excluded from the main consultation results. These were not disclosed publicly at the time,

GLA City Hall Kamal Chunchie Way London E16 1ZE

nor in the final report. It was misleading for the Mayor to suggest that only abusive responses would be excluded.

- On allegation 2.10, the proposed mitigations for the scrappage scheme were briefed to the Mayor alongside the results on 29 September 2022. It was misleading for the Mayor to suggest he did not know.
- On allegation 3, please see the over 200 pages of internal correspondence and documents which we have released and are sharing with you. We will provide you with a briefing pack explaining the findings.

Code of Conduct Breaches

These allegations relate to, at a minimum, the following code of conduct breaches:

- Paragraph 1(4), and the principles of Honesty in relation to allegations 1 and 2, and Integrity, Objectivity and Openness in relation to allegation 3.
- Paragraph 3(d), in relation to allegation 3 and the involvement of the Mayor's staff in influencing TfL's handling of the consultation process.
- Paragraph 5, for all allegations. By acting dishonestly and making false statements to the London Assembly and to the press, the Mayor and his staff have brought his office into disrepute. By manipulating the results of the consultation, the Mayor and his staff have damaged the reputation of the Greater London Authority and Transport for London for conducting objective, independent and impartial consultations.
- Paragraph 6(b), in relation to allegation 3, as GLA resources were used improperly to manipulate the results of the ULEZ consultation.

Yours sincerely



Nick Rogers AM
Assembly Member for the boroughs of
Hounslow, Richmond upon Thames &
The Royal Borough of Kingston

Monitoring Officer

Greater London Authority (GLA) Monitoring Officer City Hall

Date: 31 March 2023

Dear Monitoring Officer,

I am writing in response to your letter of 13 February 2023, regarding the Ultra Low Emission Zone (ULEZ) expansion consultation. You asked in your letter for any comments or relevant information I wish to provide at this stage that may assist with your initial assessment. Please find my response to your request below.

The complainant's allegations are divided into three sections.

To deal with section three first – your letter states that:

"The complaint is also directed at senior Mayor's office and TfL staff. The Monitoring Officer does not have any powers or responsibilities for handling any complaints about the conduct of either officers of the GLA or TfL. Therefore, consideration of the complaint will be limited to your conduct."

I am confident that my staff and Transport for London (TfL) staff have acted properly throughout. I do not accept that my senior staff improperly used GLA resources to interfere with the ULEZ consultation process to skew the results in my favour, whether under my instruction or otherwise, and there is no evidence to support that allegation. I take the above excerpt of your letter to mean that section three of the complainant's allegations (paragraphs 3.1 and 3.2) are not within your remit and so will not be part of your assessment, so I will not provide any further comment on those allegations.

I will now turn to the allegations made in sections one and two of the complainant's letter.

Firstly, I would like to be clear that I have not made any statements to the Assembly or People's Question Time that are either 'false and dishonest' or 'misleading'. I will now set out my response to the allegations made.

The results of the TfL consultation on 'Improving air quality and Londoners' health, tackling climate change and reducing congestion' were presented to me in TfL's Report to the Mayor on Friday 18 November 2022. This report included the full analysis of the consultation responses, wider information for my consideration, including public health data and Londonwide polling data,

MAYOR OF LONDON

and recommendations from TfL. I signed the Mayoral Decision document (MD3060) on Thursday 24 November 2022, and both the decision document¹ and report² have now been published online (I have provided both at Appendices A and B to this letter).

That report provided TfL's full analysis of the consultation responses for the first time, and this was the first time I had seen the consultation results – the complete and final account of the consultation.

On 29 September 2022 (two months after the consultation had closed on 29 July 2022), TfL presented to me a working summary of the progress they had made on the consultation responses at that point, as part of one of my regular meetings with the TfL Commissioner and the Commissioner's team. This was the first time I had seen any of TfL's work on the consultation responses, and it was clearly presented as a snapshot of their work in progress on analysing the consultation responses. The documents presented were marked clearly 'This document reflects ongoing work and discussions within TfL and is not intended to reflect or represent any formal TfL or GLA views of policy'.

It would not have been appropriate for any incomplete assessment of the consultation responses to have been discussed publicly, and I was always clear that no decision by me would be made until after I received the results of the consultation from TfL, which were only available in the final report I received on 18 November 2022.

When I appeared before the Assembly for Mayor's Question Time on 13 October 2022, I had seen the working summary of the progress TfL had made on the consultation responses that was presented to me on 29 September 2022. I had not at that time seen or been briefed on the results of the consultation – they were provided to me for the first time in TfL's Report to the Mayor on Friday 18 November 2022. Any partial analysis of the consultation responses before TfL completed this report was by definition a work in progress, and not a full account of the consultation responses, following the proper and necessary analysis.

The same was true when I attended People's Question Time on 2 November 2022. I had not at that point received TfL's Report to the Mayor with the consultation results.

This remained true when I appeared before a London Assembly plenary meeting on the afternoon of 17 November 2022. I did not receive TfL's Report to the Mayor with the consultation results until the following day, Friday 18 November 2022.

The responses I gave to the London Assembly on 13 October and 17 November and at People's Question Time on 2 November 2022 accurately reflected the above. Nothing I said was either 'false and dishonest' or 'misleading'.

The above account covers the allegations made in section one (paragraphs 1.1 - 1.6) and paragraphs 2.3, 2.7, 2.8 and 2.10 of the complainant's letter.

I would also like to add in response to the allegation made in paragraphs 1.3 and 1.4 that the complainant has chosen not to provide the full context in which the comments referred to were made on 13 October 2022. You will no doubt be referring to the complete transcript of each interaction (and I have provided relevant transcripts at Appendices C and D to this letter), but for

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¹ https://www.london.gov.uk/who-we-are/governance-and-spending/promoting-good-governance/decision-making/mayoral-decisions/md3060-london-wide-ultra-low-emission-zone-ulez-scheme

² https://haveyoursay.tfl.gov.uk/15619/widgets/58629/documents/34558

MAYOR OF LONDON

your ease, the wider discussion was recorded (and published on the GLA website) as follows [emphasis added]:

Peter Fortune AM: You have not, OK. <u>During the consultation period</u>, were you at any point briefed on how it was going? Did you get any information about the results as they stood at a certain period in time?

Sadiq Khan (Mayor of London): I have been briefed a lot about policies around the ULEZ. I am not sure of the timeframes. I am sure we can --

Peter Fortune AM: Mr Mayor, at any point did you sit down and have a meeting and somebody said, Triese are the results that we have at the moment"?

Sadiq Khan (Mayor of London): No. I have not seen the results.

Peter Fortune AM: At no point <u>between the consultation opening on 20 May [2022] to it closing on 29 July [2022]</u> did you have a meeting, or did anybody tell you the current state of play of those results?

Sadiq Khan (Mayor of London): I think there has been a meeting about timelines in relation to when we could expect to receive a report and the further work required. That may also include lobbying of the Government in relation to scrappage schemes and so forth, but I have not got the details to hand in relation to what was discussed where.

Peter Fortune AM: At no point did anybody tell you, "This is the percentage result at this point; these are the results for, these are the results against; these are the results from inner London, these are the results from outer London"?

Sadiq Khan (Mayor of London): No. I am not sure that work has been done.

It is clear from this context that Peter Fortune AM's questions were referring to a specific period – the period during which the consultation was open, between 20 May 2022 and 29 July 2022. The allegations made in paragraphs 2.3 and 2.7 also relate to this specific time period, although the complainant has in those paragraphs provided the necessary context to make that clear.

It stands to reason that the results of the consultation could not have been available until the consultation had closed and the appropriate analysis completed. I did not receive a running commentary on the consultation responses while the consultation was open, and I note that the complainant has provided no evidence to the contrary. At the time of the meeting on 13 October 2022, the full analysis necessary to allow TfL to present to me the results of the consultation had not been done. The full analysis and results of the consultation was presented to me for the first time in TfL's Report to the Mayor on Friday 18 November 2022.

As Assembly Members were not involved in the decision making, it is understandable that they may not have had the due process we were following in their minds as they put questions to me. I had that process at the front of my mind throughout, so I was always clear that the results of the consultation would be presented to me for the first time in TfL's Report to the Mayor, and that no decision would be made prior to those results being received. I answered all questions put to me on this basis – that any update on progress towards completion of TfL's Report to the Mayor should not be thought of as representing the 'results' of the consultation.

The remaining allegations relate to the consultation process undertaken by TfL. I am confident that TfL's consultation process was rigorous and fair, and that it met the highest standards of transparency.

Any suggestion that TfL sought to manipulate the results of the consultation is untrue and demonstrates a fundamental misunderstanding of how consultation analysis works.

TfL takes its responsibility to run robust and legally compliant consultations extremely seriously. AECOM, an independent third-party consultancy, analysed every consultation response received and TfL incorporated those finding into its final report.

TfL does not filter responses. All consultation responses are reviewed and analysed and TfL responds to all issues raised. Only responses that contravene TfL's policies on work-related violence and aggression are excluded – as set out in paragraph 4.2.4 of the Report to the Mayor, 24 responses were excluded for this reason in this case. TfL is extremely experienced in running proper fair and robust consultations, and normal good practice was followed with this consultations.

The Report to the Mayor that explains the analysis process and sets out the themes from the consultation is available for everyone to read on the TfL and GLA websites. The report identifies how many responses were linked to campaigns, and what those campaign responses said. Every view was counted.

It is true, and logical, that organised (and other) responses that did not expressly answer specifically identified consultation questions were not counted in the quantitative tallies of responses to those questions – and this is explained in paragraph 4.3.13 of the Report to the Mayor. Nonetheless, as the Report to the Mayor also explains, all organised responses were included in TfL's qualitative analysis, which I considered.

The complainant's concern appears to be the alleged failure to count organised responses from Living Streets and Fair Fuel UK/British Drivers in the quantitative analysis of Question 8, but those responses were conscientiously considered given that (i) Fair Fuel UK's statement of opposition was expressly drawn to my attention and referred to in paragraph 4.3.13 of TfL's Report to the Mayor, (ii) the relevant statements were set out in AECOM Report Appendix B and (iii) paragraph 4.14 of MD3060 expressly drew my attention to the five sets of organised responses and that some included statements of opposition, and referred to AECOM's collation of them (and attached the Report to the Mayor and the AECOM Report).

Those organised responses that were counted as responses to Question 8 (and included in the quantitative analysis) all set out the question in terms and answered it. The organised responses that did not do this, both for and against the ULEZ expansion, were – logically and rationally, and as explained in paragraph 4.3.13 of the Report to Mayor – not treated as answers to specific questions, but were considered and included in TfL's qualitative analysis (and thus conscientiously considered), as just explained.

If Living Streets and Fair Fuel UK/British Drivers' responses had answered Question 8, the responses would have been included in those tallies. Because they did not, they were not.

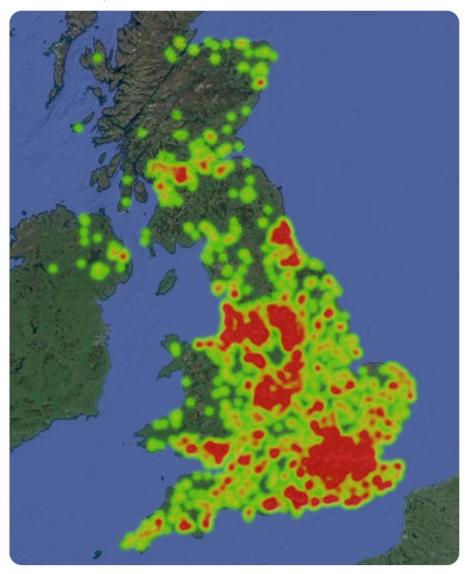
The above account covers the allegations made in paragraphs 2.1, 2.2 and 2.9 of the complainant's letter.

In relation to paragraph 2.4, the excerpt of the transcript provided by the complainant himself provides my response to the allegation. To repeat – Howard Cox, Founder of Fair Fuel UK, had tweeted evidence that his campaign group had elicited consultation responses from around the UK. See for example this tweet on 24 July 2022, which includes a heat map showing that large numbers of the group's organised responses came from outside London, with some coming from as far away as the north of Scotland: https://twitter.com/HowardCCox/status/1551251539318247424



000s across the UK have sent an email to @TfL voicing their opposition to @SadiqKhan's cash grabbing anti-driver #ULEZ expansion plan. Please add yours at this link, it has to be done before 29th July at fairfueluk.eaction.org.uk/Fight-ULEZs @KeithPrinceAM @TheABD @FairFuelUK

Emails heat map



6:02 PM · Jul 24, 2022

As I said to the Assembly on 13 October 2022, it was a matter of public record that some results were coming from outside London, because Fair Fuel UK was promoting this fact. No special briefing was required to establish this fact at that time, and the complainant has provided no evidence that suggests I would have been aware of this by any other means. TfL's presentation on 29 September 2022 made no mention of the proportion of responses that were received from outside London.

The allegations made in paragraphs 2.5 and 2.6 of the complainant's letter show a basic lack of understanding of GLA decision-making processes. The complainant suggests that it is 'unlikely' that I was not made aware of detailed, low-level spending decisions being made by TfL in relation to the consultation. TfL and the GLA have well-established delegated decision making structures in place, and decisions of the order being discussed would not come close to the threshold required for me to be personally involved or made aware, given that total annual GLA Group expenditure is close to £20 billion. As I said to the Assembly on 13 October 2022, I was not aware of those spending decisions, and the complainant has provided no evidence to the contrary.

in summary against the rour sections of the Code, I am alleged to have breached:

- I had no private interest in this matter that I failed to declare; no evidence has been provided to the contrary and I do not accept that I have failed to act in accordance with the principles of public life, as alleged or otherwise (paragraph 1(4)).
- I did not compromise, or do anything which is likely to compromise, the impartiality of people working for, or on behalf of, the GLA; no evidence has been provided to the contrary (paragraph 3(2)(d)).
- I did not act in a way that brought, or could reasonably be regarded as bringing, my office or the GLA into disrepute. I was scrupulous in ensuring that my decision-making regarding the proposed expansion of ULEZ was carried out in an appropriate way, including in the consideration of the results of the consultation. None of my statements referred to in the complainant's letter could reasonably be said to have led to the plain English definition of disrepute being met (paragraph 5).
- I did not use or authorise the use by others of GLA resources for political purposes; or act other than in accordance with the GLA's reasonable requirements and no evidence has been provided to the contrary (paragraph 6(b)).

I hope the information provided above has helped to establish the facts upon which you will make your assessment, and my team and I would of course be happy to provide any further information that may assist you.

Yours faithfully,

Sadiq Khan

Mayor of London

Appendix A – TfL Report to the Mayor, received 18 November 2022

Appendix B – MD3060, signed 24 November 2022

Appendix C – full transcript, Mayor's Question Time meeting, 13 October 2022

Appendix D – full transcript, London Assembly Plenary meeting, 17 November 2022

Report to the Mayor: Our proposals to help improve air quality, tackle the climate emergency, and reduce congestion by expanding the ULEZ London-wide and other measures (scheme consultation)

November 2022

Available at https://foi.tfl.gov.uk/ FOI-2283-2223/14b33f48cd161e776d73da3f0caae0d5_ule z-scheme-proposals-report-to-the-Mayornovember-2022.pdf



REQUEST FOR MAYORAL DECISION - MD3060

Title: MD3060 London-wide Ultra Low Emission Zone (ULEZ) Scheme

Executive summary:

Transport for London (TfL), on behalf of the Mayor, consulted on proposals (the "Scheme Proposals") to expand the Ultra Low Emission Zone (ULEZ) to outer London so that it would apply London-wide from 29 August 2023, including changes to the current arrangements for Auto Pay (including Fleet Auto Pay), the level of the Penalty Charge Notice for non-payment of the Congestion Charge and ULEZ charge, and minor administrative changes to the two scheme orders covering the ULEZ, Low Emission Zone, and Congestion Charge. The Scheme Proposals aim to help improve air quality, tackle climate change and reduce traffic congestion. Amongst other improvements, they are forecast to make further progress to reduce air pollution, by reducing nitrogen oxides (NO_x) emissions from cars and vans in outer London by 10 and seven per cent respectively, and reducing PM_{2.5} emissions in outer London from cars by nearly 16 per cent, benefitting five million outer London residents.

A consultation ran from 20 May to 29 July 2022 which covered three topics: (a) the above Scheme Proposals, (b) a proposed revision to the current 2018 Mayor's Transport Strategy to allow for the expansion of the ULEZ to outer London, and (c) to ask for respondents' views to help shape the future of road user charging. The consultation received 57,937 responses.

TfL has analysed responses relating to topics (a) and (c) in the Report to the Mayor (RtM) (Appendix 2). In response to feedback from the consultation and engagement with stakeholder groups representing disabled people, the RtM recommends that two further temporary exemptions, or "grace periods", to support disabled people are implemented as modifications to the Scheme Proposals. These new mitigations are in addition to a new scrappage scheme, which was identified as an important mechanism to help specific groups such as those on low incomes comply with the scheme. The analysis and recommendations related to (b) are contained in their own separate RtM and Mayoral Decision MD3047.

TfL has made and submitted to the Mayor the two Variation Orders named below to implement the necessary changes to the relevant scheme orders. The Mayor is requested to consider whether or not to confirm them, with or without modifications.

Decision:

The Mayor:

- confirms (a) the Greater London Low Emission Zone Charging (Variation and Transitional Provisions)
 Order 2022 with the modifications incorporated in the Instrument of Confirmation for that order and
 (b) the Greater London (Central Zone) Congestion Charging (Variation) Order 2022 as set out in the
 Instrument of Confirmation for that order, without any modifications
- 2. notes the key details of TfL's proposals for a new London Vehicle Scrappage Scheme as set out in this Form and approves funding for the preparation and implementation of that scheme by means of the transfer by way of a revenue grant to be paid by the Greater London Authority (GLA) to TfL under section 121 of the Greater London Authority (GLA) Act 1999 in the sum of £110 million.

Mayor of Londor

I confirm that I do not have any disclosable pecuniary interests in the proposed decision and take the decision in compliance with the Code of Conduct for elected Members of the Authority.

Judge

The above request has my approval.

Signature:

Date:

24/11/22

PART I – NON-CONFIDENTIAL FACTS AND ADVICE TO THE MAYOR Decision required – supporting report

1. Introduction and background

Introduction

- 1.1. Despite recent improvements in air quality, air pollution remains the biggest current environmental risk to the health of Londoners. Air pollution has a negative impact on the health of all Londoners and a disproportionate impact on more vulnerable and deprived people. It has become clear that we are facing a climate emergency and that the impacts of extreme weather can affect us all. We have also seen traffic congestion return as London returns to business as usual with costs to the economy and our quality of life. Last year, the cost of traffic congestion in London was estimated at £5.1 billion with the average driver losing 148 hours to congestion per year.
- 1.2. In recent years, both the central London ULEZ and the expansion to inner London have had significant impacts on air quality in London. Following the expansion of ULEZ to inner London, harmful NO₂ concentrations alongside roads in inner London were estimated to be 20 per cent lower than they would have been without the ULEZ and its expansion. In central London, roadside NO₂ concentrations were assessed to be 44 per cent lower than they would have been without ULEZ².
- 1.3. This shows that the ULEZ has been effective in reducing harmful air pollutants, but there is still more to be done. If no further action is taken to reduce air pollution, around 550,000 Londoners will develop diseases related to poor air quality over the next 30 years. In this case, the cost to the NHS and social care system in London is estimated to be £10.4 billion by 2050³.
- 1.4. This decision form relates to the public and stakeholder consultation on proposals to help improve air quality, tackle climate change, and reduce traffic congestion that took place between 20 May and 29 July 2022 ("the consultation"). The consultation included detailed proposals concerning the proposed London-wide ULEZ expansion ("Scheme Proposals") which were as follows:
 - Proposal 1: Expanding the Ultra Low Emission Zone ("ULEZ") to outer London so that it operates London-wide from 29 August 2023, including the proposed extension of certain existing temporary exemptions (known as "grace periods"⁴)
 - Proposal 2: Removing the Auto Pay (including Fleet Auto Pay) £10 annual registration (or administration) fee for the Congestion Charge, London Low Emission Zone ("LEZ") and ULEZ
 - Proposal 3: Increasing the Penalty Charge for non-payment of the Congestion Charge and ULEZ from £160 to £180
 - Proposal 4: Minor administrative changes to the two scheme orders covering the ULEZ, LEZ and Congestion Charge.
- 1.5. The consultation also included a proposed revision to the current Mayor's Transport Strategy ("2018 MTS") to facilitate any future expansion of the ULEZ to outer London and set out the triple challenges of air pollution, climate change and traffic congestion. Consultation responses

¹ https://inrix.com/press-releases/2021-traffic-scorecard-uk This figure does not take into account the cost of congestion on bus passengers and bus operating costs.

² https://www.london.gov.uk/sites/default/files/expanded_ultra_low_emission_zone_six_month_report.pdf

³ https://www.london.gov.uk/press-releases/mayoral/ulez-to-save-billions-for-nhs

⁴ Grace periods are temporary exemptions where a non-compliant vehicle does not pay the ULEZ charge.

concerning this topic have been considered in a separate Mayoral Decision form (MD3047). The full text of the MTS Revision is provided in Appendix 1.

- 1.6. The consultation also asked for people's views to help shape the future of road user charging ("Future RUC"), which could include replacing existing charges with a road user charging scheme that uses more sophisticated technology to make it as simple and fair as possible for customers. While experts have found that London will need a new kind of road user charging system by the end of the decade to achieve net zero carbon by 2030, the technology to implement such a scheme in a complex city like London is some years away. TfL did not consult on any specific future road user charging scheme at this stage. Any proposals which could be developed in the future would be subject to a further public and stakeholder consultation with information provided on detailed scheme proposals and their likely impacts. The Mayor is asked to note the responses relating to Future RUC, which are included in the Report to the Mayor (Appendix 2). TfL will take them into account in its ongoing consideration of this issue and, if appropriate, in the development of any such scheme.
- 1.7. This form sets out proposed formal modifications to the ULEZ Scheme to support disabled people that are recommended by TfL (should the Mayor confirm the Scheme Proposals) in light of concerns raised in consultation responses and following engagement with stakeholder groups representing disabled people. Specifically, two further grace periods, to support disabled people are recommended as modifications to the Scheme Proposals. These new mitigations, welcomed by stakeholder groups who have informed their development, are in addition to a new scrappage scheme, which was identified as an important mechanism to help support disabled and low income Londoners, microbusinesses and charities comply with the scheme. Full details of TfL's responses to issues raised are provided in the Report to the Mayor (Appendix 2).
- 1.8. This form provides a summary of the findings from the consultation on the Scheme Proposals. 57,937 responses were received, including 342 stakeholder responses. The individual consultation responses have been made available to the Mayor for his consideration should he wish to read any particular responses in full. Significant concerns raised in the consultation responses include the potential disproportionate impact on disabled people, support for a vehicle scrappage scheme, proposed ULEZ expansion start date, the lack of public transport provision in outer London and the burden imposed by the proposed Penalty Charge Notice increase. As well as the consultation responses received, a representative poll was also carried out by the GLA and forms part of the evidence presented to the Mayor on public opinion towards ULEZ expansion.
- 1.9. The poll of Londoners demonstrated that a majority of Londoners (51 per cent) support ULEZ implementation (see paragraphs 4.36 to 4.39 for more detail). The consultation responses demonstrate that although a majority of respondents believe there is a need to go further on air quality, 59 per cent also believe that the ULEZ proposals consulted on should not be implemented. During the consultation and in the period since, TfL has been considering issues raised and engaging with stakeholder groups to identify mitigations to the scheme consulted on where respondents have raised likely adverse consequences. These mitigations, as mentioned above, and the issues they respond to are explained in more detail in paragraphs 2.15 to 2.23, although it should be noted that they cannot fully resolve all such impacts, and some will remain.
- 1.10. TfL recommends the Mayor proceeds with ULEZ expansion and confirms the Scheme Proposals, notwithstanding the adverse impacts set out in section 3 below.

⁵ 24 abusive responses contravened TfL's policies on work related violence and aggression and so were excluded from the consultation analysis undertaken by TfL's supplier AECOM.

Background

Health impacts of air pollution

- 1.11. Despite recent improvements in air quality, air pollution remains the biggest current environmental risk to the health of Londoners. A report commissioned by the GLA in 2021 highlighted that communities in London that have higher levels of deprivation, or a higher proportion of people from a non-white ethnic background, are more likely to be exposed to higher levels of air pollution⁶. Air pollution also has a disproportionate impact on more vulnerable people, including older people, children, and pregnant women⁷. The two pollutants causing the greatest concern, based on their impact on human health and death, are⁸:
 - Nitrogen dioxide (NO₂): Nitrogen oxides (NO_x) are a group of gases (NO and NO₂) that are
 mainly formed during the combustion of fossil fuels. NO₂ is the main pollutant of concern and
 at high concentrations, causes inflammation of the airways. Long-term exposure is associated
 with an increase in symptoms of bronchitis in asthmatic children and reduced lung
 development and function.
 - Particulate matter (PM): Long-term exposure contributes to the risk of developing cardiovascular and respiratory diseases, including lung cancer. Research shows that particles with a diameter of 10 microns and smaller (PM₁₀) are likely to be inhaled deep into the respiratory tract. The health impacts of particles with a diameter of 2.5 microns or smaller (PM_{2.5}) are especially significant as smaller particles can penetrate even deeper.
- 1.12. United Kingdom law currently sets out various air quality limits (limit values) in the Air Quality Standards Regulations 2010 ("the 2010 Regulations"). They are that levels of PM₂₅ should not exceed 20 µg/m³, levels of PM₁₀ should not exceed 40 µg/m³ and levels of NO₂ should not exceed 40 µg/m³ over a calendar year (see Schedule 2 to the Regulations). To the extent that limit values for NO₂ and PM₁₀ and PM₂₅ are not achieved in London, the Mayor must take appropriate measures to improve London's air quality. Even where limit values have been achieved, the Mayor must still ensure that (a) the levels of those pollutants are maintained below the applicable limit values and (b) he endeavours to maintain the best ambient air quality compatible with sustainable development (see reg 17(2). This may involve taking steps to secure levels of pollution that are below the limit values currently set out in law.
- 1.13. Based on air quality modelling undertaken as part of the London Atmospheric Emissions Inventory (LAEI) there has been a significant reduction in the number of London residents who live in areas which exceed the current UK legal limits (40 μg/m³) for NO₂ since 2016, with fewer than two per cent of Londoners (around 170,000) living in areas of exceedance in 2019, falling from over two million. All London residents live in areas that are within the PM_{2.5} current UK legal limits.
- 1.14. In September 2021, the World Health Organization (WHO) updated its recommended guidelines for air pollutants¹⁰ reflecting the clear evidence of the health impacts of air pollution, even at low levels. In setting interim targets and guidelines for air pollution the WHO also sets out how fine particulate pollution has health impacts even at very low concentrations, and that there is no safe level. In addition to the guidelines, the WHO has also provided interim targets aimed at achieving

https://www.london.gov.uk/sites/default/files/air_pollution_and_inequalities_in_london_2019_update_0.pdf

https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution

⁸ https://www.who.int/en/news-room/fact-sheets/detail/ambient-(outdoor)-air-quality-and-health

⁹ "London" is defined as the Greater London Urban Zone ("the London Zone") for the purposes of the 2010 air quality regulations. This includes the whole of the administrative area of Greater London (the City of London and the 32 London boroughs) together with some areas outside it within the areas of surrounding districts that are within the M25 motorway.

https://www.who.int/news-room/fact-sheets/detail/ambient-(outdoor)-air-quality-and-health#:~:text=Guideline%20values,-NO&text=The%20current%20WHO%20guideline%20value,effects%20of%20gaseous%20nitrogen%20dioxide

a gradual shift from relatively higher to lower concentrations in locations where air pollution is particularly high. The WHO recommended guidelines and interim targets are as shown in Table 1.

<u>Table 1. Recommended WHO 2021 air quality guidelines and interim targets compared to UK limits – all annual average</u>

Pollutant	UK 2010 Air Quality Limits	WHO Interim target*				2021 WHO Air Quality
						Guideline
PM _{2.5} μg/m ³	20	35	25	15	10	5
PM ₁₀ µg/m ³	40	70	50	30	20	15
NO ₂ μg/m³	40	40	30	20	-	10

^{*}WHO interim targets are proposed as incremental steps in a progressive reduction of air pollution and intended for use in areas where pollution is high. WHO has not provided timescales as countries will have their own challenges and will be on different paths.

- 1.15. Almost a third of London residents live in areas which exceed 30 $\mu g/m^3$ of NO₂, the level 2 interim target set by the WHO, and all Londoners live in areas which exceed the guideline limit of 10 $\mu g/m^3$. As to PM_{2.5}, a significant number of Londoners live in areas exceeding the lowest WHO interim target of 10 $\mu g/m^3$ (which is also the Mayor's ambition to be achieved in London by 2030) and the even lower guideline of 5 $\mu g/m^3$. Although there has been a reduction in Londoners living in areas of exceedance since 2016, 88 per cent of Londoners (of which 3.9 million are in outer London) still live in areas which do not meet the lowest interim target (10 $\mu g/m^3$), and all Londoners live in locations where concentrations exceed the WHO guideline level of 5 $\mu g/m^3$.
- 1.16. The European Commission has recently (26 October 2022) proposed revisions to its air quality standards, under the Ambient Air Quality Directives, to be achieved by 1 January 2030. They are broadly aligned with the lowest interim targets set by the WHO, and go considerably further than the proposed UK amendments: levels of PM_{2.5} should not exceed 10 µg/m³, levels of PM₁₀ should not exceed 20 µg/m³ and levels of NO₂ should not exceed 20 µg/m³.¹³ Furthermore, the proposals include a zero pollution vision for air in 2050 through exposure reduction obligations.
- 1.17. The UK Government is required to set air quality targets by the Environment Act 2021. In March 2022 the Government published a consultation on what those targets should be. They proposed PM₂₅ targets of 10 µg/m³, to be met by 2040 in England. This threshold is above the WHO's Guideline and would be a considerably slower process than is currently envisaged in the European Union, and in London where the Mayor's ambition is to achieve 10 µg/m³ PM₂₅ by 2030. The Government has announced that the consultation response has been delayed and that it will not be published by 31 October 2022.¹⁴
- 1.18. As set out above, the Mayor has a statutory duty to endeavour to maintain the best ambient air quality consistent with sustainable development. He is entitled to elect to go beyond the limit values set out in current UK legislation. TfL recommend that, in considering how to maintain the

¹¹ Source: London Atmospheric Emissions Inventory (LAEI) 2019

¹² Source: London Atmospheric Emissions Inventory (LAEI) 2019

¹³ https://environment.ec.europa.eu/system/files/2022-

^{10/}Proposal%20for%20revision%20of%20the%20Ambient%20Air%20Quality%20Directives%20—%20Annexes.pdf

¹⁴ https://questions-statements.parliament.uk/written-statements/detail/2022-10-28/hcws347

319

best ambient air quality the Mayor has regard to the conclusions of the WHO (as to appropriate standards) and the evidence concerning the harmful effects of air pollution in London.

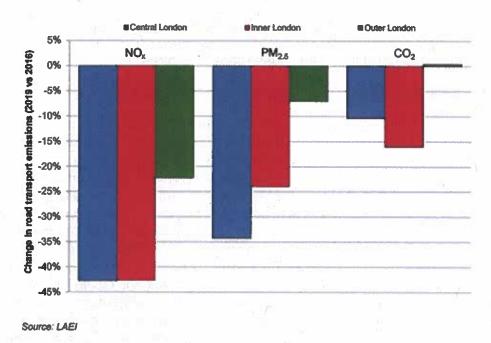
- 1.19. Air pollution has a continuing and serious adverse impact on the health and lives of thousands of Londoners. In 2020, TfL and the GLA commissioned researchers from the Environment Research Group (ERG) at Imperial College London to assess the impact on health of air pollution in London and how this is affected by the Mayor's air quality policies, using current (2019) and future levels of air pollution up to 2050 (projected from 2013). This demonstrated the importance of action to prevent a situation where Londoners' health is at risk and the health care system is put under increasing pressure¹⁵. Its key findings were that:
 - in 2019, in Greater London, the equivalent of between 3,600 to 4,100 deaths (61,800 to 70,200 life years lost¹⁶) were estimated to be attributable to PM₂₅ and NO₂
 - air pollution has a disproportionate impact on more vulnerable and deprived people
 - the policies in the London Environment Strategy (including the inner London ULEZ) are predicted to result in the avoidance of around 300,000 new cases of NO₂ and PM_{2.5} related disease and 1.2 million new air pollution related hospital admissions London-wide by 2050. This equates to a cost saving to the NHS and social care system of £5 billion.
- 1.20. Approximately 60 per cent of deaths related to air pollution are likely to be in outer London boroughs (equating to approximately 2,600 premature deaths), mainly due to the higher proportion of elderly people in these areas who are more vulnerable to the impacts of air pollution. This is because lung function declines with age and older people are more likely to have co-morbidities. Children are also more vulnerable to breathing in polluted air because their airways are smaller and still developing, and they breathe more rapidly than adults¹⁷.
- 1.21. Due to some areas of outer London being less built up, with more green space and a lower density of population, as well as there being different sources of pollution there, on average air quality in outer London is better than in central and inner London. However, concentrations remain highest next to the busiest roads where road traffic emissions are dominant, including the North and South Circular. Considering recent improvements in air quality we estimate that outer London will be largely compliant with the current legal limits for NO₂ in 2023 even without the proposals, but that as many as 55 per cent of people will still not meet the tighter WHO interim target of 20µg/m³ for NO₂ in outer London.
- 1.22. Meeting the tighter WHO guidelines for PM_{2.5} would be challenging across London and while TfL estimate that in 2023 about 16 per cent of the population of outer London will meet the interim target of 10µgm/m³ for PM_{2.5}, no parts of London meet the WHO guidelines of 5 µgm/m³.
- 1.23. Road transport accounts for 44 per cent of NO_x emissions and 31 per cent of PM_{2.5} emissions in London¹⁸. The reduction in NO_x emissions has not happened equally across London, with road transport NO_x emissions in inner London reducing by more than 40 per cent between 2016 and 2019, compared to a reduction of around 22 per cent in outer London over the same time period this includes the early benefits of central and inner London ULEZ (due to pre-compliance). This means inner London road transport NO_x emissions have reduced at twice the rate as outer London. This pattern is the same for PM_{2.5} emissions from road transport, which fell by almost a quarter in inner London between 2016 and 2019, compared to only seven per cent in outer London. This comparison is shown in Figure 1.

18 https://data.london.gov.uk/dataset/london-atmospheric-emissions-inventory--laei--2019

¹⁵ The cost to the NHS and social care system in London is estimated to be £10.4 billion by 2050 if no further action is taken 16 The original studies were analysed in terms of 'time to death' aggregated across the population. See COMEAP (2010) for further information

https://www.london.gov.uk/WHAT-WE-DO/environment/environment-publications/health-burden-air-pollution-london

Figure 1 Change in NO_x, PM₂₅ and CO₂ emissions from road transport by spatial area, 2019 vs 2016



1.24. As a result of the greater percentage reductions made in inner London, outer London accounts for an increasing proportion of emissions from road transport. In 2019, it accounted for 64 per cent of London-wide road transport NO_x emissions and CO₂ emissions, and 65 per cent of London-wide road transport PM_{2.5} emissions.

Development of the ULEZ

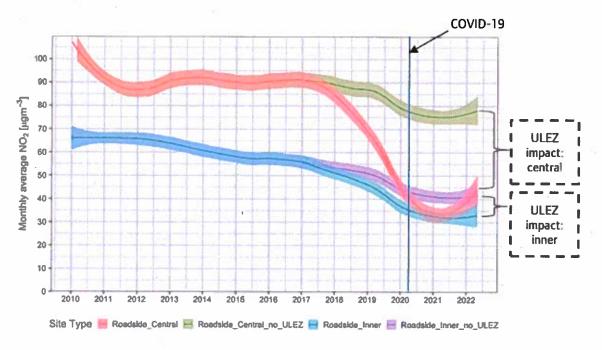
- 1.25. The MTS, the London Environment Strategy (LES) and the London Health Inequalities Strategy are clear in their commitment to improving air quality. The MTS outlines the need to take action to reduce emissions from vehicles on London's streets, to improve air quality and support London reaching compliance with UK (and at the time EU) legal limits as soon and effectively as possible.
- 1.26. Recognising the contribution of road transport to emissions (estimated to be 51 per cent of NO_x and 34 per cent of PM_{2.5} in 2016¹⁹) and consequently poor air quality, the ULEZ was introduced in central London in April 2019 to accelerate the switch to cleaner vehicles, building on the success of the "Toxicity-Charge" (a supplement to the Congestion Charge introduced in 2017) and the London-wide Low Emission Zone (LEZ) introduced in 2008.
- 1.27. The primary objective of the ULEZ is to reduce harmful emissions from road transport, particularly those with the greatest potentially adverse impacts on human health, in order to improve air quality and health. The ULEZ is a road user charging (RUC) scheme. It sets minimum emissions standards, by reference to the Euro standards, for different vehicle types and imposes a daily charge (ULEZ charge) of £12.50 on non-compliant light vehicles used within the area to which it applies. Certain grace periods, reimbursements, or exemptions, apply. The ULEZ charge acts as a disincentive to driving a non-compliant vehicle in the Zone, therefore encouraging modal switch or the use of a compliant vehicle, which in turn reduces harmful vehicle emissions.
- 1.28. The ULEZ operates 24 hours a day, every day of the year except Christmas Day. The ULEZ requires that cars, motorcycles, vans and other specialist vehicles (up to and including 3.5 tonnes)

¹⁹ Source: London Atmospheric Emissions Inventory (LAEI) 2019

and minibuses (up to and including five tonnes) meet the following minimum exhaust emissions standards or pay the £12.50 ULEZ charge:

- Euro 3 for motorcycles, mopeds, motorised tricycles and quadricycles (L category)
- Euro 4 (NO_x) for petrol cars, vans, minibuses and other specialist vehicles
- Euro 6 (NO_x and PM) for diesel cars, vans and minibuses and other specialist vehicles.
- Following the introduction of the ULEZ in central London on 8 April 2019, the Zone was expanded to inner London (up to, but not including, the North and South Circular Roads) on 25 October 2021. That expansion extended it to an area 18 times the size of the original Zone and furthered its benefits. In February 2017, when the original proposals for the central London ULEZ scheme were first announced, the compliance rate of vehicles driven within the Zone with what became the approved ULEZ vehicle emissions standards was 39 per cent. By January 2020, the compliance rate in the central London Zone was 77 per cent²⁰. Concentrations of NO₂ at roadside sites in February 2020 reduced by 37 per cent compared to February 2017 (when changes associated with the ULEZ began), as shown in Figure 221. Further assessment undertaken for expanded ULEZ considered data over a longer time period, including during the Covid-19 pandemic. The vertical line on the graph in Figure 2 highlights the point at which national action in response to Covid-19 started to influence traffic and resultant pollution levels. This helped to further reduce NO₂ levels whilst many people avoided unnecessary journeys until 2021 when they started to increase as restrictions ended. While traffic volumes have been increasing back to prepandemic levels in inner and outer London, the air quality trends show that the ULEZ has helped to prevent the return to previous pollution levels even when traffic is returning.

Figure 2 Trends in NO2 in London compared to a no ULEZ scenario



1.30. On 25 October 2021, the Zone expanded to inner London. Compliance with the ULEZ standards in the zone two weeks prior to its launch was 87 per cent compared to 39 per cent in February 2017. Six months after the expansion of the ULEZ, this had risen to nearly 94 per cent. Both the central London ULEZ and the expansion to inner London had significant impacts on air quality in London. Following the expansion of ULEZ to inner London, harmful NO₂ concentrations alongside roads in inner London were estimated to be 20 per cent lower than they would have

²⁰ This relates to compliance in congestion charging hours.

²¹ https://www.london.gov.uk/sites/default/files/expanded_ultra_low_emission_zone_six_month_report.pdf

been without the ULEZ and its expansion. In central London, roadside NO₂ concentrations were assessed to be 44 per cent lower than they would have been without ULEZ. This decrease in concentrations close to roads will have also led to reduced air pollution in locations away from traffic²².

1.31. This shows that the ULEZ has been effective in reducing harmful air pollutants, but there is still more to be done.

Option development and assessment

- 1.32. In December 2021, TfL presented the Mayor with four potential approaches to reduce emissions from road based transport to address wider transport emission challenges, including the need to reach net zero carbon by 2030. The report titled 'Next steps for reducing emissions from road transport'²³ outlined that despite significant progress, further action was required to reduce emissions and improve air quality. For carbon, it noted that as the contribution of other sectors has fallen, transport has been responsible for an increasing proportion of total emissions. The report summarised the approaches and set out the key issues to consider for each, including the potential impacts on traffic levels and on the three key emissions of NO₂, particulate matter and CO₂. The four approaches were:
 - extending the ULEZ London-wide with the current vehicle charge levels and emissions standards
 - extending the ULEZ London-wide and adding a small clean air charge for all but the cleanest vehicles
 - a small, London-wide, clean air charge for all but the cleanest vehicles
 - an integrated 'next-generation' London-wide RUC scheme which would incorporate existing schemes and charges a single charge per mile. It was noted that this could not be delivered as soon as other approaches, but any approaches taken forward in 2023 could potentially transition to such a scheme in later years.
- 1.33. The report also included an overview of the impacts of a potential Greater London Boundary Charge (GLBC), which would be focussed on cross boundary driving and help reduce traffic and emissions. This has been subject to its own separate feasibility study.
- 1.34. On the 4 March 2022, after careful consideration of the data and wider economic context, including the Element Energy report on pathways to achieve net zero carbon emissions by 2030 (see paragraph 4.50 for more detail), the Mayor announced that his preferred option to take to public and stakeholder consultation was the expansion of the ULEZ to outer London, so it would operate London-wide with the current ULEZ vehicle charge levels and emissions standards. He noted that the rising cost of living was a key consideration in deciding which approach should be taken forward, preferring a scheme that would have the greatest impact on reducing emissions whilst financially impacting the fewest Londoners. He asked TfL to work up detailed proposals on this basis.

2. Objectives and expected outcomes

2.1. Analysis of the existing ULEZ scheme has shown it to be an effective tool in reducing vehicle emissions. As described above, following the introduction of the ULEZ in central London in April 2019 there have been considerable improvements in air quality both within and outside the central Zone, as a result of people switching to more sustainable modes and cleaner vehicles. This

²³ https://content.tfl.gov.uk/next-steps-for-reducing-emissions-from-road-transport.pdf

²² https://www.london.gov.uk/sites/default/files/expanded_ultra_low_emission_zone_six_month_report.pdf

323

was further evidenced by the expansion of the scheme to inner London from October 2021, which continues to demonstrate the positive impact of the scheme on emissions and, to a lesser extent, traffic levels. Four million Londoners living in the zone are now breathing cleaner air.

- 2.2. The proposed expansion of the ULEZ London-wide will benefit the further five million Londoners who live in outer London, as well as those visiting and working in the city. The expansion is forecast to reduce NO_x emissions from cars and vans in outer London by 10 and seven per cent respectively in 2023 compared to the baseline without the scheme. London-wide the reduction in road transport NO_x emissions is expected to be five per cent in 2023 compared to the baseline without the scheme, equivalent to 362 tonnes of NO_x. To give a sense of scale, the estimated 35 per cent reduction for the central London ULEZ in 2019 equates to 230 tonnes, and included emissions savings from heavy vehicles. The higher emissions savings for the proposed expansion reflect a much larger area but also include greater savings from cars and vans because the LEZ for heavy vehicles is already operating across London and therefore further emissions reductions are not expected from these vehicles.
- 2.3. As a result of these reductions in emissions, it is estimated that over 20,000 additional people could live in areas (mainly in central and inner London) meeting the WHO interim target 2 of 30µg/m³ NO₂ as a result of the scheme with about 260,000 people or three per cent of the population still living in areas above this level. In outer London over 300,000 additional people could live in areas that meet the even tighter WHO interim target 3 of 20µg/m³. Overall, this would reduce the number of people still living in areas above these targets to about 6.5 million people or 71 per cent of the population down from 6.9 million or 75 per cent of the population without the proposed scheme and would mean that approximately 30 per cent of London's population would live in areas meeting this tighter WHO interim target.
- 2.4. The proposed expansion of the ULEZ London-wide is expected to also improve average NO₂ concentrations²⁴ across outer London by two per cent (equivalent to 0.3 μg/m³ NO₂), although the improvements are anticipated to be smaller in central and inner London where ULEZ is already operating, and improvements have already been made. Across the whole of London the average reduction in annual NO₂ concentrations is expected to be a 1.2 per cent reduction (also equivalent to 0.3μg/m³). The reductions in concentrations mean there is relatively little change in the number of people living in areas exceeding the current NO₂ limit value of 40μg/m³ (about 2,500 less people which is less than 0.5 per cent of the population) because this is largely unaffected in areas where it is exceeded in central and inner London (where ULEZ already operates).
- 2.5. It is estimated that there is a small increase in the proportion of the road network in central London that would meet the legal limit for NO₂ from 84 per cent to 85 per cent. In inner London, this would remain at about 98 per cent and in outer London it would remain at over 99 per cent, both with and without the proposals.
- 2.6. Reductions are also expected in PM_{2.5} emissions, with an 11 per cent reduction in tailpipe PM_{2.5} emissions in London and an overall reduction in PM_{2.5} emissions from road transport of 22 per cent in 2023 compared to the baseline without the scheme, which is equivalent to eight tonnes of PM_{2.5}. Carbon emissions from road transport are also expected to reduce by 0.4 per cent London-wide in 2023 compared to the baseline without the scheme, equivalent to 23,000 tonnes. This saving is nearly twice as great as that which was estimated for central London ULEZ in its first year.
- 2.7. This means that under the proposed scheme over 40,000 additional people would be expected to live in areas meeting the WHO interim PM_{2.5} target of 10µg/m³, which means about 48 per cent of the population of London would still live in areas that do not meet this target. These benefits are mainly in outer London but there are also some improvements in inner London, with about 89

²⁴ Note that reductions in overall concentrations are always lower than those in emissions, as they are made up of more than just road transport emissions.

per cent of the population exceeding this level, compared to about 15 per cent of the population 324 of outer London.

- 2.8. In addition to the emissions savings expected directly from the scheme, the ULEZ is also expected to encourage a shift to active, efficient and sustainable modes of transport. The number of trips by car London-wide is expected to reduce by around 146,000 per day soon after scheme launch. Of these, just under 70 per cent are expected to switch to sustainable modes. This means an additional estimated 55,000 walking or cycling trips (0.7 per cent increase), 26,000 bus trips (0.6 per cent increase) and 19,000 rail trips (0.3 per cent increase) every day in London.
- For essential car journeys, the expansion of ULEZ London-wide will encourage the switch to less 2.9. polluting vehicles. Vehicle compliance is expected to increase to over 95 per cent for cars by the end of 2023. This equates to a reduction in the number of non-compliant cars from 160,000 to 46,000. For vans, compliance over the same period is estimated to increase to around 91 per cent, reducing the number of non-compliant vans from 42,000 to 26,000.
- 2.10. In addition, research from the Confederation of British Industry (CBI) has shown that cleaner air could boost the UK economy by £1.6 billion per year and improving air quality in London specifically would provide an economic benefit of almost £500 million per year to the local economy due to fewer days lost due to illness.

Overview of Proposals for London-wide ULEZ expansion

Proposal 1: Expanding the ULEZ London-wide to the Low Emission Zone (LEZ) boundary from 29 August 2023 including changes to existing grace periods

Using the LEZ boundary

2.11. This proposal expands the current ULEZ zone to the current LEZ boundary in outer London, so that it would operate "London-wide" covering 96 per cent of the Greater London administrative area. The existing well established LEZ boundary is proposed because it has proven to be an effective boundary for that scheme and provides drivers with appropriate routes to avoid entering the Zone if they do not comply with required emissions standards. There is also existing signage infrastructure which could be adapted.

Commencement date for London-wide ULEZ

2.12. It is proposed that the London-wide ULEZ would take effect from Tuesday 29 August 2023 (the day following the bank holiday on Monday 28 August 2023). This date is considered to be the soonest possible date which would allow sufficient time to prepare to launch the scheme and give people reasonable notice to plan ahead.

Changes to existing ULEZ "grace periods"

- 2.13. Certain discounts and exemptions for non-compliant vehicles are available under the current ULEZ scheme, including some grace periods. These were put into place ahead of the launch of the scheme in central London in 2019 and its expansion to inner London in 2021 to support groups that were likely to find it more difficult to switch to a compliant vehicle ahead of the scheme coming into effect in those areas. This was informed by the Integrated Impact Assessments and public consultations for both the central London scheme and its expansion to inner London.
- In line with the approach taken to the ULEZ expansion to inner London, the consultation proposed to extend the grace periods for 'disabled' and 'disabled passenger' tax class vehicles, wheelchair accessible Private Hire Vehicles (PHVs) and minibuses used for community transport by two years should the scheme be expanded London-wide. The consultation proposals for two year extensions are set out below:

- 'Disabled' and 'disabled passenger' tax class vehicles grace period extended from 26 October 2025 to 24 October 2027. This is to reflect the additional time needed for these groups to prepare for the newly charged area in the time available.
- Wheelchair accessible PHVs grace period, for TfL licenced PHVs, extended from 26 October 2025 to 24 October 2027. This is to help mitigate the impact on individuals who rely on their services by providing additional time for vehicle owners to upgrade their vehicles.
- Minibuses used for community transport grace period extended from 29 October 2023 to 26
 October 2025. This is to reflect the need for these groups to have additional time to prepare
 for the newly charged area. This also applies to eligible organisations (including state schools)
 outside Greater London.

New Proposed Mitigations

- New grace periods recommended variation order modifications
- 2.15. Following the consideration of various points raised in the consultation and in stakeholder meetings, TfL has considered what further mitigations may be needed to support disabled Londoners, recognising that outer London has higher levels of car reliance and fewer sustainable alternatives for some journeys. On the basis of this work, a proposal has been developed to significantly broaden eligibility for grace periods supporting disabled people. Further engagement with representatives of disabled Londoners took place following the consultation which has helped TfL to shape, with their input, several policy modifications to specifically address areas of high concern. These modifications include new provisions for disabled Londoners who may not be covered by the current criteria, improved arrangements to support those with nominated drivers, as well as measures to help those with more costly vehicles designed for wheelchair users and other expensive adaptations for disabled people. The proposed modifications have evolved through this engagement in response to insights from the disabled community.
- 2.16. TfL recommends to the Mayor that he confirms the two new grace periods (as detailed in paragraphs 2.17 to 2.21) to be implemented as formal "modifications" to the LEZ-ULEZ Variation Order. If the Mayor confirms the London-wide ULEZ expansion, this new measure will be available London-wide (including in the current inner London Zone) to eligible applicants' vehicles from 30 January 2023 until 24 October 2027.
 - Modification 1: Disabled benefits grace period
- 2.17. This is a new proposed grace period aimed primarily at recipients of the "standard rate" mobility component of Personal Independence Payment (PIP), in addition to the existing grace periods for 'disabled' and 'disabled passenger' tax class vehicles under the current ULEZ which are proposed to be extended from October 2025 to 24 October 2027. This group has been unable to benefit from the current grace period for 'disabled' and 'disabled passenger' tax class vehicles, as they are not eligible for this tax class. The new grace period will enable recipients of the standard-rate mobility component of the PIP and recipients of any of the other benefits which also qualify for 'disabled' and 'disabled passenger' tax class, to register their own or their nominated driver's vehicle to benefit from the grace period, which will be in place until 24 October 2027.
- 2.18. Recipients of the following benefits will be eligible for the Disabled benefits grace period:
 - standard rate mobility component of PIP
 - enhanced rate mobility component of PIP
 - higher rate mobility component of Disability Living Allowance (DLA)
 - enhanced rate mobility component of Adult Disability Payment (ADP)

- higher rate mobility component of Child Disability Payment
- War Pensioners' Mobility Supplement
- Armed Forces Independence Payment.
- 2.19. With the exception of the newly eligible recipients of the standard rate mobility component of PIP, recipients of the above are already eligible for the disabled vehicle tax class and, through that mechanism, are already eligible for the disabled vehicle tax class grace period. This exemption is automatically applied to vehicles registered with the Driver and Vehicle Licensing Agency (DVLA) to the disabled tax class.
- 2.20. However, some recipients may not have registered for the disabled vehicle tax class with the DVLA. In addition to enabling more disabled Londoners to be eligible for a grace period by including the standard mobility component of PIP, the new grace period ensures that those who are eligible, but not registered for, the disabled vehicle tax class will have a way to access the grace period without needing to register for the disabled tax class, should they prefer not to. The relevant rules will also enable nominated drivers (including those who do not live with the disabled person they drive) to benefit from the grace period.
- 2.21. This proposed modification means that anyone who receives benefits that automatically make them eligible for a Blue Badge will also qualify for this new grace period. Those who may be eligible for a Blue Badge but do not automatically qualify may also be covered by this grace period if they meet the above criteria. TfL consider that using disability benefits criteria offers the best and most consistent approach. TfL will continue to explore with London boroughs how those holding Blue Badges who are not automatically eligible under the proposed benefits criteria for the grace period could be eligible while preserving the air quality benefits of the scheme. In London, TfL estimate that more people are likely to be eligible under this criteria than the current number of Blue Badge holders²⁵.
 - Modification 2: Wheelchair accessible vehicles grace period
- 2.22. Under the current ULEZ rules wheelchair accessible TfL licenced Private Hire Vehicles (PHVs) benefit from a grace period, which in the consultation is proposed to be extended to 24 October 2027. To provide additional support for disabled Londoners TfL proposes the Mayor approves an additional general exemption for all wheelchair accessible vehicles that are not compliant with ULEZ standards, from 30 January 2023 until 24 October 2027. Given the higher cost of replacements for these vehicles this exemption will provide owners additional time to adapt to ULEZ standards.
- 2.23. A limited list of other vehicle adaptations aimed at meeting the needs of disabled drivers or passengers will also qualify. These adaptations, listed below, have been identified in consultation with manufacturers and stakeholders representing disabled Londoners:
 - a permanently fitted foldable ramp or powered lift
 - an electric or hydraulic hoist to lift a person or wheelchair into the vehicle
 - a swivel seat on either the passenger or driver side of the vehicle
 - an accelerator ring permanently fitted to the steering wheel of the vehicle.

²⁵ Data from the Department for Work and Pensions in July 2022 showed that 282,520 Londoners claimed benefits which would make them eligible for the new grace period, and data from the Department for Transport published in January 2022 showed that 247,000 Londoners had a Blue Badge.

- 2.24. It is proposed that a new large-scale and targeted vehicle scrappage scheme will be launched if the ULEZ expansion London-wide proceeds in order to help mitigate a number of potentially adverse impacts on individuals and groups identified in the ULEZ Scheme IIA and by relevant stakeholder groups. The commitment to provide a potential scrappage scheme should the ULEZ expansion be progressed, was included in the consultation. TfL has designed its proposed scheme, as recommended to the Mayor for GLA grant funding, having regard to the IIA, consultation responses and such discussions.
- 2.25. Table 2 (under paragraph 3.32) highlights how a variety of protected characteristic groups could benefit from such a scheme. TfL will design and administer the scheme under the Mayoral delegation previously provided in MD2661. It will initially be funded by a section 121 revenue grant from the GLA, approved under this Mayoral Decision, and it is envisaged the scheme will be operational from Monday 30 January 2023.
- 2.26. This new scheme will provide scrappage grants and other assistance to help eligible Londoners to scrap (i.e. dispose of) or retrofit vehicles that are not compliant with the ULEZ standards thereby removing older, more polluting vehicles from London's roads. The scheme will help clean up the city's toxic air by helping successful applicants to use cleaner vehicles or greener and more sustainable forms of transport, including car clubs. The scheme will build on the success of the previous scrappage schemes which supported the ULEZ in central London and expansion to inner London. This saw the removal of more than 15,200 older, more polluting non-ULEZ compliant vehicles from London's roads and a third of car and motorcycle scrappage recipients choosing not to replace their vehicles.
- 2.27. A new £110 million scrappage scheme will be targeted at supporting people on lower incomes, disabled Londoners, micro businesses and charities to scrap or retrofit their non-compliant vehicles in preparation for the London-wide expansion of the ULEZ. It is proposed eligibility will be limited to Greater London residents and eligible micro businesses and charities based in Greater London.
- 2.28. The key features of the proposed scheme are as follows:
 - Scrappage grants for low income and disabled Londoners will be £1,000 for a motorcycle; £2,000 for a car or £5,000 for a wheelchair accessible vehicle.
 - Successful applicants can opt for a mobility credit package made up of an annual Bus & Tram
 pass alongside a reduced scrappage payment, which together will exceed the value of the
 standard scrappage payment. All buses and trams are wheelchair accessible. There will also be
 an option for two annual Bus & Tram passes alongside a further reduced scrappage payment
 which may be attractive to those who transport others with their vehicle.
 - Microbusinesses and charities scrapping vans and minibuses would receive a £5,000 grants for a van, £7,000 for a minibus or, for those replacing their vehicles with an electric alternative, an additional payment of £2,500.
 - Microbusinesses and charities will now also have the option of a £5,000 grant to retrofit their vehicle to meet the ULEZ standards.
 - TfL will seek to secure complementary offers from third parties for those who use the scrappage scheme, in order to support and encourage them to consider alternatives to private vehicle ownership.
 - To reach eligible audiences, TfL will launch a comprehensive multi-channel marketing campaign, including targeting of representative stakeholder groups.

- Rigorous accessibility testing on TfL's scrappage webpages will be done, and alternative
 options for those not able to complete an online application will be available.
- 2.29. TfL has published a scrappage evaluation report of the previous scrappage scheme²⁶. This has included looking at the scrappage application process, the impact of scrappage and details of a survey with car and motorcycle scrappage scheme recipients. Lessons learned from the report have helped us to devise the new scheme. This has included ensuring that the application process is as straightforward as possible, the need to carry out targeted awareness raising and introducing alternatives to the grant payment to further support mode shift to sustainable modes of transport including working with third-party industry partners to offer a wide range of third-party offers.

Proposal 2: Removing the annual £10 per vehicle Auto Pay (including Fleet Auto Pay) registration (or administration) fee for the ULEZ, LEZ and Congestion Charge

2.30. Customers registered for Auto Pay (including Fleet Auto Pay²⁷) are automatically charged for the number of charging days their registered vehicles are detected in the zone (Congestion Charge, ULEZ or LEZ), if the vehicle does not meet the required emissions standards for the LEZ and ULEZ, and when, if eligible, it is driven in the Congestion Charging zone during charging hours. Auto Pay removes the risk of customers being issued with a Penalty Charge Notice (PCN) for non-payment of the Congestion Charge, LEZ or ULEZ charges. The current Auto Pay system (including Fleet Auto Pay) requires an administration fee of £10 per vehicle per year. This proposal removes that fee so there is no cost associated with setting up or maintaining an Auto Pay or Fleet Auto Pay account for the ULEZ, LEZ or Congestion Charge. Removing the annual administration fee removes the financial disincentive to sign up to an Auto Pay account by ensuring there is no cost differential between those paying the daily charges not using the automated system and those paying by Auto Pay. It is proposed that the annual £10 Auto Pay administration fee for the ULEZ, LEZ and Congestion Charge is removed on 30 January 2023. On this basis, should the proposed expansion of the ULEZ proceed, customers with non-compliant vehicles will have nearly seven months prior to the expansion to sign up for an Auto Pay account to remove the risk of receiving a PCN.

Proposal 3: Increasing the penalty charge level from £160 to £180 for non-payment of the ULEZ charge and Congestion Charge

- 2.31. A Penalty Charge Notice (PCN) may be issued if the ULEZ charge or Congestion Charge are not paid within the time allowed (up to three days after the date of travel) and the vehicle is not exempt or registered for a 100 per cent discount. The level of penalty charge for non-payment of the ULEZ charge and Congestion Charge is £160, discounted to £80 if paid within 14 days. The ULEZ penalty charge has been the same since the ULEZ scheme was first implemented in April 2019. The Congestion Charge penalty charge has been the same since January 2018, when it increased from £130 to £160. This proposal increases the penalty charge from £160 to £180 for the ULEZ and Congestion Charge from 30 January 2023. This reflects that the deterrent effect of receiving a PCN has decreased over time due to a number of factors including inflation, increases to public transport fares and the level of the Congestion Charge itself. This is reflected in the proportion of vehicles given multiple PCNs. For the ULEZ, the proportion of Vehicle Registration Marks (VRMs) given multiple PCNs has increased from 25 per cent to 32.3 per cent²⁸ between 2019 (when the scheme was introduced) and 2021. For the Congestion Charge, it has increased from 25 per cent in 2018 to 28 per cent in 2021.
- 2.32. Increasing the PCN but keeping it at a consistent level for both schemes helps to maintain the deterrent effect of receiving a PCN and helps to achieve the respective scheme objectives for

²⁶ https://tfl.gov.uk/corporate/publications-and-reports/ultra-low-emission-zone#on-this-page-2

²⁷ Fleet Auto Pay is available to businesses with six or more vehicles.

²⁸ Repeat offenders have been calculated separately for each contravention year, and are based upon unique vehicles for which more than one PCN has been issued for the relevant scheme and year of contravention.

both the ULEZ and the Congestion Charge. Being registered for Auto Pay (which is proposed to be cost free, as per Proposal 2) also removes the risk of customers being issued with a PCN for non-payment of the Congestion Charge, LEZ or ULEZ.

Proposal 4: Minor administrative scheme changes

2.33. This proposal relates to minor administrative changes to the Congestion Charge and LEZ-ULEZ Scheme Orders to make them more streamlined, flexible and to remove spent or redundant provisions (see the Report to the Mayor for the full list). The two scheme orders will then align and have standard payment channels, payment methods and communication channels that are available at any given time. It is proposed that the minor changes to the two Scheme Orders would take effect immediately.

3. Equality comments

- 3.1. Under section 149 of the Equality Act 2010 (the Equality Act), as public authorities, the Mayor and TfL must have due regard to the need to eliminate unlawful discrimination, harassment and victimisation; and to advance equality of opportunity, and foster good relations, between people who share a protected characteristic and those who do not when exercising their functions. This is known as the Public Sector Equality Duty. Protected characteristics under the Equality Act are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation, and marriage or civil partnership status (the duty in respect of this last characteristic is to eliminate unlawful discrimination and other prohibited conduct under the Act only). In line with best practice, the impact on groups who also have the potential to be socially excluded in this case, people on low incomes or from deprived communities has also been considered, notwithstanding that these specific attributes are not protected under the Equality Act but may be common to people with protected characteristics.
- 3.2. The Public Sector Equality Duty applies to the Mayor's decision about whether to proceed to implement the Scheme Proposals by confirming the two Variation Orders with or without modifications.
- 3.3. TfL commissioned consultants Jacobs to undertake an Integrated Impact Assessment (IIA), including an equality impact assessment, of the London-wide ULEZ expansion proposals i.e. the Scheme Proposals. The IIA identified the expected impact of the proposals on a range of themes and groups (below), this included a range of negative impacts (ranging from minor to moderate), alongside positive or beneficial impacts. This IIA formed part of the consultation materials and can be found appended to the Report to the Mayor (Appendix 2 to this form).
- 3.4. To inform the ULEZ Scheme IIA about anticipated impacts and potential mitigation/enhancement measures, Jacobs held six stakeholder workshops. Workshops were held on the themes of: business and economy, health, environment, equality, taxis and private hire, and London boroughs. A separate discussion was held with TfL's Independent Disability Advisory Group. A list of the workshop attendees is provided in Appendix C of the IIA.
- 3.5. The IIA considered three themes: London's people (including a health impact assessment and equality impact assessment (EqIA)); London's economy; and London's environment. The people category includes an assessment of groups of people that share a protected characteristic ('protected characteristic groups'). Each assessment identifies impacts against the relevant IIA objectives as short-term and medium-term. Long-term was considered not applicable on the assumption that the Mayor is investigating how TfL could replace ULEZ and other schemes with a single, integrated road user charging scheme within this timeframe. Also in the longer term, it is expected that there would be almost total compliance with the scheme. In addition to duration, impacts were determined against two assessment parameters: breadth (scale and distribution of positive and negative impacts) and sensitivity (e.g. of people, environmental assets or economic

sectors to identified impacts). The impact rating was assessed taking account of mitigation measures committed to by TfL, such as the exemptions, discounts and reimbursements, as originally proposed in the consultation materials. Full details can be found in the ULEZ Scheme IIA. A summary of the impacts on protected characteristic groups is provided below in order to help comply with the Public Sector Equality Duty.

Using the ULEZ Scheme IIA to develop, and consider the impact of, the Consultation Proposals

3.6. In developing the London-wide ULEZ proposals, TfL carefully considered the potential impacts as identified by the ULEZ Scheme IIA (including alongside the likely impacts on emissions, air quality and traffic congestion). Following the close of the consultation, TfL considered the issues raised by respondents including stakeholders, some of which mirror the findings of the IIA and some of which raise further issues. TfL has considered and responded to additional issues raised in Chapter 5 of the Report to the Mayor (Appendix 2).

Equalities-related impacts (ULEZ expansion)

- 3.7. The identified impacts (those originally identified in the ULEZ Scheme IIA and additional ones identified following consultation) and mitigations are discussed in more detail in section 4 of this form, with the exception of impacts and mitigations concerning groups with protected characteristics, which are summarised below. Additional mitigations have been informed by and developed with key stakeholders following the consultation.
- 3.8. The IIA states that the Proposed Scheme is expected to contribute towards the improvement of health outcomes and reduction of health inequalities for all population groups.

Age

- 3.9. The ULEZ Scheme IIA identified improvements to air quality resulting in short-to-medium term disproportionately greater health benefits for older people and children and differential²⁹ benefits for older people and children living in outer London.
- 3.10. The IIA identified a short-to-medium term differential minor negative impact on young people attending special educational needs (SEN) schools in outer London who travel by non-compliant private minibus/car and their carers or families on low incomes. It identified a short-term differential minor negative impact on perceptions of safety for young people who travel by non-compliant vehicle but cannot afford to upgrade to a compliant vehicle. This group may be reluctant to use public transport due to perceptions of the risk to personal safety and therefore may travel less.
- 3.11. The IIA identified a short-term differential moderate negative impact of increased cost for some older people who travel by non-compliant private vehicle to access regular medical appointments at specialist facilities in outer London (and outer London residents accessing healthcare outside London), which may result in adverse health outcomes for this group. Older people who receive domiciliary care, mobile healthcare services and/or informal care in outer London are likely to experience a short-to-medium term differential moderate negative impact, resulting in poorer health outcomes. The IIA also identified a short-to-medium term differential and disproportionate moderate negative impact on social exclusion and isolation for older people who rely on a non-compliant vehicle, which may result in poorer socio-economic and wellbeing outcomes.

Disability

3.12. The ULEZ Scheme IIA identified a neutral impact on disabled people travelling by car in outer London who quality for the Motability scheme and the disabled vehicle tax exemption. The IIA identified a short-to-medium term differential moderate negative financial impact on disabled

²⁹ A differential equality effect is one which affects members of a protected group differently from the rest of the general population because of specific needs or a recognised sensitivity or vulnerability associated with their protected characteristic.

people who make journeys by non-compliant private vehicle and do not qualify for the Motability scheme and/or current disabled vehicle tax exemption from paying ULEZ charges. It also identified a short-to-medium moderate negative disproportionate financial impact on disabled people who travel by non-compliant private vehicle in outer London to access employment (particularly in the night time economy) or opportunities, who do not have a disabled vehicle tax class, due to their lesser capacity to switch to a compliant vehicle and/or change mode.

- The IIA identified a differential minor negative impact on disabled people attending SEN schools in outer London travelling by non-compliant private minibus/vehicle and their carers or families on lower incomes. The IIA identified a short-term differential minor negative impact on perceptions of safety for disabled people who travel by non-compliant private vehicle but cannot afford to upgrade to a compliant vehicle. This group may be reluctant to use public transport due to perceptions of the risk to personal safety and therefore may travel less.
- The IIA identified a short-term differential moderate negative impact of increased cost for some disabled people and people with underlying health conditions who travel by non-compliant private vehicle to access medical appointments at specialist facilities in outer London (and outer London residents accessing healthcare outside London), which may result in adverse health outcomes for this group. Disabled people and people with underlying health conditions who receive domiciliary care, mobile healthcare services and/or informal care in outer London are likely to experience a short-to-medium term differential moderate negative impact, resulting in poorer health outcomes.
- A short-to-medium term differential minor negative impact was identified on disabled people who rely on services provided by charities and community organisations undertaking activities using non-compliant vans and minibuses within outer London.
- The IIA identified a short-to-medium term differential moderate negative impact on stress and anxiety and a short-to-medium term differential and disproportionate moderate negative impact on social exclusion and isolation for disabled people who rely on a non-compliant vehicle and do not qualify for the disabled tax class vehicle exemption, which may result in poorer socioeconomic and wellbeing outcomes.

Sex

- The ULEZ Scheme IIA identified a short-term moderate negative impact due to the increased cost of operating LGVs on tradespeople, likely to be disproportionately experienced by men, who rely on a non-compliant vehicle to undertake work in outer London. It also reported a short-term disproportionate minor negative impact on men working as PHV drivers in outer London in a noncompliant vehicle³⁰, due to the higher representation of this protected group in the sector³¹.
- The IIA identified a short-to-medium term disproportionate minor negative impact on women 3.18. taking children to school in outer London in a non-compliant vehicle³². It also reported a shortto-medium term differential minor negative impact on women who rely on services provided by charities and community organisations undertaking activities using non-compliant vans and minibuses within outer London. In addition, the IIA identified a short-term differential minor negative impact on perceptions of safety for women who travel by non-compliant private vehicle but cannot afford to upgrade to a compliant vehicle. This group may be reluctant to use public transport due to perceptions of the risk to personal safety, and therefore may travel less.

³⁰ The IIA baseline report (Appendix J of the Report to the Mayor) states London PHVs are currently 97 per cent compliant with

³¹ The IIA baseline report (Appendix J of the Report to the Mayor) states men make up 93 per cent of the taxi/PHV workforce 32 The IIA baseline report (Appendix J of the Report to the Mayor) states women are three times more likely to take children to school than men

3.19. The IIA identified a short-term differential minor negative impact for women who work for the NHS in lower paid positions³³ who travel by non-compliant private vehicle to access employment in outer London. Where employers do not reimburse care workers for upgrading their vehicle or paying the charge, the IIA identified a short-to-medium term disproportionate moderate negative impact on women serving the outer London area as a result of the additional cost associated with the scheme. This is likely to result in stress and anxiety.

Race

- 3.20. The predicted air quality improvements would have benefits that would be relatively evenly distributed across all ethnic groups, with Asian people expected to experience the greatest benefit from changes in the average concentration of NO2. The ULEZ Scheme IIA also identified a short-term disproportionate minor negative impact on Black, Asian and minority ethnic PHV drivers working in outer London in a non-compliant vehicle due to the higher representation of this protected group in the sector. In addition, the IIA identified a short-term differential minor negative impact on perceptions of safety for Black, Asian and minority ethnic people who travel by non-compliant private vehicle but cannot afford to upgrade to a compliant vehicle. This group may be reluctant to use public transport due to perceptions of the risk to personal safety, and therefore may travel less.
- 3.21. The IIA identified a short-term differential minor negative impact for Black, Asian and minority ethnic people who work for the NHS in lower paid positions³⁴ who travel by non-compliant private vehicle to access employment in outer London. Where employers do not reimburse care workers for upgrading their vehicle or paying the charge, the IIA identified a short-to-medium term disproportionate moderate negative impact on Black, Asian and minority ethnic people serving the outer London area as a result of the additional cost associated with the scheme. This is likely to result in stress and anxiety.
- 3.22. The IIA identified a short-term moderate negative impact due to the increased cost of operating LGVs on tradespeople, likely to be disproportionately experienced by members of the Gypsy and Traveller Community, who rely on a non-compliant vehicle to undertake work in outer London.

Pregnancy and maternity

- 3.23. The ULEZ Scheme IIA identified a short-to-medium term disproportionate moderate negative financial impact on pregnant women or new mothers/ parents with young children, who travel by non-compliant private vehicle in outer London to access employment or opportunities, who due to their restricted mobility have less capacity to change mode. Pregnant women and new mothers/parents with young children who receive domiciliary care, mobile healthcare services and/or informal care in outer London may also experience a short-to-medium term differential moderate negative impact resulting in poorer health outcomes.
- 3.24. The IIA also identified a short-term differential minor negative impact of increased cost for some pregnant women or new mothers/parents with young children, who travel by non-compliant private vehicle to access medical appointments at paediatric/maternity centres in outer London, which may result in adverse health outcomes.

³³ The IIA baseline report (Appendix J of the Report to the Mayor) states women make up 76.7 per cent of the total NHS workforce in England and are more likely to be in lower paid roles within the NHS with a lower average monthly basic pay than men.

³⁴ Black, Asian and minority ethnic people are more likely to be in lower paid positions within the NHS workforce. Sources: https://www.england.nhs.uk/london/our-work/equality-and-diversity/london-workforce-race-strategy/; https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7563090/

3.25. The ULEZ Scheme IIA identified a short-to-medium term differential minor negative financial impact on some people of different faiths who access places of worship in outer London by noncompliant vehicle.

Gender reassignment

3.26. The ULEZ Scheme IIA identified a short-term differential minor negative impact on perceptions of safety for trans people who travel by non-compliant private vehicle but cannot afford to upgrade to a compliant vehicle. This group may be reluctant to use public transport due to perceptions of the risk to personal safety, and therefore may travel less.

Sexual orientation

3.27. The ULEZ Scheme IIA identified a short-term differential minor negative impact on perceptions of safety for Lesbian, Gay, Bisexual and Transgender (LGBT+) people who travel by non-compliant private vehicle but cannot afford to upgrade to a compliant vehicle. This group may be reluctant to use public transport due to perceptions of the risk to personal safety, and therefore may travel less.

Other impacts

3.28. The ULEZ Scheme IIA identified other likely significant impacts relevant to protected characteristics. It noted there could be a short-to-medium differential minor negative impact on refugees, asylum seekers and homeless people who rely on services provided by charities and community organisations undertaking activities using non-compliant vans and minibuses within outer London.

Deprivation

- 3.29. The ULEZ Scheme IIA identified impacts on people on low incomes. All deciles will experience air quality improvement, with those towards the more deprived end of the scale experiencing a slightly greater percentage reduction in average NO₂ concentrations than the least deprived. This included a short-to-medium term disproportionate moderate negative financial impact on people on low incomes travelling by non-compliant private vehicle in outer London to access employment (particularly in the night time economy) or other opportunities, due to their lesser capacity to switch to a compliant vehicle. The IIA also identified a short-to-medium term differential and disproportionate moderate negative impact on social exclusion and isolation for people on low incomes who rely on the use of a non-compliant private vehicle, which may result in poorer socio-economic and wellbeing outcomes.
- 3.30. The IIA noted a short-to-medium term disproportionate minor negative impact on low income people living in communities adjacent to the London-wide ULEZ boundary who are required to travel into outer London by non-compliant private vehicle to access employment, services and facilities.
- 3.31. A potential short-to-medium term differential minor negative impact on families on low incomes was identified due to implications around the increased cost of providing dedicated SEN travel to schools in outer London.

Recommended modifications and further mitigations

3.32. As set out in Section 2, TfL recommends to the Mayor modifications to the original Scheme Proposals and that further mitigations are implemented, noting that these are not likely to address all of the negative disproportionate impacts identified. Table 2 summarises these modifications and further mitigations according to the relevant protected characteristic group or vulnerable group identified as impacted by the ULEZ Scheme IIA.

Modifications and mitigation measures	Relevant protected characteristic group / vulnerable group	
TfL proposes two new grace periods for those in receipt of disability related benefits and wheelchair accessible vehicles, from 30 January 2023 until 24 October 2027 (see paragraphs 2.17 to 2.21).	Disabled people, carers (if nominated drivers of disabled people).	
A large-scale and targeted scrappage scheme (see paragraphs 2.22 to 2.27 for more details).	Older people; disabled people; women; men; members of the Gypsy and Traveller Communities; Black, Asian and minority ethnic people; pregnant women and new mothers/parents with young children; people on low incomes. In addition to people who directly benefit, there are those who are	
	reliant on, or supported by, the work of charities with non-compliant vehicles who may indirectly benefit from the scrappage scheme. Those who may benefit include refugees, women, asylum seekers, homeless people and disabled people	
TfL will continue to work with the NHS and relevant charities to help disseminate information about the existing NHS patient reimbursement scheme, engaging actively with any new organisations within the proposed expanded area.	Older people; disabled people; pregnant women; people on low incomes; people with underlying health conditions.	
TfL will promote relevant schemes such as the Access to Work scheme when undertaking engagement with relevant stakeholders.	Disabled people.	
TfL will work with businesses and the freight industry to identify suitable sustainable alternatives.	Men; members of the Gypsy and Traveller Communities.	
TfL will continue to work with boroughs to support sustainable school travel. This includes the provision of concessionary fares for children and other measures such as School Streets.	Women (this will also benefit young people).	
TfL will include discussion and awareness raising of schemes to help encourage sustainable commuting such as hospital Green Travel Plans when engaging NHS Trusts.	Women; Black, Asian and minority ethnic people.	
TfL holds regular meetings and forums with all local authorities which would be used to engage with relevant stakeholders about ULEZ expansion London-wide should it be approved.	People on low incomes.	

3.33. In addition, TfL will monitor the impacts of the scheme, including the identified modifications and further mitigations, on protected characteristic groups and keep these under review. As part of this, TfL will continue to regularly engage with relevant stakeholders to ensure their concerns are considered and discussed.

Equalities-related impacts (other proposals)

- 3.34. An IIA on the proposed changes to Auto Pay and Fleet Auto Pay annual administration fees for the Congestion Charge and LEZ and proposed increase to PCNs levels for the Congestion Charge was also undertaken and included in the consultation materials. This section is intended only as a summary of that EqIA and should be understood in the context of its specific remit rather than as a summary of how the three RUC schemes work.
- 3.35. That IIA concluded that some individuals within the protected characteristics groups could be adversely affected by the PCN level increase. The groups most likely to be affected are those where people are more likely to have a low income: older and younger people, people with disabilities, women and those in low-income households.
- 3.36. However, the numbers affected are small in size, as some of these groups are less likely to own a car and, in any case, most drivers will meet ULEZ standards and do not drive in the Congestion Charge Zone (CCZ), and of those that do, most do not receive PCNs. As a result, the assessed disproportionate negative impact on those groups would be limited in scale. There are also potential positive impacts on protected characteristic groups from the proposals.
- 3.37. Specifically, it is considered that the proposed removal of the £10 annual administration fee for Auto Pay and Fleet Auto Pay would be an effective mitigation. Registering their vehicle(s) for Auto Pay will remove the possibility of a customer receiving a PCN and the associated cost; three-quarters of customers are already signed up to Auto Pay and the numbers would be expected to increase if the administration fee is removed.
- 3.38. There are also other scheme related mitigations which either alert drivers to the need to pay the daily charges if applicable or facilitate ease of payment so that a PCN will not be issued:
 - Clear signage is in place on the approach roads with 'rings' of signage at approximately a
 half-mile, three miles and seven miles from the boundary, alerting the driver to the zone.
 There are also 'repeater' signs inside the zone and at the exits reminding drivers to pay.
 - The charging zone is integrated on driving/mapping apps and details are all available on the TfL website.
 - As well as paying in advance or by midnight on the charging day, there is an opportunity for drivers to pay in the three days following travel for TfL road user charging schemes (for the Congestion Charge there is a higher charge of £17.50 if paying after the day of travel).
- 3.39. If a driver receives a PCN for non-payment of the Congestion Charge³⁵, the penalty is halved if paid within 14 days (this also applies to ULEZ and LEZ). Representation and appeals processes are in place for drivers to challenge a PCN by referral to independent adjudicators if they believe it was issued incorrectly or unfairly or there were other mitigating circumstances.
- 3.40. The disproportionate adverse impacts described above in paragraphs 3.9 to 3.39 regarding protected characteristic groups should be carefully considered by the Mayor alongside the benefits of the London-wide ULEZ expansion and all other relevant matters. TfL recommends the Mayor proceeds with the Scheme Proposals, notwithstanding the adverse impacts set out above.

³² The EqIA concerns only the impacts on the Congestion Charge, however the same applies for ULEZ

4. Other considerations

Impact assessments

- 4.1. As outlined in paragraph 3.3, TfL commissioned consultants Jacobs to undertake the ULEZ Scheme IIA. The assessment undertaken by Jacobs to understand the likely impacts of the proposals was informed by modelling and analysis, and uses technical assessment criteria, including definitions of scale and intensity of impact, based on a number of factors including the sensitivity of receptors (see section 3.5 for further detail). TfL undertook strategic traffic modelling to compare the situation in 2023 (proposed year of implementation) with and without the expansion of the ULEZ London-wide. The model outputs provided by TfL comprised of traffic demand (by mode of travel and journey purpose), road traffic emissions and air pollutant concentrations. The analysis was based on forecast rates of vehicle compliance with ULEZ for the proposed year of implementation.
- 4.2. A summary of the identified impacts that are not specific to groups of persons who share protected characteristics (and therefore not listed in paragraphs 3.9 to 3.39) is as follows:

4.2.1. People impacts

- Short-to-medium term improvements to air quality, resulting in better health outcomes for all Londoners.
- Neutral impact on health outcomes for vulnerable populations expected as a result of reduced Urban Heat Island effects.
- Short-to-medium term minor negative community severance impacts for people living in communities adjacent to the London-wide ULEZ boundary who are required to travel into outer London by non-compliant vehicle to access employment, services and facilities.
- Short-to-medium term disproportionate moderate negative impact on people with restricted mobility including parents with young children, who travel by non-compliant private vehicle in outer London to access employment (particularly in the night time economy) or opportunities, due to their lesser capacity to switch to a compliant vehicle and/or change mode.
- Short-to-medium term moderate negative impact on care workers serving the outer London area, who rely on using a non-compliant vehicle to provide care, where employers do not reimburse care workers for upgrading their vehicle or paying the charge.

4.2.2. Economic and business impacts

- Medium-term minor negative impacts on localised labour markets due to fewer people entering Greater London with a short-term minor negative impact on the labour market at Heathrow Airport.
- Medium-term minor negative impact for a significant proportion of tradespeople, street markets, delivery companies and similar due to increased cost of operating LGVs.
- Neutral impact on taxi and PHVs licensed outside London.
- Short-term minor negative impact on London's town centres from a loss of retail spend by those living outside Greater London.

Neutral impact from loss of night time economy spend by those living outside Greater London.

4.2.3. Environmental impacts

- Medium-term moderate (NO_x) to minor (PM₁₀ and PM_{2.5}) beneficial impact³⁶ on road traffic emissions of air pollutants across Greater London.
- Medium-term minor (NO₂) to negligible (PM_{2.5}) beneficial impact on exposure to air pollution and achieving WHO Interim Targets³⁷ across Greater London.
- Medium-term minor beneficial impact on compliance with current legal limits across Greater London.
- Negligible beneficial impact on carbon emissions in Greater London.
- Negligible beneficial impact on nature conservation sites from decreases in NO_x concentrations.
- Medium-term minor positive impact on cultural heritage assets from reduced risk of acid rain in London as a result of NO_x reductions.
- Neutral impact from reductions in PM emissions on the soiling of historic buildings.
- Neutral impact on waste management due to anticipated additional tonnage of vehicles scrapped.
- Neutral impact on fly-tipping in those parts of outer London which would not fall within the London-wide ULEZ boundary.
- Short-to-medium term localised minor landscape negative impacts of new street furniture in some rural areas.
- Neutral impact on the built environment or streetscape within urban/suburban areas of outer London as a result of the installation of new street furniture.
- 4.3. It should be noted that although the technical assessment of emissions reductions is in some cases minor to negligible, it is also important to understand the impact of this policy in absolute terms. For example, although NO₂ concentration reductions are smaller in percentage terms than for the central London ULEZ, in absolute terms there is a much larger volume of NO₂ emissions saved (see Section 2.2).
- 4.4. Similarly, though the impact on carbon emissions is assessed as negligible, this equates to a saving of 27,000 tonnes of CO₂ saved in outer London, which is a comparatively larger saving than has been seen with other similar policy interventions³8. It is nearly double that which the central London ULEZ achieved in its first year of operation (see section 2.6). Whilst there is no single solution that will achieve the decarbonisation of transport, this represents a material saving.
- 4.5. The ULEZ Scheme IIA also considered the likely cumulative impacts for each theme (people, economy and environment) from other RUC schemes (in operation or with formal approval to proceed) in combination with the proposed expansion of the ULEZ London-wide. The following schemes were considered: the Congestion Charge, current ULEZ, the LEZ, Silvertown Tunnel and

³⁶ The definition of 'major', 'minor', 'moderate' and 'neutral' impacts is set out in section 3.2.1.1 of the ULEZ Scheme IIA

³⁷ The WHO Interim targets and descriptions are set out in section 5.1.2 of the ULEZ Scheme IIA

³⁶ For example, it is comparable to carbon savings made from new development through the Mayor's climate change policies in the London Plan, which reduced emissions by 38,000 tonnes in 2021.

the Heathrow drop-off charge. The IIA concluded it was not considered that any cumulative impacts are likely to result from the implementation of the proposed scheme alongside other existing or planned road user charging schemes. The responses to the consultation are considered in the Report to the Mayor (Appendix 2) which should be read in conjunction with this form.

Data Protection Impact assessment (DPIA)

4.6. This seeks to ensure that potential data protection and privacy risks are identified at an early stage and that measures are put in place to mitigate those risks. The DPIA considers the additions to the Automatic Number Plate Recognition (ANPR) camera infrastructure required to allow the enforcement of the new, further extended boundary area (in the region of 2,750 cameras), the back office systems and infrastructure testing, additional volumes of personal data requiring processing, awareness campaign activities and the potential for camera sharing with the police. The DPIA outlines how TfL will manage and process personal data associated with the proposal and comply with the UK GDPR and Data Protection Act 2018. It includes steps that will be taken to protect data and reduce risks and ensure that data is securely held and only used for its intended purposes. The draft DPIA was updated to take account of the privacy and data protection related responses to this consultation, and the final version can be found in Appendix N of the Report to the Mayor.

Consultation

- 4.7. The first Mayor of London issued statutory guidance to TfL entitled 'Guidance from the Mayor of London on charging schemes pursuant to schedule 23 of the Greater London Authority Act 1999', to which TfL is required to have regard when exercising its road user charging powers. The proposed amendments constitute a major variation to a scheme for the purposes of that Guidance. In line with the Guidance a ten week consultation was undertaken by TfL on the Scheme Proposals between 20 May 2022 and 29 July 2022. The consultation was hosted on TfL's online consultation portal, more detail on the information that was made available can be found within Chapter 3 of the Report to the Mayor (Appendix 2).
- 4.8. TfL used a variety of channels to raise awareness of the consultation. These are described in Chapter 3 of the Report to the Mayor (Appendix 2) and included an extensive email campaign; national, regional and specialist press, and digital advertising; radio advertising; social media; letter drops to local centres such as community centres; and a press release issued to all relevant media. TfL contacted a number of stakeholders prior to the consultation launch, and again in the last week of the consultation, to provide them with advance notice and to remind them that the consultation would shortly be closing. Both TfL and the GLA offered where possible to meet with stakeholders.
- 4.9. Respondents to the consultation were asked to complete and submit an online survey to provide their feedback about the proposals. It included a number of open and closed questions, providing an opportunity for respondents to indicate their views about each of the proposals and ideas and give additional comments and feedback in a free-text box. TfL offered a number of ways for respondents to respond, which are detailed within Chapter 3 of the Report to the Mayor (Appendix 2).
- 4.10. TfL commissioned AECOM, an independent consultancy, to analyse the consultation responses. All closed questions were reviewed and the results tabulated and reported. All open questions, where respondents provided comments, were read and analysed in detail. AECOM developed a 'code frame' for each of the open questions. Each code frame is a list of the issues raised during the consultation, together with the frequency with which each issue was raised.
- 4.11. The remainder of this section is an overview of the responses received to the consultation. This is intended only as a summary. A detailed quantitative analysis of the public and business responses is set out in Chapter 4 of the Report to the Mayor prepared by TfL (Appendix 1) and in AECOM's

report (which is appended to the Report to the Mayor). Chapter 5 of the Report to the Mayor provides more detail on the responses, including a qualitative analysis of the comments made via the survey or other means. It also sets out TfL's detailed response to these issues.

Responses received

- 4.12. A total of 57,937 responses were received during the consultation period, of which 334 were from stakeholders. An additional eight responses categorised as stakeholders were submitted to TfL after the deadline. (These are not included in AECOM's analysis and report but have been considered and summarised in TfL's Report to the Mayor.) All responses to the consultation have been read, analysed, and are included in the Report.
- 4.13. The only exception to this is when a response breaches TfL's policy on abusive or threatening communications. Twenty-four ULEZ consultation responses breached this policy, and these have not been included. This resulted in a total of 57,913 responses being analysed. During the review and analysis process it was also established that seven email responses had been uploaded twice by mistake, and as such seven emails were discounted from the analysis. Other than these exceptions, no other responses have been filtered out.
- 4.14. AECOM's analysis indicated that there have been five sets of organised responses. Organised responses, or campaigns, are created by organisations that provide template responses which can be submitted by those who share their views. Some organised responses provided a statement of support or opposition, which AECOM coded into the thematic analysis to TfL's open/free-text consultation question. This is reflected in the section of the report relating to the key themes/ issues raised. Other organised responses provided both a statement and directly answered a number of the closed consultation survey questions. In these cases, survey answers could also be recorded in the closed section of the report. All organised responses to the consultation have been read, analysed and are included in the Report.
- 4.15. Copies of all consultation responses have been made available to the Mayor.

Responses to proposals

4.16. This section summarises the responses received. It also summarises the main issues raised in relation to each proposal, drawing on AECOM's analysis of the text in the two comment boxes from the open questions in the survey. It should be noted that as respondents were not obliged to answer all questions, the percentages shown only include those that responded to each question, with the total number of respondents varying by question. A full summary of issues raised is provided in Chapter 5 of the Report to the Mayor (Appendix 2).

Proposal 1: Expanding the ULEZ London-wide to the LEZ boundary from 29 August 2023 including changes to grace periods

Public responses

- 4.17. Of the respondents answering the survey:
 - 54 per cent said that they were 'concerned' or 'very concerned' about air quality where they live.
 - 40 per cent said that they owned one or more vehicles, all of which meet the standard. 47 per cent said that they owned at least one vehicle which did not meet the standard. Two per cent said 'don't know' and 11 per cent of respondents answered that they did not own a vehicle.
 - Two per cent answered that they were registered for a discount or entitled to an exemption for the current ULEZ. 91 per cent said that they were not registered for a discount or entitled to an exemption. Seven per cent answered 'don't know'. Of those who were registered for a

discount or entitled to an exemption, 45 per cent said that the relevant discount/exemption was vehicles for disabled people (with 'disabled' or 'disabled passenger vehicle' tax class), 13 per cent said historic vehicles, and six per cent said taxis. The remaining respondents were split between 'Other' and the remaining categories.

- 0.2 per cent said that they had claimed a reimbursement of the ULEZ charge under the NHS
 patient reimbursement scheme. 99 per cent answered that they had not, and one per cent
 answered 'don't know'.
- 66 per cent said they considered it 'important' or 'very important' that TfL continues the existing discounts, exemptions and reimbursements for the ULEZ.
- In terms of whether TfL should consider providing any further discounts, exemptions, or reimbursements for the ULEZ, 54 per cent yes, 29 per cent said no, and 17 per cent said 'don't know'.
- Regarding the proposed implementation date of 29 August 2023, 59 per cent said it should
 not be implemented at all, 21 per cent said it was the right date, 12 per cent said it should be
 implemented earlier, eight per cent said implemented later, and one per cent said 'don't
 know'.
- 69 per cent said it was 'important' or 'very important' that the proposed expansion of the ULEZ is supported by a scrappage scheme.
- The top ten issues raised in the comments box in the survey, in order of number of times raised were:
 - proposed changes are a tax/money-making scheme/money raised is not used to improve infrastructure
 - o oppose/disagree with the expansion of the ULEZ
 - cannot afford daily charge/to upgrade to a compliant vehicle/concerns about current vehicles being devalued
 - does not consider the current cost of living crisis/financial crunch/bad timing/impacts from Covid-19 pandemic
 - o will have detrimental impacts on people's lives
 - will have detrimental impacts on London/London's economy/businesses
 - will increase the cost of living
 - public transport provisions are poor/not a viable alternative/safety concerns with using public transport
 - having and using a car is a necessity because of needs/cannot use other transport modes
 - support discounts/exemptions.

Stakeholder responses

4.18. Some political representatives and organisations expressed concern about the impact of the proposals on low income households, the timing of the proposals/implementation date in the context of a cost of living crisis and the impact of the proposals on small businesses and tradespeople. Some stakeholders criticised lack of detail on a scrappage scheme and mitigations. Some political representatives and organisations supported the proposals due to the need to tackle air quality.

- 4.19. Most inner London boroughs expressed support for the proposals. Outer London boroughs provided mixed feedback with some supportive of the proposals and some opposed.
- 4.20. Health stakeholders suggested that action to address air quality, the climate emergency and congestion is needed quickly, further action is needed in addition to ULEZ expansion, and that a scrappage scheme should be fully developed and accessible. Stakeholders expressed concern about impacts on recruitment and retention of NHS staff and impacts on health and care workers. Stakeholders also suggested further discounts and exemptions for NHS staff/health workers and patients.
- 4.21. Most environmental stakeholders expressed support for the proposals because of its impact on reducing air pollutants.
- 4.22. Transport and road user groups provided varied comments on the implementation date, with some agreeing with the date or wanting it earlier and some wanting it delayed. Active travel groups were strongly in favour of the proposals. Motorist interest groups were strongly opposed to the proposals. Some stakeholders commented on the disability exemptions, calling for there to be a Blue Badge exemption.
- 4.23. Business, freight and emergency service stakeholders in the main suggested the timing was wrong in the context of a cost of living crisis. Some stakeholders also noted that there are supply chain issues in relation to acquiring new vans at present. Some stakeholders called for an exemption for ambulance providers/private emergency vehicles.
- 4.24. Charities and community organisations expressed concern that the proposals would impact the services many charities provide and that they would make recruitment and retention of volunteers more difficult. Stakeholders also suggested the timing was wrong in the context of a cost of living crisis. Some stakeholders commented on the differences between inner and outer London, suggesting a one-size-fits-all approach does not work. Some stakeholders sought discounts or exemptions for vehicles registered to charities. Some stakeholders noted that many volunteers use their own vehicles and cannot afford the charge, nor can the charities afford to cover the charge for their volunteers.
- 4.25. Neighbouring local authorities outside London suggested a scrappage scheme should be available in their areas. Stakeholders also expressed concern that residents in neighbouring authorities have no democratic say in the Mayor or his policies, suggesting it is unjust for them to pay the ULEZ charge.
- 4.26. Various stakeholders raised the point that public transport provision is less extensive in parts of outer London and more needs to be done to improve travel options by public transport, walking, and cycling.
- 4.27. TfL has considered and responded to these issues raised in Chapter 5 of the Report to the Mayor (Appendix 2), and mitigations are described in section 2 above.

Proposal 2: Removing the annual £10 per vehicle Auto Pay registration (or administration) fee for the ULEZ, LEZ and Congestion Charge

- 4.28. The survey asked respondents what they thought about the proposal to remove the annual £10 Auto Pay administration fee per vehicle for existing road user charges in London. 68 per cent said that this was 'important' or 'very important'.
- 4.29. Where stakeholders expressed a view on this proposal, most were supportive.
- 4.30. Other issues raised are summarised in Chapter 5 of the Report to the Mayor (Appendix 2).

Proposal 3: Increasing the penalty charge level from £160 to £180 for non-payment of 342 the ULEZ charge and Congestion Charge

- The survey asked respondents to provide their views on the proposed £180 PCN level and 4.31. whether this would be effective in achieving TfL's aims. 64 per cent of respondents said the proposed £180 PCN level was too high. 25 per cent said it was sufficient to act as a deterrent. Five per cent said it was not high enough to act as a deterrent. Three per cent had no opinion and two per cent said 'don't know'.
- Stakeholder views on this proposal were mixed with 34 per cent stating it was sufficient to act as a deterrent and 57 per cent advising it was too high.
- 4.33. Other issues raised are summarised in Chapter 5 of the Report to the Mayor (Appendix 2).

Proposal 4: Minor administrative changes

4.34. There were no closed questions relating to this proposal. The survey gave respondents the opportunity to provide further comments on any aspect of the proposals, including the minor administrative changes. These are summarised in Chapter 5 of the Report to the Mayor (Appendix 2).

Issues raised other than those directly related to the Consultation Proposals

4.35. TfL has considered and responded to additional issues raised in Chapter 5 of the Report to the Mayor (Appendix 2).

Poll of Londoners' views on London-wide ULEZ

- 4.36. Significant attempts were made when consulting stakeholder organisations to achieve a representative response to the consultation and ensure all voices were heard. For the general public and organisations, both London-based and nationally, this was an opportunity for those with concerns about the London-wide ULEZ proposals to register their point of view. Respondents to the consultation are therefore self-selecting, and it is likely that these respondents will tend to hold strong opinions. The issues raised in all consultation responses including representations from stakeholders from within and beyond London and organised responses, have been analysed, considered and responded to.
- 4.37. Because consultation respondents were not representative of the London population, their responses cannot be treated as a fully representative poll of Londoners' opinions on the Scheme Proposals. For this reason, in order to understand the views of a representative sample of Londoners, the GLA commissioned a poll, run alongside the public consultation. The survey was carried out online by YouGov between 15th and 20th July 2022 with 1,245 responses which have been weighted in line with industry best practice to be representative of all London adults. This means that it provides a relatively representative sample of all Londoners' views, as opposed to the consultation results which reflect only the views of those Londoners who chose to respond to the consultation.
- 4.38. Results from the poll indicate that just over half of Londoners support the ULEZ expansion to outer London (51 per cent); which is comprised primarily of people who are keen to see it put into place on the planned implementation date of 29 August 2023 (21 per cent) or earlier (22 per cent). A smaller proportion agree that it should be enacted, but at a later date (eight per cent). Over a quarter of Londoners say that the expansion should not be implemented at all (27 per cent), with a further fifth of Londoners saying that they 'don't know' (22 per cent).
- 4.39. Poll respondents from inner London are considerably more likely to support the expansion than outer Londoners (61 per cent compared to 46 per cent of outer Londoners) – with half

supporting implementation at the proposed date or earlier (53 per cent compared to 38 per cent of outer Londoners).

Key risks and issues

- 4.40. GLA officers consider that TfL has adopted sound project management techniques in making the proposals set out in this Decision Form; and that risks have been appropriately identified and mitigated. Officers have taken the following steps to mitigate the risks:
 - the consultation (including on the two Variation Orders) was conducted in accordance with relevant standards and the guidance issued by the Mayor (please see the Report to the Mayor (Appendix 2) and section 3 above)
 - TfL commissioned Jacobs to prepare the ULEZ Scheme IIA which considered the impacts of the proposals, including on targeted groups, which is provided to the Mayor for the purposes of informing his decision on whether to implement the proposals (see Appendix C to the Report to the Mayor, which is attached to this form at Appendix 2)
 - the consultation responses have been analysed and properly considered, and the Report to the Mayor has been prepared to assist the Mayor in deciding whether to implement the Scheme **Proposals**
 - GLA and TfL officers have sought legal advice throughout the process.
- 4.41. No officer involved in the drafting or clearing of this Mayoral Decision has any interests to declare.

Links to Mayoral Strategies and priorities

Mayor's Transport Strategy

- The 2018 MTS outlines the Mayor's vision for transport in London including policies and proposals that will contribute to achieving it. The Mayor, London borough councils and other bodies exercising statutory functions must have regard to the MTS when exercising relevant functions. TfL must exercise its functions for the purpose of implementing or facilitating the MTS. The central aim of the MTS 2018 is to increase the active, efficient and sustainable mode share of trips in London to 80 per cent by 2041. This aim can only be achieved if there is a reduction in car use in London. In combination, an increase in sustainable trips made by public transport, walking or cycling, and a reduction in car use will also help to address poor air quality. The MTS is clear in its ambition to reduce harmful emissions from road transport.
- The Mayor is required to include policies and proposals in the MTS for the achievement in Greater London of the national air quality strategy and the air quality standards and objectives (identical to limit values under the 2010 Air Quality Standards Regulations). The MTS may contain such other proposals and policies relating to the improvement of air quality in Greater London as the Mayor considers appropriate.
- 4.44. The MTS sets out that air pollution can exacerbate health conditions and shorten the health of Londoners. It also notes that the communities suffering most from poor air quality are often the most vulnerable in society.
- 4.45. Paragraph 4.53 discusses the recently approved and published revision to the MTS 2018 which includes the new Proposal 24.1, which provides for the London-wide expansion of the ULEZ.

- 4.46. Other policies and proposals from MTS 2018 relevant to the matters discussed in this form include:
 - Proposal 20: to keep RUC and other schemes under review to ensure they prove effective in furthering or delivering the policies and proposals of this strategy
 - Policy 6: to take action to reduce emissions from vehicles on London's streets to support reaching compliance with UK and EU legal limits as soon as possible
 - Proposal 25: to ensure all TfL buses meet the Euro VI diesel standards for NO_x and particulate matter by 2020
 - Proposal 26: to create a comprehensive alert system to inform Londoners about air pollution episodes
 - Proposal 27: to tackle pollution from transport in local air quality hotspots and at sensitive locations
 - Proposal 28: proposes that Government implements a national diesel vehicle scrappage fund.

London Environment Strategy (LES)

- 4.47. In May 2018 the Mayor published a new LES, following a public consultation. The LES complements the MTS and sets out the Mayor's aspiration to achieve a zero-carbon capital, including the need to implement a Healthy Streets approach and move to more sustainable transport including ultra-low and zero-emission vehicles. The Strategy recognises the relationship between vehicles, congestion and air pollution and the need to set out a number of objectives and policies, in line with the Mayor's duties.
- 4.48. The Mayor must have regard to provisions of the LES as relevant to the discharge of his functions, including whether or not to confirm the Scheme Proposals, with or without modification. London borough councils must also have regard to the LES when exercising their functions. Relevant policies include:
 - Policy 4.2.4: the Mayor will work with the government, the London boroughs and other partners to accelerate the achievement of legal limits in Greater London and improve air quality
 - Policy 4.2.1: reduce emissions from London's road transport network by phasing out fossil fuelled vehicles, prioritising action on diesel, and enabling Londoners to switch to more sustainable forms of transport.

London Health Inequalities Strategy

- 4.49. In September 2018, the Mayor published his Health Inequalities Strategy, setting out his vision for London to be a healthier, fairer city, with all Londoners having the best opportunities to live a long life in good health. The document sets out the Mayor's summary of commitments and outlines the areas the Mayor has committed to working on with partners. The following commitment is directly relevant to proposals:
 - reduce the exposure of Londoners to harmful air pollution, especially in the most deprived areas and near schools, through programmes such as the ULEZ and the Mayor's Air Quality Fund.

London Net Zero 2030: An Updated Pathway

4.50. In 2022, Element Energy published a report, commissioned by the Greater London Authority (GLA), analysing pathways to achieving net zero carbon. The GLA published the Mayor's response

'London Net Zero 2030: An Updated Pathway', in which the Mayor sets out his preferred pathway to net zero - the Accelerated Green pathway. Amongst other things, achieving this will require:

- 27 per cent reduction in car vehicle km travelled by 2030
- fossil fuel car and van sales ended by 2030 and enforced in line with the government's existing commitments.

Making changes to the ULEZ Scheme

- 4.51. The MTS is the principal policy tool through which the Mayor exercises his responsibilities for the planning, development, provision and management of transport in London. The Mayor is required to prepare and publish a transport strategy and to keep it under review.³⁹ The MTS must contain the Mayor's policies for the promotion and encouragement of safe, accessible, integrated, efficient and economic transport facilities and services to, from and within Greater London, his policies and proposals for discharging that duty, and a timetable for the implementation of such proposals.⁴⁰
- 4.52. The MTS is key to defining the parameters of any RUC scheme. A scheme may only be made if it appears desirable or expedient for the purpose of directly or indirectly facilitating the achievement of any policy or proposal set out in the MTS. A scheme must also be in conformity with the MTS, with such schemes usually being referred to and described in the MTS given their significance to the Mayor's discharge of the transport duty. Surplus revenues raised from RUC schemes must be used to facilitate the implementation of the MTS policies and proposals.⁴¹
- 4.53. The 2018 MTS commits the Mayor and TfL to keep RUC schemes under review to ensure they continue to further or deliver the vision of the MTS. This commitment is set out in Proposal 20 of the MTS. Proposal 24 said that the ULEZ was to be expanded to inner London in 2021. This took place in October 2021. In May 2022, the Mayor directed TfL to prepare a draft revision to the 2018 MTS (the "MTS Revision") that would provide for RUC addressing the "triple challenges" of toxic air pollution, the climate emergency and congestion, including as a next step, the potential expansion of the ULEZ London-wide⁴². The 2018 MTS has now formally been revised (see Appendix 1) to provide for expansion of the ULEZ London wide in a new proposal 24.1 which states:

The Mayor, through TfL and the boroughs, will seek to address the triple challenges of toxic air pollution, the climate emergency and traffic congestion through road user charging schemes including by expanding the Ultra Low Emission Zone London-wide.

Use of ULEZ scheme revenue

4.54. The GLA Act 1999 requires that any net revenues from road user charging may only be used for the purpose of directly or indirectly facilitating the implementation of the MTS, including by investing in walking, cycling and other schemes to improve London's air quality. Information about the gross and net revenue of the ULEZ Scheme is published in TfL's Annual Report and Accounts, which are available on TfL's website.

³⁹ Sections 41 and 142 of the GLA Act 1999. The following paragraphs also summarise key requirements of these sections.

⁴⁰ https://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy-2018?intcmp=46686#

⁴¹ Each of these requirements is set out in Schedule 23, GLA Act.

⁴² https://www.london.gov.uk/decisions/md2987-revision-mts-and-road-user-charging-guidance

346

5. Financial comments

- 5.1. There would be costs to TfL of implementing the proposals to expand and operate the ULEZ on a London-wide basis, together with other ULEZ-related proposals, and to implement the proposed vehicle scrappage scheme and other mitigations mentioned above.
- 5.2. The total implementation cost based on current assumptions is estimated at £159.5m for expansion of the ULEZ. Separately, a £110m scrappage scheme is proposed as a key mitigation. It is proposed that the GLA provides TfL with funding and finance to support the implementation of the scheme, which includes:
 - financing for the expansion of the ULEZ (£159.5m)
 - grant funding for the scrappage grant and the implementation of the scrappage scheme (£110m)
- 5.3. The expansion is expected to generate an incremental net operating surplus of c.£200 million with a range +/- c.50 per cent in the first full year of operation.
- 5.4. These figures are provided for information only. They serve as context to the forecast operation of the London-wide ULEZ and scrappage schemes rather than being a relevant consideration for the Mayor when deciding whether or not to confirm the Scheme Proposals. Road user charging revenue must be applied for 'relevant transport purposes' that is, to facilitate directly or indirectly the implementation of the MTS.
- 5.5. Finance for the expansion of the ULEZ will be provided through the GLA's Green Finance Programme, recovered over the period of the benefits of the scheme.
- 5.6. Funding for the scrappage scheme and the implementation of the scrappage scheme is to be provided by means of a grant under section 121 of the GLA Act 1999. Under the terms of MD 2661 TfL establishes, administers and operates vehicle scrappage schemes under a delegation by the Mayor of general powers under section 30 of the Act. That delegation is made under section 38, and by virtue of section 38(7) functions delegated by the Mayor to TfL become TfL's own functions. Section 121 allows the GLA (acting by the Mayor) to pay revenue grants towards meeting expenditure incurred by TfL for the purposes of, or in connection with, the discharge of TfL's functions which include those delegated under MD 2661. Any such revenue grant must not be made subject to any limitation in respect of the expenditure which it may be applied towards meeting and the grant must be applied by the recipient body solely towards meeting revenue expenditure.

6. Legal comments

Air quality law

- 6.1. The 2010 Regulations (SI 2010 No. 1001) set legal limits (called 'limit values') for concentrations of pollutants in outdoor air which were based on EU Directives, notably the Ambient Air Quality Directive (2008/50/EC). The 2010 Regulations define London as the Greater London Urban Zone ("Zone"), which covers the administrative area of Greater London (the City of London and the 32 London boroughs) and some areas of surrounding non-London districts that are within the M25 motorway.
- 6.2. Under Regulation 17(1) the Secretary of State must ensure that levels of nitrogen dioxide and particulate matter (amongst others) do not exceed the limit values set out in Schedule 2 of the regulations. (The limit values are the same as the "air quality objectives" prescribed by the Air

Quality (England) Regulations 2000 (SI 2000 No. 928) made under section 87(2)(a) and (b) of the Environment Act 1995.)⁴³

- 6.3. Where limit vales are not met in any part of a Zone then the whole of the Zone is regarded as being in exceedance.
 - Under regulation 17(1) the Secretary of State must ensure that levels of (amongst others) nitrogen dioxide and particulate matter do not exceed the limit values set out in Schedule 2. Where this is the case, the courts have ruled that the Secretary of State must aim to achieve compliance by the soonest date possible, they must choose a route to that objective which reduces exposure as quickly as possible, and they must take steps which mean meeting the limit values is not just possible, but likely⁴⁴.
 - Under regulation 17(2) in zones where levels of the pollutants mentioned are below the limit values set out in Schedule 2, the Secretary of State must ensure that levels are maintained below those limit values and must also endeavour to maintain the best ambient air quality compatible with sustainable development. 45 The obligation is to attempt to go beyond limit values and ensure that air quality standards are better than those levels require rather than an absolute duty to do so (akin to a duty to use reasonable endeavours to secure such an outcome). "Sustainable development" is a term that is not defined in the 2010 Regulations or the Ambient Air Quality Directive from which they derive. It would appear to refer to a series of relatively high level goals that are concerned primarily with planetary and environmental health. It is to be contrasted with unsustainable health and growth i.e. growth that is at the expense of environmental and human health.
- 6.4. In seeking to improve London's air quality the Mayor should use his statutory powers in a way that mirrors the Secretary of State's duties under regulation 17, so as to ensure limit values are not exceeded anywhere in the Zone. If limit values are being met, the Mayor must also endeavour to maintain the best quality compatible with sustainable development. This may involve going further than merely meeting existing limit levels. One way of achieving limit value compliance and best ambient air quality would be to pursue more exacting air quality standards, such as the WHO targets or quidelines. Such an approach is consistent with the Mayor's general environmental and air quality functions under the GLA Act 1999 such as the achievement of limit values and prescribed air quality objectives, which is the primary objective of the air quality provisions of the LES (section 362), and the Mayor's general powers to do anything that facilitates environmental improvement and social development (section 30) including in a way that has regard to promoting health, reducing health inequalities, mitigating and adapting to climate change and achieving sustainable development. It also supports the Mayor's functions regarding local air quality management (LAQM) in London under Part IV of the Environment Act 1995, the responsibility for which has been delegated to the Mayor by the Secretary of State.

Road user charging

6.5. Under section 295 and Schedule 23 of the GLA Act 1999 RUC schemes can be made by TfL in Greater London (all or part) as the charging authority for the scheme in question. TfL is the charging authority for the Congestion Charge, LEZ and ULEZ schemes. A RUC scheme allows for charges to be imposed by the charging authority in respect of the keeping or use of motor vehicles on roads in the area of the scheme. A charging scheme specifies or describes the circumstances in which a charge is incurred by a motor vehicle kept or used on a road in a charging area. The ULEZ scheme sets minimum emissions (Euro) standards for various classes of

⁴³ Limit values can be assessed at most outdoor locations generally accessible by the public, but air quality objectives tend to be applied where there is relevant public exposure and exclude locations where there is no regular access. This is the advice for local authorities assessing air quality objectives as part of the LAQM duties (paragraphs 1.62 – 1.65 https://laqm.defra.gov.uk/wp-content/uploads/2022/08/LAQM-TG22-August-22-v1.0.pdf)

⁴⁴ Clientearth (No. 2) v. SSEFRA and Others: [2016] EWHC 2740 (Admin) per Garnham J. at paragraph 95(1) ⁴⁵ The text of regulation 17 of the 2010 regulations derives from Article 12 of Directive 2008/50/EC

vehicle and sets a daily non-compliance charge if a vehicle not meeting those standards is kept or 348 used on roads within the Zone.

- 6.6. The legal rules of a RUC scheme are set out in its "scheme order", and are changed by means of a "variation order" which amends the scheme order text. The Scheme Proposals involve changes to the ULEZ, LEZ and Congestion Charge scheme orders. Variation orders do not take effect unless and until confirmed by the Mayor, with or without modifications.
 - Scheme Proposal 1 affects the ULEZ (only) and Proposals 2, 3 and 4 affect both the ULEZ and LEZ. The consultation materials included a draft of a variation order—called the "Draft Greater London Low Emission Zone Charging (Variation and Transitional Provisions) Order 2022" ("LEZ-ULEZ Variation Order") - to make the necessary changes to its scheme order⁴⁶. The order was formally made by TfL on 21 November 2022 in exactly the same form as it was consulted on.
 - Scheme Proposals 2 to 4 also involve changes for the Congestion Charging scheme⁴⁷. On 16 May 2022 TfL formally made a variation order called the Greater London (Central Zone) Congestion Charging (Variation) Order 2022 ("CC Variation Order") to make the necessary changes, which was also included in the consultation materials.
- 6.7. TfL has submitted the two Variation Orders to the Mayor to consider whether or not they should be confirmed. Formal confirmation is effected by the Mayor executing an Instrument of Confirmation ("IOC") subject to modifications (if any) set out in a schedule to the Instrument.
- 6.8. The MTS provides an important legal basis for road user charging schemes. The Scheme Proposals which the two Variation Orders implement must be considered by the Mayor to be desirable or expedient for facilitating (directly or indirectly) the achievement of the policies and proposals of the MTS 2018 (including as recently revised), as well as being in conformity with them. These requirements apply to any modifications to the Variation Orders that the Mayor is minded to approve. The Mayor's confirmation is considered by officers to be in conformity with the MTS 2018 (as recently revised by Proposal 24.1) and is desirable and/or expedient to its delivery. The proposed modifications do not materially alter the consultation proposals, and provide support to people with disabilities in line with the Mayor's Public Sector Equality Duty.
- 6.9. Schedule 23 provides, as relevant, that the Mayor, acting on behalf of the GLA, may do the following:
 - consult, or require TfL to consult, other persons
 - require TfL to publish its proposals for the scheme and to consider objections to the proposals
 - hold an inquiry, or cause an inquiry to be held, for the purposes of any order containing a charging scheme, and appoint the person or persons by whom any such inquiry is to be held
 - make modifications to any such order, whether in consequence of any objections or otherwise, before such order takes effect
 - require TfL to publish notice of the order and of its effect.
- 6.10. Paragraph 34 of Schedule 23 provides that the Mayor may issue guidance to TfL in relation to the discharge of its RUC functions and guidance was issued by the then Mayor on 16 February 2007. Supplementary guidance was issued on 16 May 2022 (see MD2987). TfL must have regard to this

⁴⁶ The London Emissions Zones Charging Scheme Order ("the LEZ-ULEZ Scheme Order") is the scheme order that governs the ULEZ and the LEZ. This is a schedule to the Greater London Low Emission Zone Charging Scheme 2006 (as amended) ⁴⁷ The Central London Congestion Charging Scheme Order 2004 (as amended) is the scheme order governing the Congestion Charge.

- guidance when exercising its RUC functions and has done so. In compliance with Mayoral Guidance, TfL undertook the consultation and its publicity obligations.
- 6.11. Under section 6 of the Human Rights Act 1998, it is unlawful for a public authority to act in a way that is incompatible with the European Convention on Human Rights. As a public authority, the Mayor is required to consider possible interferences with people's Convention rights before deciding whether to confirm a Variation Order. The Convention rights which might be engaged if the Scheme Proposals are implemented are the right to privacy and family life (article 8); the right to the peaceful enjoyment of and protection against deprivation of possessions (article 1 of the First Protocol) (A1P1); and the protection against unlawful discrimination (article 14). Article 14 may also be engaged if the measure is within the scope or ambit of article 8 or A1P1, even if there is no interference with those rights. These are qualified human rights that is, they are subject to limitations that permit the rights to be restricted for certain specified purposes. In assessing whether any established interference with a convention right falls lawfully within a permitted category of restriction, the public body must demonstrate that the relevant interference is provided for by law; pursues a legitimate objective; and is a proportionate means of pursuing that objective (that is, is necessary in a democratic society), having regard in particular to the public benefit to be derived from the action.
- 6.12. The Mayor is advised to proceed on the basis that the decisions he is asked to take are within the ambit or scope of article 8 and A1P1, and that article 14 is engaged (because the Scheme Proposals fall within the ambit or scope of a Convention right and will have a disproportionate adverse impact on a wide range of groups (see the equalities assessment above)), but that the interference and any differential impact under article 14 is necessary and proportionate. The Mayor's decision is in accordance with the law; pursues a number of legitimate objectives including public safety, the protection of economic wellbeing, the protection of health, the protection of the rights and freedom of others (including the right to life) and the general interest. It is necessary to achieve those objectives to the standard selected by the Mayor, and the ULEZ expansion offers a proportionate means of doing so. Various alternatives that were suggested in the consultation, such as limiting the area in which the expanded ULEZ applies. relaxing the restrictions on the kinds of vehicles that will meet the standards, or bringing the ULEZ expansion into force at a later date would not provide the same level of protections as ULEZ expansion in accordance with the current timetable and on the current proposed terms. Therefore, TfL has concluded that the Mayor's objectives could not be achieved by way of a less intrusive alternative.
- 6.13. Paragraph 4(3) of Schedule 23 provides that the Mayor may "hold an inquiry, or cause an inquiry to be held, for the purposes of any order containing a charging scheme". Whether an inquiry should be held to consider the implementation of the Scheme Proposals as set out in the Variation Orders is a matter for the Mayor to decide. It is not recommended that a public inquiry be held as it is unlikely to elicit any additional information which has not already been stated in consultation responses or identified in the ULEZ Scheme IIA.
- 6.14. To make a lawful decision as to whether to confirm the two Variation Orders which implement the Scheme Proposals, with or without modifications, the Mayor must comply with the statutory procedural requirements relevant to the exercise of his functions under Schedule 23; and make a rational decision, after having taken into account all relevant considerations and discounting any irrelevant ones.

7. Planned delivery approach and next steps

7.1. The Mayor is asked to consider the Report to the Mayor which is appended to this report (Appendix 2). He is also asked to consider whether further consultation, further information, or the holding of a public inquiry is necessary or appropriate prior to deciding whether or not to confirm the two Variation Orders. If the Mayor considers that further consultation and the

holding of a public inquiry are not necessary or appropriate, and that no further information is required, it is recommended that:

- the Greater London Low Emission Zone Charging (Variation and Transitional Provisions) Order 2022 is confirmed with modifications incorporated into its IOC to implement the two new grace periods to support people with disabilities, as described at paragraphs 2.17 to 2.21 above
- the Greater London (Central Zone) Congestion Charging (Variation) Order 2022 is confirmed without any modifications as set out in its IOC.
- 7.2. If the two Variation Orders are confirmed, notice of their confirmation will be published in the London Gazette and other media in accordance with the Mayoral Guidance. The PCN increase, Auto Pay annual administration fee removal and the two new disability-related grace periods would come into effect on 30 January 2023. The administrative changes to the ULEZ, LEZ and Congestion Charge schemes (Proposal 4), and the extensions to the current three grace periods will take place the day after the Mayor formally confirms them. The expansion of the ULEZ to outer London would take place on Tuesday 29 August 2023.
- 7.3. As set out in 2018 MTS Proposal 20, the changes will be kept under review by TfL to ensure their continued effectiveness.
- 7.4. With regards to Future RUC, the Mayor is asked to note the responses which were received and that they will inform TfL's future thinking around how any such scheme could be designed and developed. TfL is not consulting on any specific future road user charging scheme at this stage. Any proposals which could be developed would be subject to public and stakeholder consultation with information provided on detailed scheme proposals and their likely impacts.

Activity	Timeline	
Announcement	Tbc – estimated 25 Nov 2022	
London-wide ULEZ public awareness campaign begins	9 January 2023	
Removal of Autopay fees	30 January 2023	
PCN levels increased	30 January 2023	
Scrappage scheme opens for applications	30 January 2023	
Two new grace periods open for applications	30 January 2023	
ULEX expansion to outer London takes effect	29 August 2023	

Appendices and supporting papers:

Appendix 1 – Text of MTS Revision including Proposal 24.1

Appendix 2 – Report to the Mayor on the consultation

Appendix 3 – Instrument of Confirmation for the Greater London Low Emission Zone Charging (Variation and Transitional Provisions) Order 2022

Appendix 4 - Instrument of Confirmation for the Greater London (Central Zone) Congestion Charging (Variation) Order 2022

Public access to information

Information in this form (Part 1) is subject to the Freedom of Information Act 2000 (FoIA) and will be made available on the GLA website within one working day of approval.

If immediate publication risks compromising the implementation of the decision (for example, to complete a procurement process), it can be deferred until a specific date. Deferral periods should be kept to the shortest length strictly necessary. **Note**: This form (Part 1) will either be published within one working day after it has been approved or on the defer date.

Part 1 - Deferral

Is the publication of Part 1 of this approval to be deferred? YES

If YES, for what reason: To coincide with public announcement of a new scheme.

Until what date: Expected to take place on 25 November 2022

Part 2 - Sensitive information

Only the facts or advice that would be exempt from disclosure under the FoIA should be included in the separate Part 2 form, together with the legal rationale for non-publication.

Is there a part 2 form - NO

ORIGINATING OFFICER DECLARATION:	Drafting officer to confirm the following (✓)
Drafting officer: Catherine Seaborn has drafted this report in accordance with GLA procedures and confirms the following:	√
Sponsoring Director: Phil Graham has reviewed the request and is satisfied it is correct and consistent with the Mayor's plans and priorities.	✓
Mayoral Adviser: Shirley Rodrigues and Seb Dance have been consulted about the proposal and agrees the recommendations. Advice:	✓
The Finance and Legal teams have commented on this proposal.	✓
Corporate Investment Board This decision was agreed by the Corporate Investment Board on the 21 November 2022	ω.

EXECUTIVE DIRECTOR, RESOURCES:

I confirm that financial and legal implications have been appropriately considered in the preparation of this report.

Signature

D. Bone

Date

24 November 2022

CHIEF OF STAFF:

I am satisfied that this is an appropriate request to be submitted to the Mayor

Signature

Date

24 November 2022

London Assembly Mayor's Question Time - 13 October 2022 Transcript of Agenda Items 5 – Questions to the Mayor

2022/3804 - Pakistan Floods Support from City Hall

Sakina Sheikh AM

How is City Hall supporting flood disaster relief efforts for Pakistan?

Sadiq Khan (Mayor of London): What we are seeing in Pakistan is a terrible humanitarian crisis and the brutal reality of climate change. Devastating floods have hit the country and as a result, nearly 1,700 people, including 600 children, have lost their lives. Homes have been destroyed, health facilities damaged, and crops and livestock ruined. Thirty-three million people are impacted. That is equivalent to almost half the population of the United Kingdom (UK).

This crisis will be a cause of great concern to Londoners, including of course those of Pakistani origin here in our capital city. I have been raising awareness and urging Londoners to support in any way they can, including directing Londoners to the Disasters Emergency Committee (DEC) appeal for Pakistan, which has already raised £25 million. I have also written to the Pakistan High Commissioner, His Excellency Moazzam Ahmad Khan, to extend my condolences, and indeed the Prime Minister and the High Commissioner when I saw them recently in London.

It is also important that we understand the causes and impacts of this crisis so we can help prevent future emergencies like the one unfolding in Pakistan today. There should be no doubt Pakistan is at the forefront of what the United Nations (UN) Secretary-General, António Guterres, calls "climate carnage". Millions of Pakistanis are not only dealing with terrible floods but earlier this year, before the rain, they faced deadly heatwaves in the spring, followed by huge wildfires and crippling drought. This is particularly unfair as experts estimate that Pakistan has accounted for less than 1% of global carbon emissions but is one of the most climate-vulnerable places in the world, with considerably fewer resources to mitigate the impacts of climate change than the world's worst polluters.

Here in London, we are pursuing policies that reduce our carbon emissions and we are encouraging other cities to do the same. Our cities consume more than two-thirds of the world's energy and account for more than 70% of global carbon dioxide (CO₂) emissions. Our climate policies play a pivotal role in curbing the impact of climate change around the world. As chair of the C40 Cities Climate Leadership Group, I have committed two-thirds of C40's budget to the Global South so that cities in Pakistan and elsewhere have the resources to limit their emissions and increase resilience to future shocks.

Sakina Sheikh AM: Thank you very much, Mr Mayor. It is great to be discussing this with you. It is such an important issue. I think with the ever fast-moving news cycle this could easily be forgotten but not only would I call it a humanitarian crisis, to echo your words, but I would also call it a political crisis. This cut quite close to the bone - my family's heritage is from Pakistan - but also there are many people who for decades have been calling for climate justice, and that is why myself and Assembly Member Polanski, when we brought the motion to the Assembly, made sure that we made clear that climate change is the result of political action and inaction.

To that end, I wanted to ask: what are you doing from City Hall to ensure that when we talk about solidar and support with Pakistan, the communities here in the UK and the communities there in Pakistan, we are connecting the dots? What climate action here in London are you encouraging to ensure that we do not have further disasters in Pakistan and other Global South countries?

Sadiq Khan (Mayor of London): Thanks for your comment and your question. It is great to see cross-party support for this really important issue.

I think people have to understand that what we are seeing across the globe are the consequences of decades of a certain type of action and a certain type of inaction. This summer you will remember how we felt when for a couple of days, temperatures went to 40°C. Pakistan experiences that on a regular basis. You will see that on the day it happened in London, the London Fire Brigade (LFB) had the busiest day since the Second World War. Just imagine that on a regular basis in a country like Pakistan and their ability to respond to the crisis.

Also, it reminds us of the importance of providing moral leadership - bearing in mind our responsibility as the Global North, who have caused many of these challenges - and also supporting the Global South. The 27th UN Climate Change Conference of the Parties (COP27) is really important in relation to ensuring there is adequate compensation for loss and damage, but also real social justice so that there can be a just transition.

Sakina Sheikh AM: Thank you, Mr Mayor. Just briefly, to finish off, what are you doing to support the diaspora communities here in London whose families may be impacted by overseas flooding in Pakistan?

Sadiq Khan (Mayor of London): This is really important. There are many links between London and Pakistan, for the reasons you have suggested. Both you and I have familial links to Pakistan. We are doing lots from City Hall, helping fundraising events across London, using our social media accounts to raise awareness of the DEC charities, and encouraging people to donate to those charities who are already on the ground. I know Islamic Relief are on the ground. They are part of DEC.

Your point about the media caravan, the news cycle moving on, is really important. Those 33 million people affected are still affected. That is why it is so important that as we approach our Christmas and the season of goodwill, we have at the fore of our minds those who are struggling across the globe, including those suffering the consequences of the floods in Pakistan.

Sakina Sheikh AM: Thank you very much, Mr Mayor.

2022/3406 - The Fire Risk Posed by E-Scooters and E-Bikes

Hina Bokhari AM

How will you keep Londoners safe from the increase of fires related to e-scooters and e-bikes?

Sadiq Khan (Mayor of London): The use of e-scooters and e-bikes is continuing to increase across London. When these are purpose-built e-bikes or regular scooters built to high standards, they are for Londoners a green, cheap and convenient way of getting around the city. However, there are some serious safety concerns around modified e-bikes and privately owned e-scooters, and it is important that Londoners understand which vehicles are safe and which might not be.

As e-bikes and e-scooters have become more common, the LFB has seen an increase in the number of firest that they are attending involving lithium-ion batteries from these types of vehicles. As the Brigade has learnt more about the specific risks involved with modified e-bikes and privately owned e-scooters, they have provided updated safety advice to Londoners so they can keep themselves safe.

Privately purchased e-scooters are illegal for use in public, and in the run-up to Christmas last year my Walking and Cycling Commissioner wrote a joint letter with the Metropolitan Police Service (MPS) to retailers to remind them of this. There is also huge variation in the quality of products that people are buying and using. The Government urgently needs to introduce a regulatory framework for private e-scooters to address this as the current situation poses a risk to people across the country, including in London. Conversion kits, which allow people to convert a normal bike to an e-bike, are the cause of many of the fires attended by the Brigade, including e-bikes. They have usually been bought from online marketplaces and may not meet the correct safety standards. Without legislation to provide clear national standards and accountability for those selling poor-quality products that are used on the road, reducing these types of fires will remain a challenge.

In London, we have already taken steps to ensure that e-bikes and e-scooters on our streets are safe. The vehicles used legally on our roads in Transport for London's (TfL) trial of e-scooters are subject to rigorous safety measures and build specification. We have taken a similar approach with the e-bikes now available through the expansion of the Santander cycle schemes, with 500 new e-bikes having been made available for hire last week. The Government should support our efforts through legislating to address issues of poor-quality products and better enforcement powers, including allowing enforcement against e-scooters as an issue of antisocial behaviour (ASB). We will continue to take a sensible approach to providing Londoners with transport options that are affordable, reduce congestion on our roads, improve air quality and are safe.

Hina Bokhari AM: Thank you very much, Mr Mayor. Since I raised this issue in February [2022], fires, as you say, have continued, linked to e-bikes and e-scooters, and in August London Bridge station was actually closed due to a fire that was started by an electric rickshaw, like a pedicab, that was left charging in the arches of Union Street. Before the change of Prime Minister, the Government intended to regulate pedicabs in the new Transport Bill. Do you agree that pedicabs in London need to be regulated and how will you ensure this?

Sadiq Khan (Mayor of London): Yes, it is good news from the Government but it is not the first time the Government has said that they will be supporting outlawing pedicabs. Assembly Member Pidgeon will remember - a longer memory than many of us who are new - that for some time they have been promising, either by Private Members' Bill or this time as an amendment to a clause. They are committed to doing this and I am sure they will. I have seen no evidence from the Government that there is going to be a U-turn on this. You are right, those pedicabs are not only dangerous in relation to road safety but I think 12 of the electric ones were in the fire you refer to in Southwark.

Hina Bokhari AM: I want to know more about what you can do, because the LFB social media channels are simply not enough when we must do all we can to prevent a death that could result from charging an e-bike or e-scooter. Will you now commit your dedicated funding to a Londonwide campaign and apply pressure on the Government to join you and other Mayors in a major national campaign for improved public awareness?

Sadiq Khan (Mayor of London): All the Mayors across the country who have trials in their areas are working with the Department for Transport (DfT) in relation to the future of e-scooters. Some of that is around public education and public awareness. As this Christmas approaches, [Dr] Will Norman [London's Walking and Cycling Commissioner], with the MPS, will again be writing to retailers reminding them of their responsibilities. The big issue is the online sales, which we have no control over. You will be aware online sales are used to buy

dangerous knives and indeed dangerous e-scooters and conversion kits. We are doing what we can with 355Trading Standards, councils and others to raise awareness and we will carry on doing so.

Hina Bokhari AM: My last set of questions is on safety information resulting in an update to the LFB website, which I was really pleased to see. There is still no explicit mention of the dangers that you were talking about; the 'do it yourself' (DIY) battery kits that are being bought online and assembled at home for e-bikes. Likewise, there is no mention of the advancing technology that you also mentioned, which has led to some safe e-bikes. Now, as you say, as we approach Christmas, we do need to be warning Londoners. Using your communication channels is a great way of warning people of the dangers of these cheap, DIY batteries that are being made at home and to promote reputable manufacturers of e-bikes.

Sadiq Khan (Mayor of London): Sure. I am not sure what the question is.

Hina Bokhari AM: The question is: will you use your channels to promote manufacturers that are making safe and reputable e-bikes, and stop the sale of DIY batteries?

Sadiq Khan (Mayor of London): We will not be using my channels to promote certain manufacturers. We do not advertise certain manufacturers or companies.

Hina Bokhari AM: What about making sure that you are using your communication channels to talk about the dangers of cheap DIY batteries?

Sadiq Khan (Mayor of London): Yes, and I am sure the LFB understand the importance of doing so. I will carry on working with the LFB to make sure they can amplify the dangers, particularly at Christmastime. Parents with the best of intentions may want to buy a gift for their child, not realising --

Hina Bokhari AM: Forgive me, Mr Mayor, but we already have the LFB doing quite a lot on this, it is just not getting that message across. We do need your support to do this as well.

Sadiq Khan (Mayor of London): We will carry on supporting the LFB in any way we can. I look forward to seeing leaflets from your party on this issue as well. They tend to be quite keen on leafleting, maybe they will do us some of these as well.

Hina Bokhari AM: Happy to work together on this.

2022/3592 - Responding to climate breakdown

7ack Polanski AM

What immediate plans do you have to build London's resilience and preparedness against fires, floods and other extreme climate events during the climate emergency?

Sadig Khan (Mayor of London): Thank you for this really important guestion. By the way, congratulations on becoming Deputy Leader of The Green Party.

This summer, London experienced the hottest temperatures ever recorded and the driest July since 1885. We have long been preparing for the effects of climate change and over the summer we promoted our network of Cool Spaces and, together with the boroughs, saw cooling centres open for rough sleepers. I also announced a new funding package in response to the heatwave of £3.1 million for tree-planting to increase shade and 356 cooling.

Following last year's floods, I established a roundtable to convene the agencies with statutory responsibility for flood management to improve communication, preparedness and response. A pan-London group has subsequently been established to develop London's first citywide strategy on flash flooding, and in July [2022] we sent leaflets to 45,000 basement properties to warn them about the risk they faced from flooding and advice on preparations.

The London Resilience Partnership is well prepared for responding to extreme weather, regularly reviewing procedures and updating the London Risk Register. Revisions after last summer's flooding enabled swifter responses this year. The LFB's new Community Risk Management Plan (CRMP) sets out how they will improve their ability to respond to new and emerging climate risks such as wildfires. My environment and planning policies are also helping London to adapt, and my Green New Deal programme to deliver green infrastructure, rewilding and natural flood management.

My team are in regular contact with Thames Water and the Water Services Regulation Authority (Ofwat), and we have been working with them to unlock hundreds of millions of pounds of investment in London's water infrastructure. My officers have been meeting weekly with Thames Water to assess their management of the drought this summer. We also work closely with water companies in the southeast to ensure they are cooperating to safeguard London's supplies.

However, as the Climate Change Committee stresses, much more needs to be done to help the UK adapt to climate change. Our buildings are not ready for rising temperatures and there is still no legal requirement to adapt homes, schools, hospitals or care homes. We need to install shading, better ventilation and reflective or green roofs, alongside insulation. We need to increase public awareness of climate risk and build community resilience. The Government must also overhaul building regulations, strengthen planning policies and fund widespread building retrofits, starting with those most vulnerable, so that we can all adapt to the climate emergency.

Zack Polanski AM: Thank you very much for this answer, and if I can extend my thanks also to Assembly Member Sheikh for working together on the Pakistan motion.

I want to turn our attention to the comments of Matt Wrack from the Fire Brigades Union (FBU, General Secretary). He said in *The Guardian*, noting the challenge of climate change to the Fire Brigade, that "there's a real horrible complacency", and he was talking about the Government there. He thinks exactly the same things could happen again and some sort of disaster could happen. What would be your response to Matt Wrack's comments?

Sadig Khan (Mayor of London): A disaster in relation to wildfires?

Zack Polanski AM: To both. Let us go with the wildfires.

Sadiq Khan (Mayor of London): I think Matt is right. One of the things that was astonishing about the heatwaves this summer: you will remember us using our communications channels to remind people that 40°C means, basically, if you have a cool home, stay at home; if you have to be out, wear cool, loose clothing. Our firefighters were going towards fires wearing the heaviest, most oppressive kit you can imagine, breathing

apparatus, trying to put these fires out. As a result of their brilliance no lives were lost, but you are right apparatus, trying to put these fires out. As a result of their brilliance no lives were lost, but you are right relation to us sleepwalking into regular wildfires and regular flash flooding.

There are two things that are required, which you know very well. One is dealing with the consequences of climate change, the adaptation, but also avoiding it getting even worse. This is now, with temperatures south of 1.5°C. Imagine if it got to north of 1.5°C.

Zack Polanski AM: I think you are exactly right on that. I have been in touch with the FBU. They are worried about the national challenge, and they say they need new resources now, new investment. You will know very well that they had their worst day since World War II, they were running out call operators on that day and we were almost running out of fire engines. Now, that was a small intense heatwave that I am not underplaying - it was still incredibly dangerous, and they did do amazing work - but we are always worried about this chain of events. If a few events happened, what would happen then?

My question is this. Given the scale of the climate emergency - and I believe you get that, you talk very well about it - isn't it time that we also increased the scale of the Fire Brigade? We are talking new stations, new equipment and new staff.

Sadiq Khan (Mayor of London): If only. I am the first Mayor since 2008 who has not been cutting firefighters, not been cutting fire stations, not been closing down and removing fire engines. We give from City Hall much more to the LFB than the Home Office advises we should give, and you will notice in the most recent Plan that was consulted on we talked about the importance of adaptation and resilience. The stark reality is we had to increase council tax precepts to invest in the fire service.

You mentioned the wildfires. Imagine if, God forbid, there had been a fire like Grenfell on the same day as one of those wildfires. We are dealing with transformation from both His Majesty's Inspectorate [of Constabulary and Fire & Rescue Services] (HMICFRS) reports and Grenfell, and adaptation, using the limited resources we have. The Government needs to give us much more support. We simply cannot do it alone. Any support you can give in lobbying the Government is clearly greatly appreciated, but we already give LFB way above what the Home Office advises.

Zack Polanski AM: I will absolutely continue to lobby the Government, but isn't there a case here that you can reprioritise some of your budget? We had the Marshall Plan in America in response to the war. Shouldn't we not be looking at a war footing, essentially, in making sure the LFB are ready for the climate emergency and other future climate events?

Sadiq Khan (Mayor of London): The Marshall Plan that the United States (US) Government had was only recently paid off. I am afraid I do not have the ability to borrow that the Government has, and with interest rates now being what they are because of the Government's incompetence, I am not sure it is wise to borrow at the rates caused by the Government's mini-Budget. However, we will look into whatever way we can to support our fire service. Our fire service knows that since 2016 they have had a Mayor on their side, and I will carry on being on their side.

Zack Polanski AM: I am out of time. I am sure we will continue this conversation. Thank you, Chair.

Susan Hall AM

What reflections do you have on your actions and decisions following Sir Tom Winsor's review into the circumstances of Dame Cressida Dick's departure?

Dr Onkar Sahota AM (Chair): The next question is in the name of Assembly Member Hall. This question has been altered a bit, after discussions with Assembly Member Hall, to read:

"What reflections do you have on your actions and decisions following Sir Tom Winsor's review into the circumstances of Dame Cressida Dick's departure?"

Sadiq Khan (Mayor of London): Londoners elected me to hold the MPS Commissioner to account, and that is exactly what I have done and will continue to do. I will make no apology for demanding better for London and for putting the interests of the city I love first. If Londoners do not have trust and confidence in the police, the police cannot do their job of keeping the capital safe.

I have a legal duty as London's Police and Crime Commissioner to scrutinise the MPS Commissioner's performance and to challenge it when there are failings. My role under section 3 of the Police Reform and Social Responsibility Act 2011 requires me to ensure that the MPS is both efficient and effective, and to hold the Commissioner to account both for their performance and for the exercise of the functions of persons under their direction and control.

This is what I did with the former Commissioner. The discussions and meetings that took place in the run-up to the former Commissioner's decision to resign were entirely in keeping with my statutory role. On the former Commissioner's watch, trust in the police fell to an all-time low following a series of terrible incidents and scandals. Londoners were losing confidence in her ability to lead the deep-rooted change that was needed in the MPS, as was I.

We now have a new Commissioner of the MPS, Sir Mark Rowley [QPM], who has demonstrated to me that he is determined to be a reforming Commissioner, committed to implementing a robust plan to rebuild public trust and confidence in the police and driving through the urgent reforms and step change in culture and performance Londoners deserve. Sir Mark's clear and comprehensive plan to win back public trust and confidence includes pursuing wrongdoing by officers of all ranks. I am confident that Sir Mark Rowley is the reforming Commissioner London needs and that he understands the scale and urgency of the task at hand.

I have also been clear that I will support him in his work while holding him to account, not least in ensuring that the MPS is both efficient and effective, as is my statutory duty. I want to assure Londoners that I will continue to hold the MPS and their leadership to account so we can see the changes the public deserve.

Susan Hall AM: Thank you, Mr Mayor. Good morning. You are the first Mayor to have been summonsed to the Police and Crime Committee using this power. Do you accept that the findings are serious and warrant investigation by the Committee?

Sadiq Khan (Mayor of London): No, the so-called summons is politically motivated, but I am more than happy to come. You could have just picked up the phone and rang me.

Susan Hall AM: OK, well, we can beg to differ on that one. Are you confident that all the processes and procedures were followed properly regarding the former Commissioner's departure?

Sadiq Khan (Mayor of London): Yes, I am.

Susan Hall AM: Thank you.

2022/3720 - Government mini budget 2022

Len Duvall OBE AM

Does the Government's mini-budget announced on 23 September 2022 do enough to support Londoners with the increased cost of living this winter?

Sadiq Khan (Mayor of London): Thanks for this question, which I know is causing many Londoners real concern. This mini-Budget was such an important opportunity to address key issues in our country. The cost of living crisis is hammering people in London and across the nation, and we desperately need proper investment in ordinary people to drive economic growth from the bottom up and middle out. All we got was the wrong policies from a Government that has the wrong priorities, lifting the cap on bankers' bonuses, giving unfunded tax cuts to the most well-off, and now talking about punishing the most vulnerable with a real-terms cut in Universal Credit.

Under these plans, bills are still set to rise by hundreds of pounds for many households across our city. Any limit on these bills will be funded from borrowing, putting the cost back on taxpayers, while fossil fuel companies make huge profits from the rise in wholesale prices. This is not a Government on the side of ordinary Londoners. The things that Londoners really needed were an increase in Universal Credit in line with inflation, the devolution of powers to freeze private rents in our city, a lifeline energy tariff so that elderly and vulnerable Londoners can get a basic level of energy free of charge to stay safe and warm this winter, and free school meals for all primary school children.

Here is the key bit which this Government does not seem to understand: you do not get economic growth by putting more wealth in the pockets of those few who already have plenty. You have to create a stable economy that gives businesses the certainty they need to invest in growth, you need well-funded public services and infrastructure, and you need to ensure that everyone in our society can afford to buy the things they need to get by and the things they want to live well.

This is a Government that says they love the markets, but the markets certainly do not love this Government. Not only have we seen the pound crash but, more importantly for ordinary people across our city, the cost of borrowing for businesses, for those with mortgages and for Government, shot up in response to the mini-Budget. The fiscal event was a disaster for Londoners and for the whole country.

Len Duvall AM: Thank you. The Chancellor's mini-Budget was described as "the worst unforced economic policy error of a lifetime". Put that aside, if you can, and of course almost daily now we hear of other issues that do not give confidence in this Government or their economic policies. There is a Medium-Term Fiscal Plan on 31 October [2022]. You have alluded to some issues that you want to see in terms of the short term but are there any others, or would you want to go into a bit more detail about what you want to see in that mini-Budget for Londoners? From a London perspective, what is immediately needed?

Sadiq Khan (Mayor of London): Sure. It was the biggest unforced, self-inflicted economic error since the last one, hard Brexit, which was the worst self-inflicted error since the one before, having a referendum, which was the worst self-inflicted economic error since the austerity Budgets of [The Rt Hon] George Osborne [former Chancellor of the Exchequer]. This party has got a habit of self-harm. However, they themselves, and their donors, do not pay the price. It is ordinary people, small businesses, who pay the price.

Aside from people renting in the private sector who are really struggling and need a rent freeze for the next two years at least, aside from the families who are choosing between heating and eating, parents skipping meals so their kids can eat, we now have this new word – someone growing up in the 1980s did not know what it was – a warm bank. It is bad enough with food banks. We now have warm banks to keep families warm this winter. Even if you park that, even those with really good salaries who have a mortgage and are lucky enough to own their property are seeing mortgage payments going up by £400 a month. They were just about managing before, they are really struggling now, and the real danger is that they cannot keep their head above the water.

What the Chancellor must do when he has his Budget - I think he has to do it before, I do not think we can wait - is an immediate freeze on rents in the private sector for the next two years. That will save £3,000 for those who rent privately. Benefits have to go up by inflation, not wages, really important, because if they go up by wages that is a cut. The Universal Credit £20 payment has to come back. In primary schools, there was a horrible story in Lewisham two weeks ago of a child pretending to eat a packed lunch because his parents could not afford to put a packed lunch in his box, and he did not want to be embarrassed by not being in the lunchtime and having his lunch. Free school meals for primary school children.

Reverse the worst parts of the mini-Budget that [The Rt Hon] Kwasi Kwarteng [MP, Chancellor of the Exchequer] and [The Rt Hon] Liz Truss [MP, Prime Minister] announced recently. All these things are causing havoc on the markets. The pound collapsing means the cost of importing food is going up all the time. It is really important that they repair the damage they have done.

Len Duvall AM: OK, thank you.

2022/3498 - ULEZ Expansion Consultation

Nick Rogers AM

Following the closure of TfL's ULEZ Consultation, what are the next steps that you intend to take?

Sadiq Khan (Mayor of London): Following the closure on 29 July [2022] of the consultation on my proposals to improve air quality and Londoners' health, tackle climate change and reduce congestion, TfL has been preparing a comprehensive report to enable me to make a decision on next steps. I am told that the report will include analysis of the responses submitted during the consultation, the Integrated Impact Assessment, and other material relevant to my decision.

TfL has appointed an independent consultant to produce a report with analysis of the consultation responses. This work is underway and will inform two reports that TfL will share with me. The first report will cover the amendments proposed to the Mayor's Transport Strategy (MTS) and the second will cover the other proposals TfL consulted on, including the expansion of the Ultra Low Emission Zone (ULEZ) to all of Greater London. Along with other relevant information, these reports will include a full breakdown of all the consultation responses. I expect to receive the reports for my consideration and to publish my subsequent decisions before

the end of this year, as well as laying the MTS revision before the Assembly. It would not be appropriate of the to sidestep due process by providing a running commentary on the analysis that is underway.

My proposal to expand the ULEZ Londonwide is designed to help address the triple challenges of improving air quality and public health, tackling the climate emergency, and reducing traffic congestion across Greater London. Information already in the public domain includes the YouGov polling commissioned by the Greater London Authority (GLA) that shows that a majority of Londoners believe that the planned expansion should go ahead, against 27% who do not.

Toxic air caused by road traffic is still leading to thousands of premature deaths a year. The greatest number of deaths attributable to air pollution are in London's outer boroughs, which the ULEZ does not currently cover. The ULEZ has already been hugely successful in central and inner London, helping reduce roadside pollution levels by nearly a half. Five million people are expected to breathe cleaner air if the ULEZ is expanded to outer London. The expansion would reduce the number of Londoners living in areas exceeding interim World Health Organization targets for nitrogen dioxide by 13%.

I will consider all available information before making my decision on the way forward.

Nick Rogers AM: Thank you, Mr Mayor. An investigation by *The Telegraph* brought forward serious concerns about how the consultation was being managed. Your timeline of showing us the analysis of the consultation by the end of the year is not good enough. These concerns need to be allayed. Will you open the consultation process to public scrutiny so people can see how these responses are being processed?

Sadiq Khan (Mayor of London): As I have said in my answer, Chair, TfL will be preparing a report in due course and they will be publishing, as they always do, all the information. I am sure people will have a chance to see it and be reassured or not reassured once TfL publish all the information. This is not the first consultation TfL have undertaken, it is not the first consultation people have been unhappy about and it is not the first consultation where those who are against a certain policy have had objections, and we have to let the process run its course. As ever, TfL will be completely transparent when it comes to consultation responses and their analysis before I make my decision.

Nick Rogers AM: It sounds to me like you are ignoring the fact that there are serious concerns being raised right now about this consultation and the way it is being handled. We have had multiple whistleblowers come forward to express their concerns, and whilst you say it is not appropriate for you to provide a running commentary I think it is appropriate – in fact, I think it is incumbent upon you – to allay those concerns and open the consultation process to scrutiny. When you were sworn in you said that you were going to be the most transparent Mayor that London has ever had. This is your chance to put concerns to rest and to make good on that promise. Will you do so?

Sadiq Khan (Mayor of London): I think I have already explained, Chair, we will be publishing the responses and the consultation. We are going to be completely transparent about that, including the analysis. TfL have even asked an independent third party consultant to do the work just to reassure those who are concerned, but also to make sure there is the right expertise in relation to the analysis that is undertaken. If TfL were to publish in real time before a recommendation has been made, they would be criticised and challenged for haste. They are damned if they do, and they are damned if they do not.

Nick Rogers AM: TfL and yourself would be applauded, I think, for transparency if they were to demonstrate how these consultation responses were being managed. You yourself have said that the consultation has been "hijacked". What evidence do you have for that?

Sadiq Khan (Mayor of London): At this week's TfL Board meeting one of the TfL officers explained there were concerns in relation to campaign groups and those from outside London having disproportionate numbers in there. The two issues and themes that have been raised are being looked into by TfL. That is all the officer gave details of at the TfL Board meeting.

It is really important I do not prejudge my decision. I have not predetermined what I am going to do. The danger of me giving opinions in relation to the issues already raised at TfL Board is that the impression could be given that I have predetermined it. I have not. It is really important for TfL to speak on any concerns they have. TfL is concerned because of the stuff on social media from some of the national groups, the fossil fuel interest groups, and some of the things they have said, including heat maps from around the country where they have responded. TfL have talked to that at the Board meeting yesterday.

Nick Rogers AM: Claiming that a consultation has been hijacked sounds to me a little bit like predetermination. This is your chance to prove that claim. You could open the consultation to public scrutiny and if it has been hijacked that would be shown. Will you open the consultation to public scrutiny?

Sadiq Khan (Mayor of London): TfL will in due course.

Nick Rogers AM: Thank you, Mr Mayor. I see we are going nowhere with this one and I am out of time. Thank you.

Dr Onkar Sahota AM (Chair): Thank you. I have an indication from Assembly Member Cooper who wanted to come in with a supplementary to this question.

Léonie Cooper AM: Yes, thank you very much, Chair. It is just on the point of transparency. I am not sure that any consultation has ever been released before the full analysis has been done. I do not remember that happening.

However, in terms of the point on transparency I just wanted to raise with you, which obviously seems to be stressing the Conservatives in the Chamber today, I am thinking back to very shortly after when you were elected in May 2017. On 17 May, you published a report that you found when you arrived in City Hall that actually had been lying around for two and a half years, which I think to be rather non-transparent, which showed that 433 of the schools in the capital city, out of 1,777, were in areas where pollution breached European Union (EU) limits. Do you remember doing that and would you say that over the years you have been committed to consultation and transparency in a demonstrable way?

Sadiq Khan (Mayor of London): Thanks for the question. By the way, I am here for another two hours so I am not sure why people have run out of time to ask questions. They might not like the answers, but I am here for at least two hours more.

There are two really important points that arise from your really good question. One is that even during those eight utopian years - in their view - of [The Rt Hon Boris] Johnson [MP] being the Mayor, at no period did TfL publish the consultation during the time they were processing the responses, before the prophet Johnson had made a decision.

Secondly - compare and contrast - we discovered when I became Mayor in May 2016, buried away on computer hard drives and in desks, a report paid for by taxpayers, commissioned by Johnson in 2013, which showed, as you said, that there were hundreds of schools in the poorest areas, the most diverse areas with the largest numbers of Black, Asian and minority ethnic children, breathing in poisonous fumes, leading to thousands of premature deaths. For example, had mums like Rosamund Adoo-Kissi-Debrah and many others been aware of this sort of stuff, which was in possession of the Mayor, things may have been different. We published that straightaway because of the oath that I swore about transparency. Another good example of the compare and contrast.

Léonie Cooper AM: Thank you very much, Mr Mayor. Thank you, Chair.

Dr Onkar Sahota AM (Chair): Thank you. There are three more supplementary questions from the Conservative Party on this issue, Mr Mayor. The first one is from Assembly Member Fortune.

Peter Fortune AM: Thank you, Chair. With respect, what is stressing the Conservatives is the notion that many Londoners' voices have been squashed. That is what the concern is. Mr Mayor, referring back to the report that was in *The Telegraph*, can I ask, have you seen or been briefed on the results of the consultation?

Sadiq Khan (Mayor of London): No, I have not.

Peter Fortune AM: You have had no meetings regarding the results of that consultation?

Sadiq Khan (Mayor of London): There was a presentation by senior TfL officer Alex Williams [Director of Borough Planning] this week at the TfL Board meeting, where he talked about, in response to a question raised by a Board member, the consultation and the timelines. He also explained, because of some of the issues raised by the disability groups - there had been a workshop for disability groups - some of the issues in relation to scrappage.

Peter Fortune AM: Have you seen the results of the consultation?

Sadiq Khan (Mayor of London): No, I have not.

Peter Fortune AM: You have not, OK. During the consultation period, were you at any point briefed on how it was going? Did you get any information about the results as they stood at a certain period in time?

Sadiq Khan (Mayor of London): I have been briefed a lot about policies around the ULEZ. I am not sure of the timeframes. I am sure we can --

Peter Fortune AM: Mr Mayor, at any point did you sit down and have a meeting and somebody said, "These are the results that we have at the moment"?

Sadig Khan (Mayor of London): No. I have not seen the results.

Peter Fortune AM: At no point between the consultation opening on 20 May [2022] to it closing on 29 July [2022] did you have a meeting, or did anybody tell you the current state of play of those results?

Sadiq Khan (Mayor of London): I think there has been a meeting about timelines in relation to when 364 could expect to receive a report and the further work required. That may also include lobbying of the Government in relation to scrappage schemes and so forth, but I have not got the details to hand in relation to what was discussed where.

Peter Fortune AM: At no point did anybody tell you, "This is the percentage result at this point; these are the results for, these are the results from inner London, these are the results from outer London"?

Sadiq Khan (Mayor of London): No. I am not sure that work has been done.

Peter Fortune AM: You did say earlier that there were some results that were coming from outside London.

Sadiq Khan (Mayor of London): Yes, because it is on social media. You just have to look at the heat map from those who are interested in fossil fuels. The heat map shows different parts of the country with great pride, this status quo --

Peter Fortune AM: With respect, the suggestion that you gave to us was that there were results coming from outside London.

Sadig Khan (Mayor of London): That is --

Peter Fortune AM: You would not know that if you had not had an update on some of the results.

Sadiq Khan (Mayor of London): If you let me finish, the social media account shows people from outside London responding to the consultation, the group is incredibly proud that its members from outside London are responding, and there is a heat map of the country which shows where their members outside of London have responded.

Peter Fortune AM: Does that mean that you would be excluding the results from outside of London?

Sadiq Khan (Mayor of London): I am not doing the analysis. TfL are, with the independent group.

Peter Fortune AM: Would you be happy if TfL excluded the results outside of London?

Sadiq Khan (Mayor of London): Let us wait and see what TfL do.

Peter Fortune AM: OK. In terms of campaign group responses, are all campaign groups being treated the same, whether or not it is FairFuel, who I know are here today, or Living Streets?

Sadiq Khan (Mayor of London): We will have to wait and see what the TfL report says. I think giving a running commentary is incredibly dangerous. Let us wait and see what TfL decide to do in their report and then I can consider it.

Peter Fortune AM: Have you asked about the results or how it was going?

Sadiq Khan (Mayor of London): Only what was raised at the TfL Board meeting.

Peter Fortune AM: What did you ask?

Sadiq Khan (Mayor of London): TfL Board members asked questions.

Peter Fortune AM: You did not ask any questions at the TfL Board meeting about the consultation?

Sadiq Khan (Mayor of London): No.

Peter Fortune AM: Why did you not ask any questions about the consultation and its progress?

Sadiq Khan (Mayor of London): I think giving a running commentary is unwise. It can give the impression you have predetermined the outcome and it means that due process is not followed. It is really important for due process to be followed. I am happy to repeat the answer I gave earlier on, that TfL is going through the process with an independent company, it will be preparing reports for me, and I will then make my conclusion.

Peter Fortune AM: Absolutely, and you are Chair of TfL. Are there any consultation responses that are being disregarded, merged or consolidated?

Sadiq Khan (Mayor of London): That is a question I can answer once I receive the report from TfL later on this year.

Peter Fortune AM: You are not aware of any being merged, consolidated or discounted?

Sadiq Khan (Mayor of London): It is like a poorly-paid lawyer. Look, until I have seen the report from --

Peter Fortune AM: You would know. It takes one to know one, I am afraid.

Sadiq Khan (Mayor of London): You sound like [The Rt Hon] Liz Truss [MP, Prime Minister] now, worse than a lawyer. I will receive the report later on this year, I will look at the report, I will look at the analysis and then I will make my decision.

Peter Fortune AM: I am getting somewhere when you go to insults. That is always a sign.

Sadig Khan (Mayor of London): And now he is Columbo.

Peter Fortune AM: Well, one final thing --

Sadiq Khan (Mayor of London): One final thing, Chair.

Peter Fortune AM: One final thing.

Sadiq Khan (Mayor of London): There you go.

Peter Fortune AM: Maybe two. Thank you, Chair. Didn't you send us a letter about maintaining a certain demeanour in meetings?

Dr Onkar Sahota AM (Chair): I did, but I think that this was just a bit of a sense of humour.

Peter Fortune AM: It does not apply to Labour?

Sadiq Khan (Mayor of London): Chair, could I apologise if my humour has upset his feelings?

Peter Fortune AM: I will rise above it because it is pointless. Did TfL at any point support or contribute funds to external agencies that were used as digital platforms to respond to the consultation?

Sadiq Khan (Mayor of London): I am not aware, Chair.

Peter Fortune AM: You have no knowledge about that?

Sadiq Khan (Mayor of London): I am not aware, Chair.

Peter Fortune AM: In the period from 20 May to 29 July [2022] you did not ask about the consultation, nobody told you about the consultation results, you did not ask any questions about the methodology, nobody told you about the methodology, and you are unaware of TfL working with anyone else to increase or promote results?

Sadiq Khan (Mayor of London): I am not aware, Chair.

Peter Fortune AM: OK. One last thing. Mr Mayor, have you read now, because I know my colleague brought this up recently, the Jacobs Londonwide Integrated Impact Assessment, which I have here, and the details in here about what it says will be the impact on air quality and the significant negative impact on people's financial wellbeing?

Sadiq Khan (Mayor of London): The Jacobs report I read in real time when it came out some time ago. The iterations are being taken on board by TfL and there will be further work done in relation to the Integrated Impact Assessment. Those are some of the things that I think were discussed in the disability workshop, according to the presentation given at TfL Board yesterday by the senior TfL staff.

Peter Fortune AM: Thank you, Chair.

Dr Onkar Sahota AM (Chair): The next supplementary question is from Assembly Member Garratt.

Neil Garratt AM: Good morning, Mr Mayor. You might remember, funnily enough, I asked you about the Jacobs report in July [2022] and you did not seem very familiar with it. However, in June I asked you, "What should somebody do if they cannot afford the £12.50 daily ULEZ charge that you are imposing, and they cannot afford a new car, but they do need their car to get around?" and your response, I am sure you will remember, in June, was that they should fill in your consultation, which is what we have just been talking about.

Since June, obviously, cost of living pressures have grown and so there are people out there - who you were speaking about earlier in response to a previous question about the cost of living - who are really struggling, and they are under a lot of pressure. For those families, as you refer to, who may be having to choose between heating and eating, additionally some of those families are also thinking if they get through the fuel bills this winter, by August [2023] you are requiring them to find money for a new car. Could you take that weight off their mind today and tell them that you are not going to go ahead with it in August?

Sadiq Khan (Mayor of London): Chair, the question is remarkable because of the answer over the last eight minutes. I have said --

Neil Garratt AM: Thank you very much.

Sadiq Khan (Mayor of London): As indeed is the Member --

Neil Garratt AM: That is what people say.

Sadiq Khan (Mayor of London): -- and not in the way he thinks. Look, I have said --

Neil Garratt AM: Could you actually answer my question?

Sadiq Khan (Mayor of London): The question is: will I today rule out an expansion? I have spent the last 12 minutes explaining --

Neil Garratt AM: No, I said, "Will you rule out an expansion in August?" You have to listen carefully to the words.

Sadiq Khan (Mayor of London): I have explained that the consultation has ended, TfL is looking at the responses to the consultation, there will be analysis undertaken by an independent consultant and a recommendation will come to me before the end of the year. I am now being asked: will I rule out the expansion being made in August? The answer is I have not made up my mind until I have seen the report and the analysis done by TfL. Once I have done so, I will consider various options.

I take your representations about a delay. I suspect that you are not the first person to have suggested that in the consultation responses, bearing in mind what you have said, and I am sure that is one of the things that will be in the mix when it comes to TfL analysing the consultation and preparing a recommendation, or not, for me to make when it comes to me in due course.

Neil Garratt AM: That is a process answer. You did not give a process answer earlier when you were answering the question about the cost of living pressures. You were telling us at great length how concerned you are. You do not need a report from TfL to tell you that people are under financial pressure, and you do not need a report from TfL to tell you that lots of low-paid Londoners do own a car. They are the kinds of people who often own the kinds of cars that are being caught by your ULEZ. All of the relevant facts already exist. You already know them. This is why I am asking you: would you put those people's minds at rest so that as they go through this winter, they know that they do not then, come the spring, have to find the money for a new car?

Sadig Khan (Mayor of London): Chair, I am not sure I can add any more to what I have said already.

Neil Garratt AM: As things stand, you are going to maintain that stance that people need to think come the spring they need to maybe find a few thousand pounds for a new car? That is the burden you are placing on those Londoners?

Sadiq Khan (Mayor of London): Firstly, there is no more I can add, but I can tell you this: those families this winter are more worried about their energy bills rising, they are more worried about their food bills rising, they are more worried about their rents rising now and their mortgage prices rising now. As I have said, TfL is

preparing the report, the analysis is being undertaken and I will make my decision in due course later on this year.

Neil Garratt AM: You go on at some length about all the things you think the Government should or should not have done, or did or did not do. This is a thing that you could do. This is Mayor's Question Time (MQT), not Prime Minister's Question Time. A thing that you could do right now is to tell those people they do not need to worry about finding the money -- after all of the burdens you have just mentioned, which I agree with, they do not have to get to the spring and then think, "How I get a new car by August?" Today you could take that burden off people. I will ask you again, would you today say that it will not go ahead in August [2023]?

Sadiq Khan (Mayor of London): I will be considering the report from TfL in due course, including the analysis and the recommendations, and be making my decision in due course. I am told by TfL that work should be done before the end of this year.

Neil Garratt AM: The decision, the go or no go decision, will be before the end of this year?

Sadiq Khan (Mayor of London): TfL currently estimate that before the end of this year they hope to have the report to me so I can make my decision.

Neil Garratt AM: Is that the calendar year or the civic year, so December [2022] or April [2023]?

Sadiq Khan (Mayor of London): December.

Neil Garratt AM: By December you think you should have the information from TfL. When would you expect to be able to make that decision?

Sadiq Khan (Mayor of London): By the end of this year TfL will have a report to me with the analysis of the contribution that has been undertaken and I hope they will have a recommendation for me in relation to the decision to expand the ULEZ or not.

Neil Garratt AM: That is a statement about what TfL will do and I am asking you what you will do. How quickly are you going to make the decision to confirm that you are going ahead, so people know they need to find this money, or that you are not going ahead, so that they can breathe a sigh of relief that they do not have to find thousands of pounds for a new car?

Sadiq Khan (Mayor of London): I am not going to hypothesise how long I will take in making my decision from TfL, but I would hope that if they get the report to me before the end of this year, I will make my decision before the end of this year. The end of this year is not the civic year, but it is the calendar year.

Neil Garratt AM: Very disappointing. I am sure a lot of people would feel a great deal of unease that they have to still continue worrying about that. Thank you, Chair.

Dr Onkar Sahota AM (Chair): The next supplementary question is from Assembly Member Prince.

Keith Prince AM: Thank you, Chair. Good morning, Mr Mayor. You said earlier, quite rightly, that as a result of certain actions small businesses will have to pay the price, and we have seen from the report by the Federation of Small Businesses (FSB) that indeed if you were to introduce the ULEZ later next year, up to one

in five small businesses will be directly impacted by that and many will choose to leave London or indeed 36se. Do you think that is an acceptable price to pay?

Sadiq Khan (Mayor of London): I do not want any small businesses to have problems because of policies from City Hall. We have spent the last six years ameliorating some of the issues they face, from Brexit to all sorts of other issues, including the most recent Government decision, the mini-Budget. We will take on board the concerns of the FSB. The FSB are a brilliant organisation who do a great job representing small businesses. I cannot prejudge the report TfL is going to do but of course it is a concern if small businesses are struggling. Nobody wants to add to the problems this Government has put on their shoulders.

Keith Prince AM: Can we ask you to bear that in mind in December [2022] when you make your decision?

Sadiq Khan (Mayor of London): The FSB are so assiduous I am sure they have responded to the consultation. TfL has really good relationships with all business groups, and I am those will be taken on board. It is a good point they make, that you have articulated again today, and TfL, I am sure, will take that on board.

Keith Prince AM: Thank you.

2022/3437 - TfL advertising guidance failures

Emma Best AM

Will you apologise for TfL advertising guidance failures?

Sadiq Khan (Mayor of London): TfL has one of the most valuable advertising estates in the world and it provides an important source of income that is reinvested in the transport network every year. Last financial year TfL ran over 11,000 advertising campaigns on its network and received only 175 complaints directly from customers. That is a rate of 1.6%. TfL ensures that all advertisements displayed on its network abide by Advertising Standards Authority guidelines as well as the UK Code of Non-broadcast Advertising and Direct Promotional Marketing.

TfL operates a clear Advertising Policy against which all adverts are considered. Through its Advertising Policy TfL also requires advertisers to adhere to additional restrictions over and above those enforced by the Advertising Standards Authority. All advertising copy that is submitted for display on the advertising estate is reviewed against the Advertising Policy by TfL's media partners. If they are unsure whether a particular advertisement breaches TfL policy or if it is from a specific category of advertisement that TfL requests to see, they are further copied to TfL for review.

The Advertising Policy is overseen by a Steering Group which provides a strategic, external, and independent point of view in making sure the policies remain relevant, stay up to date and are adapted when necessary. I am proud to have introduced several measures to ensure that advertising across the London transport network properly serves Londoners, including restrictions on adverts that may promote an unhealthy body image and restrictions on adverts for some unhealthy foods.

However, TfL only controls advertisement on its own estate. There are almost 1,000 bus shelters across the capital with advertising sites that TfL does not control. These shelters are usually operated by a media partner on behalf of a borough. There are other advertising spaces across London that are operated by a range of people or bodies, including media owners, councils, private property owners and other business owners. This

includes a range of sites with everything from roadside advertising to telephone boxes. Advertising on all these sites is beyond TfL's or my control.

TfL recently published its 2021/22 Advertising Report, which highlights the investment in its advertising estate and some of the fantastic campaigns that have been featured, all of which raised much-needed revenue for our city's transport network.

Emma Best AM: Thank you, Mr Mayor. You may remember in May 2022, earlier this year, we sat here and talked about some of the ads that had, I believe, contravened the junk food ad ban, and you asked me to send you those ads that appeared on the London Underground network and that you would deal with them. I left that meeting and I sent you some nice coloured photos of all those adverts. Can you let me know what action was taken once you received those?

Sadiq Khan (Mayor of London): I wrote to you on 21 June [2022] setting out the response from TfL. I can send the letter again later on today, Chair, if that helps.

Emma Best AM: What action was taken in relation to those ads?

Sadiq Khan (Mayor of London): Shall I read the letter?

Emma Best AM: What was the action?

Sadiq Khan (Mayor of London):

"As you know, TfL amended its advertising policy at my direction to restrict the advertising of foods and non-alcoholic drinks that are high in fat, sugar and salts across its estate. The base of restrictions in our assessments used the Public Health England nutrient profiling model (NPM). The policy applies to all TfL assets, including bus shelters and buses.

Some confusion can arise in relation to bus shelters that are borough-owned. This is the case in some of the examples you have recently highlighted. Any borough-owned assets which you have highlighted fall out of the control of TfL's advertising policy. The GLA has commissioned a toolkit for boroughs to implement similar restrictions and my Deputy Mayor for Transport has recently asked TfL to do more with boroughs to influence their approach. Similar issues can occur at interchange stations such as London Bridge, where screen and advertising space ownership varies between TfL and Network Rail.

The examples you recently noticed at the bus stop at Thirlmere Gardens are not compliant with TfL's advertising policy as the products are high in fat, sugar and salt under the NPM. However, the shelter attached to bus stop BP5920 is borough-owned and therefore falls outside the scope of TfL's policy. The adverts you noticed on TfL sites or at stations and on trains are all products that are compliant with the policy based on their nutrient assessment."

Then I talk about the research from the London School of Hygiene and --

Emma Best AM: Thanks. That confirms that things like a Big Mac Bacon on the London Underground network are still allowed to be there. That kind of shows somewhere where the policy is falling down within London Underground's TfL estate.

The next question I wanted to ask you is: you made the statement that there would be 11 countries, I think, that would be banned from advertising due to their attitude to human rights, for example, Saudi Arabia and Qatar. What provision of the TfL advertising quidelines are you using to ban those adverts?

Sadiq Khan (Mayor of London): In relation to countries that are banned from the estate? You mean countries that are banned from advertising?

Emma Best AM: Yes. In the TfL advertising guidelines, what provision are you using to ban those countries from advertising?

Sadiq Khan (Mayor of London): TfL has an Advertising Policy which has additional restrictions. I do not have the clause that I use. I am happy to write to the Member about the clause used. I am also not aware of the list of countries. I can drop a note to the Member.

Emma Best AM: OK. I have been through the clauses in some detail. There is no clause that relates specifically to any countries being banned.

Now, you will remember it was in 2019 you made the announcement that you were going to take those ads off the network, and it appears that has happened. However, recently there was an ad across the bus network for Fédération Internationale de Football Association (FIFA) [World Cup] Qatar, which I am sure has been raised with you, and TfL's explanation for why that was allowed was because it was from FIFA and not from Qatar.

There is no actual, direct reference to countries. The only provisions that you could use are (a), (h), or (q), under section 2. They would be the same if it was a country as if it were FIFA presenting Qatar. What we have allowed now on our network is sportwashing through Qatar, and I do not think that is what your intention was.

If you look at those clauses, they could be tightened up. There is a specific clause, for example, on gentlemen's clubs and lap dances. That really important statement you made around countries that could not be allowed to advertise on the bus network does not exist within the Advertising Policy. That FIFA advert could have been stopped in the exact same way that adverts for any of those other countries violating human rights are stopped.

Sadiq Khan (Mayor of London): Chair, the Member makes a really powerful point in a really powerful way. Can I take this away? What I do not want is loopholes that are there, that can be used by people. It is very powerful, what you say. I promise to take it away and come back to you sooner rather than later.

Emma Best AM: Thank you.

2022/3429 - Junk Food Bans and Cost of Living

Andrew Boff AM

Has your position on junk food bans changed in light of cost of living challenges?

Sadiq Khan (Mayor of London): I am deeply concerned about the impact of the cost of living crisis on Londoners and the level of food insecurity that exists across our city. We know that 40% of Londoners have struggled to pay their food bills in the last three months and that many are having to make changes to the way they live. With costs continuing to spiral, this is only set to get worse. It should not be the case that families

are forced to choose between healthy and unhealthy food for themselves and their children because of these financial pressures. All children deserve the right to thrive and eat healthy, nutritious food.

We know that policies such as the Soft Drinks Industry Levy, known as the sugar tax, and the TfL advertising restriction make it easier for people to avoid unhealthy food and drink. The introduction of the levy has seen many companies reduce the sugar content of their drinks, making them healthier, without costing the public more. Steps like this are important in addressing high child obesity rates and supporting the long-term health of our young Londoners.

Since the TfL advertising restriction was introduced three years ago, research has found that among other health benefits it has been estimated to have prevented almost 100,000 obesity cases, with the most disadvantaged communities expected to see the greatest benefit. Businesses have continued to advertise by promoting their healthier products, with no loss of advertising revenue.

The policy is supporting families to make healthier choices, and instead of asking struggling Londoners to turn to junk food the Government must instead act urgently to address the cost of living crisis. They must ensure that families in London and across the UK are properly supported and can access healthy and nutritious meals for them and their children. They could start by increasing benefits in line with inflation, providing free school meals for all primary-aged schoolchildren, giving London devolved powers to freeze private sector rent, and taking action to combat the surging cost of energy without putting the cost on the taxpayer. I am doing what I can to support Londoners from City Hall and I am helping them to access the support they need to reduce their costs or maximise their incomes through the Cost of Living Hub, but only the Government has the powers to make the difference needed and it can and must do more.

Andrew Boff AM (Deputy Chair): Did you attend the Labour conference this year, Mr Mayor?

Sadiq Khan (Mayor of London): Most of it, not all of it.

Andrew Boff AM (Deputy Chair): Perhaps you did not get a chance to listen to Wes Streeting [MP, Shadow Secretary of State for Health and Social Care], who, when talking about junk food bans, said:

"I'm not tin-eared enough to say that a Labour Government would do that in the middle of a cost of living crisis. I don't think that would be the right thing to do right now."

Why is it that Wes Streeting understands this, and you do not?

Sadiq Khan (Mayor of London): What he said was that it is not an immediate priority and I agree with him. It is not an immediate priority. The immediate priority is addressing the cost of living crisis and rectifying the mini-Budgets. That means addressing the issue of energy bills, addressing the issue of people's rents, addressing the issue of interest rates, addressing the issue of the pound crashing. Those are the immediate priorities and that is what Wes said.

Andrew Boff AM (Deputy Chair): He basically referred to junk food bans as being not a priority and not something we should be doing now at a time when families are and will be struggling to make ends meet.

Sadiq Khan (Mayor of London): I agree with Wes. The immediate priority is the Government sorting out its economic policy in relation to compounding what was already going to be a horrible autumn and winter. That is the immediate priority.

Andrew Boff AM (Deputy Chair): What is it about the cost of living crisis that means that it does not need to be addressed in London now? You are saying that the junk food ban in London takes priority over measures to ensure that families can afford food.

Sadiq Khan (Mayor of London): No. Wes Streeting was talking about the buy-one-get-one-free deals with junk food that the Government has delayed. We are talking about something different, which is advertising on the public transport network. That very much should carry on and it is going to carry on. The issue that Wes Streeting was talking about was whether buy-one-get-one-free offers should be the immediate priority.

The reality is and the evidence is, by the way, that these offers lead to people buying more junk food, but often they have to spend a huge amount of additional money to get the benefits of these offers. The figures are remarkable. A family would have to spend £370 extra to get a £70 saving. What this buy-one-get-one-free deal is doing is two things. Firstly, it is inadvertently encouraging families to spend much more money. It is not rocket science. That is what supermarkets want. Secondly, it is driving them towards foods high in fat, sugar and salt, rather than the good stuff. That is the issue with buy-one-get-one-free deals.

The Government agrees with me, by the way, or it did until [The Rt Hon] Liz Truss [MP, Prime Minister] did a U-turn. What Wes is talking about is whether that is the immediate priority. I agree with him. That is not the immediate priority. The immediate priority is sorting out the mess the Government has made of the economy.

Andrew Boff AM (Deputy Chair): Some while ago I published a report called *Tipping the Scales* and I sent you a copy. One of those recommendations was that some of the advertising space on the transport network should be used to encourage healthy eating. Is that something that you would take up?

Sadiq Khan (Mayor of London): I can certainly look into it. Apologies. I cannot remember the details of the report. I can look into how we can use the space on the TfL advertising estate to send good public health messages. That clearly is good. By the way, you look great after losing weight. If it is good for you, it is good for the rest of London as well. Maybe you can give us some tips on how the rest of us can lose weight. I am more than happy for the TfL estate to have good messages on it, including addressing public health inequalities. They go towards obesity. They go towards smoking. They go towards sexually transmitted infections and diseases. They go towards vaccines, which I talked about in my opening statement.

Andrew Boff AM (Deputy Chair): Sorry, I am still felled by that rather random reference. Perhaps that undertaking would be useful, because more carrot and less stick is something that we can demonstrate works when addressing childhood obesity. Public information works. Working at a local level works. Junk food bans do not work.

Sadiq Khan (Mayor of London): The problem is – and it is good question you have asked – that the evidence is that you are wrong. You are wrong because of two pieces of really important evidence, one from the London School of Hygiene and Tropical Medicines and a second, separately, from the University of Sheffield, both of which showed that as a direct consequence of our policies of banning foods that are high in fats, sugar and salt, there have been remarkable benefits in London in relation to families who, hitherto, were having big issues and have seen big benefits. The London School of Hygiene and Tropical Medicines evaluated and showed that my policy, which you are against, contributed to households buying up to 1,000 fewer calories of energy from unhealthy foods each week. The second report from the

University of Sheffield showed 94,867 fewer cases of obesity, with savings to the NHS of over £200 million. We have two pieces of independent reports from experts, versus Andrew Boff. I know who I believe.

Andrew Boff AM (Deputy Chair): Of course, those reports do not show that, they are comparisons between London and the northeast of England, but I will leave it there. Thank you, sir.

Dr Onkar Sahota AM (Chair): Thank you. I have Assembly Member Hirani, who wanted to come in with a supplementary to this question.

Krupesh Hirani AM: Thank you, Mr Mayor. Assembly Member Cooper was at a Sustain food conference yesterday on healthy food and healthy living and was astonished to see this issue being raised in this way again. You have already referred to the facts and the evidence and the peer-reviewed evidence that has come out on this policy. You would not reverse the smoking ban inside public places, which has proven to have had a positive public health impact on individuals across the country.

Why does Assembly Member Boff, do you feel, think it is appropriate to review policies that are proven to have a positive public health impact?

Sadiq Khan (Mayor of London): You assume that they are not against reversing the ban on smoking in public places. I am not sure if that is the case because the new Prime Minister - my fourth since I became Mayor - is a free marketeer and a libertarian. One of the reasons why she wanted to remove the cap on bankers' bonuses - by the way, bankers can still get the bonuses; there was just a cap - is free market economics. One of the reasons why she believes in trickle-down economics is because economics favours the fittest. It is individualism. You assume, wrongly, that they are not against reversing smoking in public places because they believe individuals should be responsible for their own actions and sod the consequences on others.

I believe, when it comes to advertising, it must work. Otherwise, people would not spend billions of pounds on advertising. Similarly, if you have adverts for foods that are high in fat, sugar and salt, you cannot be surprised when children pressure their parents to buy the bad stuff because it is in your face, particularly when you cannot buy fresh fruit and produce from shops near you because of a variety of reasons. These independent pieces of work by leading experts across the country show our policy works. I do not know why you are surprised that they do not believe in experts. Look at the hard Brexit that we have, and we are facing the consequences of.

Andrew Boff AM (Deputy Chair): On a point of personal explanation, Chair, the thing is that my position was represented. I did not talk about tobacco at all. You kind of need food. You do not need tobacco.

Dr Onkar Sahota AM (Chair): Great. I am glad we got this sorted out. I also want to refer to the excellent research from Sheffield University, the medical school I went to and a great place.

Sadiq Khan (Mayor of London): Self-interest there, Chair, self-interest.

Andrew Boff AM (Deputy Chair): You do not need to declare that.

Sadiq Khan (Mayor of London): Chair, if they make you an honorary professor, we know why.

Dr Onkar Sahota AM (Chair): It would be because of this Assembly recommending me. Thank you.

2022/3639 - London Living Wage 2022

Marina Ahmad AM

On 22nd September you announced the London Living Wage uplift which takes the London Living Wage to £11.95 per hour. How important is this uplift in supporting Londoners during the cost of living crisis?

Sadiq Khan (Mayor of London): The London Living Wage will play an essential role in supporting Londoners during the cost of living crisis. This year's London Living Wage rates have been uplifted and brought forward in recognition of the sharp increase in living costs in London. Over 140,000 people working for over 3,000 real Living Wage employers in London are set for a vital cost of living pay boost with the biggest increase yet in the rate. That is an 8% increase to £11.95 an hour, a 90-pence an hour increase worth over £4,700 each year.

I am proud that the number of Living Wage employers in London has more than quadrupled since I became Mayor. This is testament to the efforts of employers, workers, community groups, faith groups and others who are continuing to work together in the Making London a Living Wage City programme. I co-chaired this ambitious programme with the Bishop of London, which is led by the Living Wage Foundation and Citizens UK, to increase uptake of the Living Wage in low-pay sectors such as health and social care, the cultural and creative industries, hospitality and service provision. Living Wage accreditation is a mandatory requirement of our Good Work Standard and I continue to champion its benefits to the lives of Londoners and to businesses, encouraging employers to opt in.

However, employers voluntarily paying a Living Wage is just one measure to help Londoners meet the cost of living crisis. I will continue to explore all options for actions we can take in London, but these are national challenges that require actions at a national level. The national benefit system is the best mechanism to get support to low-income households and the severity of the cost of living crisis means that increasing benefits in line with today's inflation is the response that is required now to protect living standards. Failing to increase benefits in line with inflation amounts to the second real-terms reduction to benefit payments that low-income households will see in six months, coming on top of the £20 cut to Universal Credit. The Government must act now to protect Londoners and people across the country.

Marina Ahmad AM: Thank you, Mr Mayor. As you know, next week is London Challenge Poverty Week and all of these issues of course will hit the headlines again. The Living Wage Foundation, which you just alluded to, recently found that 42% of workers now regularly skip meals because of a lack of money and that figure is up by 10% since this January [2022]. Given that Downing Street has adopted the going-down-a-blind-alley attitude to the economy, what action have you taken to address the consequences of in-work poverty?

Sadiq Khan (Mayor of London): This phrase "in-work poverty" in itself is heart-breaking. These people are working, often two jobs, and they are in poverty. Some 40% of those who receive Universal Credit are working, often two jobs.

We are doing a number of things in relation to supporting these families with the limited resources and powers we have. One is to give free skills training to those receiving the minimum wage so that they can skill up and receive the London Living Wage through the Adult Education Budget (AEB). That is a really important programme, which is already helping many families across London. We are also giving grants to insulate people's homes. It will reduce their bills and also address carbon emissions, which is really important in relation

to Assembly Member Polanski's point earlier on and Assembly Member Sheikh's point earlier on as well about climate change and what we do in relation to that. We are also supporting people receiving free advice so that they get the benefits they are entitled to. We are spending over £80 million in relation to this issue. On top of that, a lot of the £400 million AEB is to support those families to go from minimum-wage jobs or for those who are out of work to get good Living Wage-paid jobs.

By the way, the Good Work Standard is making a big difference. More and more employers are becoming Good Work Standard employers and helping hundreds of thousands of families across London.

Marina Ahmad AM: Thank you, Mr Mayor. You talked about doing two jobs. One of my constituents in Peckham this week was telling me about the four jobs that she does with about five hours' sleep every day and children to look after. She is still reliant on food banks, which is utterly shocking. The work that you are doing at least is addressing some of this but, as you say, so much of it rests with the Government. Thank you very much.

Sadiq Khan (Mayor of London): Thank you, Chair.

2022/3459 - Violence Against Women and Girls

Keith Prince AM

What are you doing to ensure the safety of women and girls?

Sadiq Khan (Mayor of London): The safety of women and girls in London is a top priority for me. I want every woman and girl to be safe and to feel safe, whatever time of day and wherever they are in the capital.

My refreshed Violence Against Women and Girls (VAWG) Strategy is fundamental to achieving this. If we are going to truly fix the problem of VAWG, we need to see a fundamental cultural shift that puts the onus of responsibility on men. In March this year I launched my Have a Word campaign, which urged men to challenge disrespectful and harmful attitudes towards women. Our film has been seen more than 13 million times and 85% of men who saw it said they would call out misogynistic behaviour.

TfL's campaign on its zero-tolerance approach to all forms of unwanted sexual behaviour and sexual harassment continues to raise awareness to help make Londoners safer by making our transport network safer and I will be working with key stakeholders and community representatives to refresh our Female Genital Mutilation Stops Here campaign, further building community awareness and support for the eradication of this awful practice.

Tackling VAWG requires proper investment and I have overseen more than £100 million in investment in this area since I was first elected. Over this year and the next two financial years, I will be overseeing a further £37 million in specialist services to improve support, tackle perpetrator behaviour and better educate the public. Since 2019, we have funded the pan-London Victim and Witness Service to support domestic abuse victims and we fund Youth Independent Domestic Violence Advocates (IDVAs) to engage with victims who present with a risk of child sexual exploitation and domestic abuse, working alongside youth workers who are embedded at trauma centres. I am also investing in programmes focused on addressing and changing the behaviour of perpetrators, including launching the first-ever GPS tagging pilot of domestic abuse offenders.

My VAWG Strategy champions a public health approach and encourages everyone in London to play their fat. This includes securing over 1,000 signatories to my Women's Night Safety Charter. I am also working with Sir Mark Rowley [QPM, Commissioner of Police of the Metropolis] and the MPS, holding them to account on their VAWG Action Plan as they root out misogyny from the organisation and rebuild trust and confidence with women and girls. Just last week, my Deputy Mayor [for Policing and Crime] Sophie Linden joined a walk-and-talk in Clapham Common where women and girls met with local officers to discuss how to make their local area safer.

Keith Prince AM: Thank you, Mr Mayor. I must admit that I tabled the question before we had the good news from you about your action plan and the words we have had from Sir Mark Rowley and so I would like to claim the credit for having generated that. I know I have not but --

Sadig Khan (Mayor of London): I am sure there is a direct link.

Keith Prince AM: We absolutely welcome what you are doing, actually. Having said that, I know you know that there is a gangs matrix for gangs, which identifies people who are likely to be involved with gang crime. Do we have the same or a similar thing for people who may or may not be involved in domestic abuse and/or VAWG?

Sadiq Khan (Mayor of London): It is a really good question. One of the huge advantages of this Commissioner [of Police of the Metropolis] is he is using some of his expertise in counterterrorism to deal with that very issue you mentioned, Keith. What is potentially game-changing is him transferring some of those skills. Basically, sometimes but not always - you have to be careful - you can predict behaviour in relation to what has happened in the past. I have talked about some of the stuff we are doing with the GPS tagging, the stalker centres across London and so forth. What the Commissioner is talking about is using some of that expertise to affect behaviour, targeting those men that the police suspect may in the future cause harm. Watch this space in relation to further announcements from the Commissioner, but that is quite exciting, if I can use that word, because that could really change things.

Keith Prince AM: Thank you. That is really helpful. Also, as I am sure you are aware, we have issues with sanction detection rates, ie the number of people who actually get prosecuted. Are you doing anything about sanction detection rates, Mr Mayor?

Sadiq Khan (Mayor of London): That is a big issue across the country. Not just the police service has faced big issues in relation to cuts but also the Crown Prosecution Service (CPS) and the court system. Across the country, in relation to rape and other violence against women and girls, the number of men who are found guilty is in single digits versus those who come forward with complaints. That leads to people having less confidence reporting when they are at the receiving end of violence against them and also issues around rape.

The MPS is investing more in investigative work and investigations being better. They are working much more collegiately with the CPS to improve that figure. Also, we are investing more in the IDVAs, having an independent adviser alongside the victim.

The big issue at the moment, though, is the delays caused by COVID ostensibly and courts closing down. If your trial is going to be in two years' time and you are a victim, the question is if you are going to stay with the process. That affects attrition rates. The sanction detection rate is a very important metric. The Commissioner gets it, as does the Director of Public Prosecutions (DPP). We are lobbying the Government for more resources

in London to try to address the backlog of trials so that, rather than taking two years, they can be in months or at worst a year rather than two years.

Keith Prince AM: Thank you. I am sure my colleague will take up the issue regarding knife crime. Thank you for your answer.

Sadiq Khan (Mayor of London): Thanks.

Dr Onkar Sahota AM (Chair): Thank you. I have an indication from Assembly Member Bailey, who wants to come in with a supplementary question to this.

Shaun Bailey AM: Good morning, Mr Mayor. I just want to look at this thing about violence. Fortunately, through the pandemic we saw a significant reduction in knife crime over that period, but we have seen a bit of a rise, now a 10% rise. What specific work are you doing around keeping knives off the streets?

Sadiq Khan (Mayor of London): There is a lot of work taking place in relation to this issue. By the way, knife crime is down. Knife crime with injury is down. Knife crime with injury of those below the age of 25 is down. Teenage homicides are down.

There is no complacency at all. A number of things are taking place across London. We are starting to see some of the benefits of the record investment from City Hall in relation to extra police officers. The town centre teams are doing really good work. Neighbourhood policing is going to come back at a bigger scale going forward.

We have also seen some of the benefits of the Violence Reduction Unit (VRU) work. I visited King's College [London] last week and met some of the youth workers we pay for. We are now committed to another three years – out of that £8 million – of those youth workers in the major trauma centres, four of them in London, and the eight accident and emergency departments (A&Es). They use that teachable moment when somebody comes in as a victim of crime, often for the first time with a "superficial" injury – in inverted commas – and again in a month's time with a more serious injury and again in three months' time even more serious. There could be a fourth or a fifth time when they lose their lives or that same person is later on arrested for a homicide or serious incident. If we can have youth workers in A&Es and trauma centres and also in police stations, they can turn that young person's life around. That is one of the reasons we are seeing now, the benefits of the public health approach with the reductions that I talked about.

There is no complacency. Winter nights are here now. You will know that it gets dark at 4pm. From 4pm to 10pm is the time of day when there are the most examples of youth crime. We are doing more youth activities for young people to keep off the streets during autumn and winter. We have more programmes this autumn and winter to keep young people busy doing constructive and healthy things rather than the alternative.

Shaun Bailey AM: Are you doing anything specific around keeping weapons off the streets? You have done a lot of work with people who are in that teachable moment, which is obviously a good piece of work to do, but I mean in a broad sense. One of the issues in London is people carry weapons. Are we doing anything specifically around that? The VRU has quite a large budget now. It has been given £57 million by the Government. Is it doing specific work on keeping people safe and helping young people understand that they should not be carrying weapons?

Sadiq Khan (Mayor of London): There are two parts to the equation. The VRU stuff is stopping youn people leaving home with a knife, but the enforcement side is also important. On the enforcement side, we have record numbers of weapons sweeps. I was with the police recently in north London and they found two knives when I was with them. One of them did not fit inside the knife canister it was so big. It was a zombie knife. Weapon sweeps are taking place. Often, by the way, it is members of the community who tell the police where to go and look because they have seen them on their estate.

Secondly, effective use of stop-and-search is a good way to find weapons. When done properly - and our police try to do it properly - it can take dangerous weapons and guns, often, off our streets.

The third thing is information from family members and friends. If you know somebody who is leaving home with a knife and you cannot persuade them to leave it at home, the best thing we can do is to encourage you to report it. The police are now working with bereaved families. A mum of someone who has lost their life is quite an effective message carrier. The mum working in the community to try to explain the importance of not carrying a knife --

Shaun Bailey AM: Sorry, can I just interrupt you? I want to focus really on the preventative piece. Are there specific initiatives being done? Could the VRU do more around that? You talked a lot about doing youth work and giving young people healthy things to do, but are we having a specific conversation about de-escalating the number of knives on the streets? Is something being done there?

Sadiq Khan (Mayor of London): Yes, some of the things the VRU is doing are working with young people in primary schools, working with kids about not carrying knives, not joining criminal gangs and so forth. When children go from year six to year seven, stepping stones are really important and also, when they are in year seven, having mentors as well. The mentor programme is also really important because often young people may not have a role model, someone they can go to for advice and guidance. The mentors are really important as well. There is a whole package of measures that we are doing with the VRU and also with our brilliant youth sector across London, not least giving them resources at a time when they are facing another year of cuts from the Government.

Shaun Bailey AM: OK. Can I make a plea that we try to figure out a piece of work that deals with people who are above youth centre age and primary school age, because they are the people who are carrying the knives and are causing a fair amount of distress in communities? I wondered if you could go back to the VRU and get them to do some thinking around how they speak to those who are 17 and upwards, who are very unlikely to bubble up in a youth club and certainly are not at primary age anymore.

Sadiq Khan (Mayor of London): The work of the VRU goes to 24. It is not just for those below the age of 17. The VRU is doing lots of work with people up to the age of 24. I am more than happy for Lib Peck [Director, VRU] to meet with the [Assembly] Member and to give him a briefing on all the great work they are doing.

Shaun Bailey AM: I would appreciate that. Thank you, Chair.

Dr Onkar Sahota AM (Chair): Thank you. I also have an indication from Assembly Member Desai, who wanted to come in on this question.

Unmesh Desai AM: Mr Mayor, supporting victims, as I understand it, is one of the key features of your strategy to combat VAWG. As Mayor, you have appointed a Victims' Commissioner for London and you have

provided significant funding for victims' services during your mayorship. Could you tell us a bit more about her role currently? You did not refer to her specifically in your finely detailed answer.

Secondly, you have given examples of your public health approach to tackling this particular issue but, for the benefit of Londoners listening in and for our audience here today, could you explain exactly what you mean by a public health approach to tackling this very serious matter?

Finally, your Have a Word campaign is great. I commend it. You said that 85% of men who viewed the film responded positively. Can you give us more detailed information - if not now, later - on how many people actually watched the film and how successful it has been? Where is the campaign going?

Sadiq Khan (Mayor of London): Thanks for your one question in three parts. Firstly, Clare Waxman is London's first ever independent Victims' Commissioner, and she has really improved the voice of victims being heard and improvements in victim support in court services and so forth. She is helping us to recognise the big waiting list that exists in survivor groups. We have given funding to support those. She is helping us to recognise the problems that services have with lack of money. We are giving money to support services for victims and survivors, including accommodation support. You know that when you are a victim of domestic abuse or domestic violence, having somewhere to go to is really important.

The public health approach is treating VAWG like you would a health issue. You deal with the issue that is causing the problem or the infection. You stop it spreading and you stop it occurring in the first place. We are doing all three in relation to VAWG. The VRU has always included VAWG as part of its remit.

With the Have a Word campaign, we will be launching a toolkit in schools to give them the skills to talk to boys in particular about the issue of misogyny, how to talk to girls, relationship advice and so forth. It recently won an international award because it has been so effective. It has been seen by more than 13 million people already and we are going to amplify that as well going forward.

Unmesh Desai AM: Thank you. That answered my question.

2022/3680 - Immediate Support during the Energy Crisis

Léonie Cooper AM

Whilst the Energy Price Guarantee is welcome, Londoners are still left with energy costs at twice what they were this time last year - plus help is only promised for a short period of time. What more can be done to help Londoners cope in the short term with the costs of the energy crisis?

Sadiq Khan (Mayor of London): Londoners face the possibility of not being able to either heat their homes or put food on the table this winter. The massive and unprecedented scale of this crisis can only be addressed through Government intervention. The Government finally answered calls to do something, but the energy guarantee still means that bills will be double last winter's levels. What is even worse is that this will be paid for by the public through increased national borrowing instead of through a windfall tax on the massive profits of energy companies.

I am calling for the introduction of a lifeline tariff to ensure that the most vulnerable people receive a certain amount of free energy every day. The Government has failed to make the UK resilient to energy price shocks.

Looking ahead to next year and beyond, it should do this through a mass programme of insulation and renewable energy, rather than the expansion of fossil fuels and fracking.

I will keep doing everything in my power and within my limited resources to support Londoners now and through winter. My £43 million Warmer Homes programme provides grants of up to £25,000 to low-income households to make their homes warmer, greener and cheaper to run. I have recently launched a new advice service, Energy Advice London, in partnership with the Energy Saving Trust, operating online and over the phone to anyone in London struggling with their energy bills. Londoners will be able to get advice on saving energy, keeping warm at home, installing renewable energy systems and financial support to make their homes more energy efficient. The most vulnerable households can continue to receive in-home energy advice and support with energy debt from my Warmer Homes Advice Service, which has already helped over 15,500 London households. Over 300 organisations across London are referral partners.

My Cost of Living Hub brings together advice and information on benefits, grants and discounts when Londoners face financial difficulty. They can access it via the London.gov.uk website. I am also investing another £4 million in the provision of financial welfare advice, helping Londoners who are struggling financially to increase their incomes and avoid debt.

Léonie Cooper AM: Thank you very much, Mr Mayor. I know that you have been doing a lot in this space. We have had the Retrofit Accelerator. Also, we are now the only people in the country who are still making community energy something that is being funded, which is disappointing because it has been worked out that if you put £1 into community energy, it delivers £60 of benefit.

The Business, Energy and Industrial Strategy (BEIS) Select Committee has identified that a social tariff and a far-reaching programme of home insulation is the enduring way for all of us to respond and to have a proper solution to this energy crisis. Is there any information that we are getting here in City Hall? I know the Government has possibly been slightly distracted by some turbulence, as they called it, and a few other things. Is there anything that is actually concrete that is coming out from the Government as well as from the Select Committee that could give us some hope?

Sadiq Khan (Mayor of London): No. I am really worried. If they removed the Green Levy – it is worth reminding that the Green Levy helps to pay for programmes such as the Energy Company Obligation – how are we going to fund some of this stuff that is needed? The reason why it just does not make sense the Government not doing more on insulation or retrofitting is that it addresses the issue that people worry about, which is paying their bills, a really important issue. It keeps them warm, warmer than they otherwise would be with draughts and so forth. Also, it reduces carbon emissions, creating great jobs, future–proof jobs. It just beggars belief the short–sightedness in relation to allowing fossil fuel companies to keep their massive profits and also talking about introducing fracking as a way to address these issues, neither of which are going to tackle climate change or help families this winter, let alone next winter.

Léonie Cooper AM: No. Thank you very much, Mr Mayor. That is just a problem that we are having to deal with the Government's position on this.

Len Duvall AM on behalf of Elly Baker AM

Despite Londoners struggling with the rising cost of living, the Government's funding settlement makes it clear it expects Transport for London to raise fares, or mandates cuts if the Mayor wants to keep fares lower. What impact will the Government's assumed fares rise have on Londoners, considering inflation is running at such high levels?

Sadiq Khan (Mayor of London): On 30 August [2022] we agreed a funding deal with the Government for TfL that came after more than a month of tough negotiations and many previous months of uncertainty. I have been determined to stand up for London and to fight for our transport network, which so many Londoners, businesses and visitors rely on. Although we managed to win several important concessions from the Government, this deal is far from ideal. It still leaves TfL with a significant funding gap, which is why City Hall is providing a new finance facility of up to £500 million to help TfL to balance its budget over the next two years and to avoid the managed decline scenario that would have meant such devastating cuts to vital transport services.

This intervention from City Hall is vital to keep London moving, but I must be honest with Londoners about the difficulties we continue to face. The financial detail of the Government deal assumes that TfL will raise fares in future years and, because the deal does not provide the level of funding needed, TfL would likely have to increase fares in the future. This is bad news at a time when Londoners are already struggling with the cost of living crisis. Ultimately, we had no choice but to accept this deal in order to avoid TfL going bankrupt, which would have put thousands of transport worker jobs at risk and the London national economy under threat. Affordable fares are critical in supporting the capital's economic recovery and encouraging people back onto public transport and back into central London.

I have taken bold action to keep fares low since I became Mayor by introducing the unlimited Hopper bus fare and freezing all TfL fares for five years, saving the average London household over £200. I have already been clear that I will resist double-digit fares rises should the Government attempt to link fares increases to the current levels of inflation. As any fares increase will hit low-income Londoners the hardest, I will be working with TfL to make sure fares do not increase by a penny more than is necessary to keep our transport network running.

Len Duvall AM (on behalf of Elly Baker AM): Thank you, Mr Mayor. Are you aware if the Government has shared any Equality Impact Assessment on what the impact of fare rises would be on the poorest Londoners and the working poor?

Sadiq Khan (Mayor of London): No, they have not. What is worse is that they have not shared that with us and also the Government was insisting that we remove free travel from those under 18 and insisting that we remove free travel from those above the age of 60. Due to the impact on the poorest Londoners and Black, Asian and minority ethnic Londoners, I resisted that because I know the consequences. No, they are in fact doing the opposite, not publishing their own impact assessment but also wanting us to do policies that disadvantage hugely minority communities.

Len Duvall AM (on behalf of Elly Baker AM): We hear a lot from the Conservatives about wealth creation and about those who create wealth in our society. Do you think the role of TfL is a wealth creator in terms of supporting business and keeping London going in terms of its economy? Do you think that is fully appreciated by this Conservative Government?

Sadiq Khan (Mayor of London): Do not take my word for it. Speak to London's businesses. The Government talks about the £6 billion of support they gave TfL and I am very grateful for the £6 billion of support they gave TfL to keep our capital city's transport running. Every year we give £40 billion net to the Government versus the £6 billion they gave to us over the last two years, which I am grateful for.

When you speak to businesses across London and business representative groups across London, they say their ability to contribute – and they are happy to do so; we are the capital city – is contingent upon TfL firing on all cylinders. When it came to the deal with the Government, the business groups were fantastic, from the Confederation of British Industry (CBI) and the FSB to Business London and the Chamber of Commerce, in lobbying the Government and explaining why it is a false economy to make further cuts to TfL.

The Government has to understand the importance of TfL to our capital city. The Elizabeth line contributes, separately to what I have talked about nationally, £40 billion to the national economy. For every £1 we spend on TfL capital, 55 pence goes around the country. This lack of coherence is just frustrating.

Len Duvall AM (on behalf of Elly Baker AM): That coherence in terms of how -- look, there are hard times and there are hard times internationally. We seem to be making it worse for ourselves here, not just mentioning Brexit earlier on but the economic policies that they are pursuing at the moment. How can Spain or Germany subsidise their public transport in times of woe when we just continually offer up more of the same? In fact, it is not more of the same. We make it worse.

Sadiq Khan (Mayor of London): It is worse than that. Some of the buses that being run around the country in other parts of the country, the company that owns them are foreign governments. Public transport users in this country are subsidising reduced fares across Europe, which is why I fully support Andy Burnham's [Mayor of Greater Manchester] campaign and other mayors across the country like Tracy Brabin [Mayor of West Yorkshire] to undo some of the damage of the privatisation in the 1980s that led to the deregulation of buses. Think of some of our national rail. The train operating companies (TOCs) have massive profits leaving our country. Imagine the difference if they were nationalised and those profits came into the DfT to use for improved public transport. It is not working in the current system. That is why there needs to be change.

Len Duvall AM (on behalf of Elly Baker AM): Once we come out of this recession - because that is what we are heading into and we are actually in it - do you think there should be a new deal for transport that puts it on the path of where, if we believe in a so-called growth strategy, it plays a part in a growth strategy but requires proper investment and sensible policies, coordinated across all the transport operators? Do you think that should be where we should be ambitious for a new deal? This is not about people resisting it, but there is just nothing on offer from this current Government.

Sadiq Khan (Mayor of London): The Government should not wait for the recession to be confirmed. They should be investing now. One way to stimulate growth is - guess what - investing in public transport. Where do you think these buses are going to be made? Ballymena in Northern Ireland. Where do you think the new Piccadilly line trains are being made? Goole in Yorkshire. Where do you think these new electric bikes could be made? The West Midlands. Taxis? The East Midlands or the other way around. Signage? The Isle of Wight. The Government wants growth. You can get good growth by investing in public transport. Sakina [Sheikh AM] and Zack [Polanski AM] talked about climate change. You stimulate growth by creating jobs in insulation and in retrofitting.

By the way, with tax cuts to millionaires, the savings go into their savings accounts. Tax cuts to ordinary ³⁸⁴ Londoners or increasing benefits in line with inflation is money spent in the economy. It is being spent and we can use it in relation to proceeds to the Government.

Listen. This kamikaze budget was a disaster. They have a chance now to do another U-turn in the next couple of weeks and it is really important that they take the opportunity to do so.

Len Duvall AM (on behalf of Elly Baker AM): Thank you.

[Following the receipt of the answer to question 2022/3652, the meeting adjourned at 11.41am, reconvening at 11.47am.]

2022/3637 - Continuing support for the Community Led Housing Hub

Siân Berry AM

What progress are you making to ensure the Community Led Housing Hub continues to exist beyond the end of the £38 million Community Housing Fund?

Sadiq Khan (Mayor of London): Community-led housing is an important part of the housing mix and, since becoming Mayor, I have taken decisive action to boost London's community-led housing sector. This includes securing £38 million from the Government for London's Community Housing Fund and earmarking specific sites for community-led housing through my Small Sites, Small Builders programme.

Central to this is London's Community-Led Housing Hub, which I launched in 2018 and has been supporting community groups to get projects off the ground ever since. The invaluable work of the Hub has helped me and my team to meet ahead of time my target to identify a pipeline of 1,000 community-led hubs. It has also laid the groundwork to enable me to allocate £26.6 million of community housing funding to support 94 community groups in 11 London boroughs. Almost 70 homes have started and a further 250 are expected to do so shortly, including innovative schemes such as Tonic@Bankhouse, the UK's first lesbian, gay, bisexual, trans, queer plus (LGBTQ+) homes for older people. I remain committed to the Hub and continuing into the future.

I am delighted to announce, thanks to the hard work of Deputy Mayor [for Housing and Residential Development] Tom Copley, that I will continue to fund and support the Community-Led Housing Hub to 31 March 2025, two years beyond the originally agreed end date. This will allow time for the Hub, with Tom Copley and the team's support, to develop robust plans for long-term self-financing. There has already been good learning about the kinds of projects that the Hub could assist without significant external funding and our team is currently supporting them with two projects to test out future models.

I am also delighted to have launched last month the opportunity for community groups to submit proposals for the 50 homes on the St Ann's Hospital site, which we have earmarked specifically for community-led housing.

More widely, though, I am extremely disappointed in the Government's decision not to continue the Community Housing Fund past April 2024, despite us lobbying directly for this, including through my submission to last year's Comprehensive Spending Review. Longer-term investment is critical, and London's great progress will be thwarted unless the Government steps up and provides this. I have recently written to

the new Secretary of State [for Levelling Up, Housing and Communities] requesting a meeting to, hopefully, discuss this and many other priorities for London.

Siân Berry AM: Thank you very much, Mr Mayor. That is lots of new information and really useful. You will recall I tabled a question on this topic from the last MQT that we, sadly, had to cancel, but I was very encouraged by your written response that I received. Today I am not here to accuse you of doing nothing on this at all. I am here to just check up on that and to suggest enhancements.

I note that you in your previous answer said that you remain committed to funding the Hub and today you have made an announcement. That is genuine progress since just last month. Applause for that.

In terms of proper capital funding, I do share your disappointment that the Government, having made the Community Housing Fund, has now not responded at all to repeated requests to re-fund it. I am wondering what we can do ourselves. Looking at what we have left in it in terms of unallocated funding, it seems from last year's budget there is just £7 million next year and £2.5 million the year after and then no more in 2025. Is there anything we can do from within our own budget to top that up some more, just to give some more certainty to people making future plans?

Sadiq Khan (Mayor of London): Do you mean after 2025?

Siân Berry AM: I mean to stop it being zero in 2025, which is what it currently is, and £2.5 million is not much the year after. We need some certainty in the pipeline.

Sadiq Khan (Mayor of London): Understood. Firstly, can I place on record my thanks? Tom [Copley] and I are grateful to your assiduous work with us on this issue.

We are worried, as you are, indeed. What we said to the Government is that they set an objective of between 5% and 10% of the 2021-2026 Affordable Housing Programme (AHP) money to be used for this community-led housing, but it is only capital, as you said. You will know that it is quite resource-intensive in relation to enabling, empowering and so forth. We are trying to be innovative where we can, but I am not going to pretend that we have the answer yet. I am more than happy for you to sit down with Tom to discuss innovative ideas.

Without that revenue support, this capital money will not be able to be used, which is heart-breaking, bearing in mind the lobbying we have done to get where we are. We are in the ideas business. Chair, if I could suggest that we set up a meeting? If we can make it work, we want to make it work.

Siân Berry AM: OK. That is useful. We can use some capital money also as one-off revenue just to get capital stuff over the line but we can discuss that in more detail.

Sadiq Khan (Mayor of London): The issue with these community-led projects is they can often take quite a bit of time and that is the issue.

Siân Berry AM: That takes me to my next question. What I would like to propose to you today is -- you talked about testing out future models. You have mentioned Tonic housing, which did buy rather than build the building that it is in. What I would like to put to you today is bringing the same idea you have put in place with the Right to Buy Back Fund into this sector as well. You could look more seriously at putting additional resources into helping community groups buy their supply from homes that already exist. The Right to Buy

Back Fund is great, and it has done over 1,500 homes but it is very specifically just for councils at the model. If you were to extend that to community-led housing projects and properly advertise that to them, you could genuinely make a difference to bringing forward more of this model of housing.

Sadiq Khan (Mayor of London): It took literally hours and hours - I am sure Tom [Copley] would say months and months - of negotiating with the Government to persuade them in relation to flexibility. I am more than happy in the meeting that the [Assembly] Member has with Tom to discuss other ideas she has. We have to be pragmatic and dexterous and not be stuck in inflexibility. It has to be persuading the Government about some of those AHP rules and stuff. Chair, I am more than happy for that to be one of the issues that the Member discusses with Tom Copley.

Siân Berry AM: Excellent. I will continue this conversation in the run-up to the budget. The more things we can do the better, basically.

Sadiq Khan (Mayor of London): We are grateful for this collegiate way of working, Chair.

2022/3566 - New Met Commissioner

Tony Devenish AM

The new Met Police Commissioner, Sir Mark Rowley commenced work on 12th September. What progress have you made in the last month in improving your personal relationships with the Met for the benefit of Londoners after 6 years as London's Police & Crime Commissioner?

Sadiq Khan (Mayor of London): I was really pleased to welcome Sir Mark Rowley [QPM] and Dame Lynne Owens [DCB CBE QPM] as the new Commissioner and interim Deputy Commissioner of the MPS last month. Both Sir Mark and Dame Lynne come with a wealth of knowledge and expertise. Each of them has over three decades of history in law enforcement services. Both are recognised for their leadership in taking serious policing issues and indeed tackling them. They both return after periods away from the MPS, four years in Sir Mark's case, ten years for Dame Lynne, bringing a fresh perspective and the added experience they have accumulated outside of the MPS.

They both rejoined the MPS just a few days after the death of Her Late Majesty Queen Elizabeth [II], and oversaw a successful, large-scale operation, which enabled millions of people to pay their respects safely. I want to take this opportunity to thank all the officers from the MPS and across the country – and, indeed, including other parts of the world – who worked for the duration of the mourning period to ensure everyone visiting our capital could do so safely.

Sir Mark and I work closely together already. There is a lot of work to do in order to reform the MPS and deliver a service that all Londoners and the hardworking officers and staff of the MPS can be proud of. A series of appalling scandals and the HMICFRS police effectiveness, efficiency and legitimacy (PEEL) inspection put the MPS into the Engage process. These have not only exposed deep cultural problems within the MPS but have also contributed to a crisis of confidence in London's police service under the former Commissioner's watch.

I have been speaking publicly about my concerns about the culture and standards in the MPS for some time and I am pleased that we now have a new Commissioner who can get to work on tackling these issues. In my regular bilateral meetings with the Commissioner, I am briefed on the actions being taken to radically reform

the MPS. My Deputy Mayor [for Policing and Crime] and I continue to hold the MPS to account to ensure delivers the services that all Londoners deserve. From the outset, I have confidence that Sir Mark understands the scale of change that is needed in the MPS to rebuild trust with Londoners, and this was one of the key reasons I felt he was the best person for this challenging job. Sir Mark agrees we need to get the basics of policing right and build on the significant success we have made in driving down the violence and crime in our city.

Tony Devenish AM: Thank you, Mr Mayor. I wanted to raise just one issue today to give a specific example of how this relationship may work, if I can. You probably saw the protest this week by Just Stop Oil. The reality is Londoners are facing ambulances being blocked in the road, fire engines being blocked in the road and people trying to get to hospitals with their sick kids. How are you going to work with Sir Mark to stop these people stopping London working?

Sadiq Khan (Mayor of London): Look, the key thing I explained to those protesters, in a non-patronising way, is we fully accept that protest is the cornerstone of our democracy but it has to be peaceful, lawful and safe. Also, what you cannot be doing is blocking key arteries that the blue light services need. You will have seen the swift action over the weekend from the police in relation to our bridges, and TfL and the police are working closely together in relation to what work they can do to avoid key arteries being blocked by protesters.

I make this point generally to the protesters. I do not think they are encouraging people to join their cause by some of the examples you refer to. Question: if a fire engine is delayed getting to a fire and that leads to loss of life, how does that benefit the Just Stop Oil campaign? Question: if a patient in an ambulance cannot reach a hospital in time and it leads to real consequences to that patient, how do you think that is going to affect the issue? I just think they need to understand the consequences of some of our key arteries being blocked the way they have been.

Tony Devenish AM: I hope you will make that point to Sir Mark because he was quite reluctant yesterday on this. It is the one subject I was not very happy about with his answer, but I will leave it there because of time. Thank you, Chair.

2022/3544 - Oversight of the Metropolitan Police

Susan Hall AM

Has your oversight of the Metropolitan Police been effective?

Sadiq Khan (Mayor of London): My role as the elected Police and Crime Commissioner for London is to support the MPS in bearing down on crime but also to hold them to account to deliver the level of services Londoners deserve. That is the law. Unlike others, I recognise that some elements of that service have not been good enough and that wide-ranging reforms are urgently needed for the MPS to regain the trust and confidence of Londoners, deliver for victims and protect the public.

Many of the issues raised by HMICFRS in its recent PEEL report are not new to me. That is why, among other things, I have put in place my Action Plan to improve trust and confidence, appointed London's first Victims' Commissioner to act as an advocate and champion for victims' rights, and set up the London Child Protection Policing Improvement Oversight Group. All these actions have been part of my robust oversight of the MPS. I also called for HMICFRS to review the MPS following the failings in the Stephen Port [convicted murderer] investigation. Following concerns raised by the London Victims' Commissioner, the Deputy Mayor

[for Policing and Crime] ensured that the MPS reviewed its Witness Care Units. The review will examine the quality of communications to victims, internal processes, roles and responsibilities, culture, and workload.

The recent HMICFRS PEEL report and the decision to put the MPS into the Engage phase has served to underline my longstanding concerns, identifying areas that my Deputy Mayor and I have already raised with the MPS. It will help us to push the MPS to deliver the reform required. The MPS is now engaging with the HMICFRS Police Performance Oversight Group, designed to help the MPS make the improvements needed. Later today, the Commissioner and I will be meeting with HMICFRS and others as part of this process.

I am under no illusion about the challenges ahead, but I welcome the opportunity to work with Sir Mark [Rowley QPM, Commissioner of Police of the Metropolis] to drive forward the necessary cultural change. I remain committed to ensuring Londoners receive the very best service from the MPS and I will continue to be robust in my oversight to ensure this happens. As Mayor, I will not rest until we have delivered the police reforms and step change in policing culture that our city deserves.

Susan Hall AM: Thank you, Mr Mayor. You are, indeed, the Police and Crime Commissioner in London and have been for six years. You are saying that you understood all the things that the PEEL report showed up, so the question is obvious. Why on earth did you not do something about it a lot earlier, about all these issues that have been raised, if you knew all about them?

Sadiq Khan (Mayor of London): Well, I have given some examples in my main answer, some of the things that the Deputy Mayor [for Policing and Crime] and I have been doing. I will give you another couple of examples of stuff we have been doing subsequently, once Sir Tom [Winsor, former Chief Inspector of Constabulary] leaves, recognised by HMICFRS. The MPS contact centre ---

Susan Hall AM: Sorry, what did you say? I did not hear that. "Once Sir Tom" -- what did you just say? Can you clarify?

Sadiq Khan (Mayor of London): I can, indeed.

Susan Hall AM: Thank you.

Sadiq Khan (Mayor of London): Once Sir Tom had left HMICFRS, HMICFRS has agreed with what we have said.

Susan Hall AM: Right, thank you.

Sadiq Khan (Mayor of London): The MPS contact centre: we invested £5 million in our last budget to address the issues subsequently recognised by HMICFRS in answering calls. We sought to address issues in relation to victims' services before the latest PEEL report and there are other examples. Our Action Plan being another one that we have sought to address. Look, it may feel nice being vindicated, but it is not nice with the police being in special measures. The good news is we are working with HMICFRS, we now have a new [HM] Chief Inspector [of Constabulary], we are working with the College of Policing, and we are working with the National Police Chiefs' Council. With a new Commissioner [of Police of the Metropolis] and a new team around him, I am sure we can address those issues identified recently by HMICFRS.

Susan Hall AM: You have been in charge for six years; it is not like it is five minutes. You have been in charge for six years and things have slowly got worse and worse, as has been shown up in the PEEL report. Let

us face it; you have a £19 billion budget. I would have thought with an extensive budget such as you have, when you started to see things going wrong and your Deputy Mayor [for Policing and Crime] said she had seen things going wrong before, surely it is the job of the Mayor's Office for Policing and Crime (MOPAC) --

Dr Onkar Sahota AM (Chair): Assembly Member Hall, you are well out of time now.

Susan Hall AM: What a shame. I would have loved to have heard the Mayor try to get out of that, but anyway, thank you.

Dr Onkar Sahota AM (Chair): Well, we have no idea what the Mayor may have said or not said, but you are out of time.

Susan Hall AM: We never do, Chair. We never do.

Sadiq Khan (Mayor of London): Chair, you can guess. You can guess.

2022/3593 - Drug Commission plan

Caroline Russell AM

When will your Drugs Commission start work?

Sadiq Khan (Mayor of London): As set out in my recent manifesto, I have established a London Drugs Commission to examine the effectiveness of our current drug laws with a particular focus on cannabis. I am doing this because drugs are driving violence in our city, damaging Londoners' health, and dividing our communities. It is time for a fresh, evidence-based look at how best we can reduce the harm that drugs like cannabis cause. The Commission will consider if there are ways to improve the current legal framework on the use of cannabis, as well as a criminal justice and public health response to drug use. What the Commission will not do is look at the classification of Class A drugs, which I am very clear must remain illegal.

Work on the Drugs Commission is underway. Lord Charlie Falconer KC, the former Lord Chancellor, was appointed in May this year [2022] to lead the Commission and is now finalising the recruitment of two Deputy Chairs and an Expert Reference Group, which will be comprised of independent experts in public health, criminal justice and drug policy. The Institute for Global City Policing, based at University College London, has been appointed as a research partner and is now gathering and reviewing existing evidence to help shape the Commission's focus and formulate lines of enquiry to pursue with witnesses. Once the Deputy Commissioners and Expert Reference Group are appointed, a web page will be created setting out details of timescales and how the London Drugs Commission will approach gathering evidence. This will also explain how members of the public can input into the process, sharing their views and experience, which will be an important part of the Commission's work.

When the Commission's work has finished, it will make a series of recommendations for City Hall, the Government, police, criminal justice and public health partners, and I expect these recommendations to provide an evidence base on the complex issues surrounding cannabis use. The Government's Drugs Strategy acknowledges the need for robust evidence to inform a national debate on how best to tackle addiction, and provide effective treatment and recovery systems across the criminal justice and public health sectors. The Commission will provide evidence from London, and I hope its findings will help inform the debate on this important issue.

Caroline Russell AM: Thank you, Mr Mayor. My question was, "When will your Drugs Commission start work?" What you have done just now is you have outlined all the things that were in the press release back in May [2022], but it has not really taken us forward any further. What I am wondering is: how long do we have to wait for this Commission to actually get started? It is really urgent. People - and disproportionately people who are Black - are being criminalised through the current policing of cannabis.

Yesterday at the Police and Crime Committee, I was really glad that the new MPS Commissioner agreed with me about the benefits of deprioritising arresting and criminalising people for possession of cannabis. He said it is a no-brainer, that diversion generates high victim satisfaction and lower recidivism, and I quote, he said, "If you've got both of those things, why wouldn't you do it?" Mr Mayor, will you work with the MPS Commissioner to take this 'divert' approach forward Londonwide?

Sadiq Khan (Mayor of London): Chair, the work has begun. The research has begun. I mentioned the university involved. It has already begun gathering evidence and reviewing existing evidence from UK and several comparator jurisdictions around the world and there will be a web page published soon. The drugs diversion project is not new. It already exists, as you know, in Thames Valley, Durham, West Midlands and ---

Caroline Russell AM: Absolutely, Mr Mayor, and you have a new Commissioner who has an appetite for adopting that approach in this city so that Londoners can start to benefit from a more harm-reduction approach to the policing of cannabis.

Sadiq Khan (Mayor of London): I think we are in danger, Chair, of conflating the [London] Drugs Commission with a potential pilot programme that the Member is referring to, and they are two separate issues. The pilot programme is some of the stuff we have talked about in relation to West Midlands, Durham and Thames Valley. To give Sir Mark [Rowley QPM, Commissioner of Police of the Metropolis] some credit and breathing space - I mean, he only began three weeks ago - he has been a bit preoccupied with other issues and you will appreciate that drug diversion is not at the fore of his mind, nor indeed mine.

Caroline Russell AM: Mr Mayor, my second question was asking you to respond to what the MPS Commissioner said to me yesterday. He said yesterday, "This isn't about being sentimental or soft, this is about evidence", and the evidence is on the side of these diversion schemes. The Commissioner said himself yesterday also that the benefits for non-white offenders were even higher than for white offenders. Will you discuss this with the new MPS Commissioner? With your Drugs Commission, we are still waiting for something on a website, and you told us about the University College [London] stuff back in May [2022]. It really feels like it is not moving forward.

Sadiq Khan (Mayor of London): Chair, I spent a lot of yesterday at a TfL Board Meeting whilst the Commissioner was in the Assembly, and it is put to me today to respond to the points the Commissioner made yesterday that I was not privy to. Look --

Caroline Russell AM: Mr Mayor, OK, let us move on. US President Joe Biden has just pardoned all prior federal offences for cannabis possession whereas UK Home Secretary [The Rt Hon] Suella Braverman [KC MP] has announced she wants to reclassify cannabis as a Class A drug. Are you with Joe Biden or Suella Braverman on the policing of cannabis?

Sadiq Khan (Mayor of London): I think to be fair, which is unlike me, to --

Dr Onkar Sahota AM (Chair): Mr Mayor, they are out of time.

Caroline Russell AM: Oh, Mr Mayor, we have to have an answer to that one.

Dr Onkar Sahota AM (Chair): They are out of time. You do not need to answer the question.

Caroline Russell AM: Biden or Braverman?

Dr Onkar Sahota AM (Chair): You are out of time. I did not want to hear the answer, so you are out of

time.

Caroline Russell AM: Chair, that was unfair.

2022/3763 - Energy Prices and Public Institutions

Joanne McCartney AM

Are you concerned that public institutions in London such as schools and colleges, museums and hospitals etc. will be unable to cope this winter and beyond due to rising inflation, especially rising energy costs?

Sadiq Khan (Mayor of London): It is scandalous that the public sector faces real-terms funding cuts while energy companies are being allowed to keep massive windfall profits and corporation tax is being cut. Public service institutions have already seen over a decade of cuts and austerity. Now their bills have been rising rapidly, plunging them into even further uncertainty. Every extra pound spent on energy reduces funding for essential frontline services. The Government must now provide sufficient funding to prevent schools and other public bodies having to choose between heating their buildings and making staff cuts.

Energy efficiency is the best way for public sector organisations to minimise the impact of energy price rises. My Retrofit Accelerator - Workplaces programme has helped improve over 600 public sector buildings, including schools, hospitals and council offices, saving at least £10 million per year on energy bills and over 27,000 tonnes of carbon. Many of these projects have been delivered using the £117 million of funding that we helped secure from the Government's Public Sector Decarbonisation Scheme. However, the Government has not committed to any funding to the Scheme beyond 2024/25. More investment is needed. I have urged the Government to provide longer-term funding certainty for energy efficiency and decarbonisation measures for London's public sector, homes and businesses.

Public sector bodies can also take a leading role, which is why I brought together some of the capital's biggest organisations through the London Recovery Board. Through the Green New Deal mission, they have pledged to accelerate public estate decarbonisation efforts and help ensure we have a well-trained, green construction workforce.

Joanne McCartney AM: Thank you, Mr Mayor. Since I wrote that question, the Government has announced an Energy Bill Relief Scheme for businesses and organisations, but it only lasts for six months and still bills will be going up markedly in that six months. For example, I visited my local Business Improvement District at Wood Green recently and was told about the plight of the hospital sector. Lots of small restaurants, facing rises in food prices but also now energy bill rises, were really on the edge. Does that six-month relief scheme allow organisations, whether it be public sector buildings, museums - who I know are having a really hard time - or businesses, the opportunity to plan? What would you like to see coming forward from the Government?

Sadiq Khan (Mayor of London): Well, firstly, you heard a lot from this side [of the Chamber], claiming to care about small businesses, the FSB and families in relation to the cost of living crisis when it came to a policy to clean the air in our city, which disproportionately affects the poorest Londoners and businesses. You hear nothing in their questions - nothing at all - about some of the things that businesses and families are facing in relation to energy prices going up, which in itself speaks volumes. Businesses I have spoken to say six months is not enough and they need certainty over the next period. If you are a restauranteur and you are into a long-term contract with your staff and your overheads and so forth, you need more certainty than six months. If you are a business, planning for the next two/three years, six months does not really get you anywhere because you are planning now for what happens in March [2023].

What the Government has to do is provide them with the certainty, but not paid for by borrowing from the same people over the future. We know the fossil fuel companies have made profits exceeding £170 billion. Why do we not use some of that money through a windfall levy to pay for businesses and families to keep their head above the water? Six months is not enough for businesses. I welcome the two years announcement from the Government, although I do not welcome it simply being on average £2,500 a bill. Nor would I welcome it being on the back of money being borrowed from the same people who are going to pay it back in a few years' time.

Joanne McCartney AM: Yes, thank you. Of course, our public institutions, whether it be libraries or museums, are being thought of as warm places for people to go who cannot afford to heat their own homes. You quite rightly said earlier it is appalling that we are now in a society which not only has food banks but is looking to have warm banks, but it looks like they might be a necessity for some people. What work are you doing with local councils and others to make sure that people do have somewhere warm to go?

Sadiq Khan (Mayor of London): You know I have been involved in local government for many, many years. I cannot envisage a time where we talked about buildings being used to keep families warm because they could not afford to turn their heating on.

Joanne McCartney AM: Yes.

Sadiq Khan (Mayor of London): We have had a massive increase in food banks - a massive increase - over the last 12 years, more so over the last few years. By the way, the last 12 years, the continuum is which party has been in government. You cannot blame that all on Brexit because a lot of it was before 2016. You cannot blame it all in relation to the hard Brexit; a lot of it was before 2019. You cannot blame it all on the mini-Budget; a lot of it was before the mini-Budget. The continuum is choices. Austerity was a political choice and this whole point about this mini-Budget, about a trickle down, is there is cake for those at the top and there are crumbs for those at the bottom, which includes people having to hope that councils keep their libraries and community centres open to stay warm.

We have been speaking to London Councils, which is doing a great piece of work in relation to councils doing stuff. [The London Borough of] Islington has already announced its first warm spaces, community centres and all the rest of it. We are speaking to London Councils about other councils. By the way, the councils have had 60% cuts in the last 12 years, 65% cuts, in tough times opening up their spaces for families to use. Rather than turning the heat off at home and having real consequences, they can come to a warm space.

Joanne McCartney AM: Thank you.

2022/3769 - Right to Buy Back Scheme (1)

Sem Moema AM

What steps are you taking to encourage more boroughs to sign up to your Right to Buy Back Scheme?

Sadiq Khan (Mayor of London): For too long, London's council homes have been disappearing into the private sector, often never to be replaced. I am working hard to replenish London's social housing stock with a relentless focus on increasing the number of council homes and I have brought council house building in London back up to levels not seen since the 1970s.

In July 2021, I launched my flagship Right to Buy-back Programme, allowing councils to bid for a City Hall grant to purchase homes in the second-hand market and convert them into affordable housing. In August last year [2021], I expanded this offer to help councils provide housing for refugees fleeing Afghanistan. In the past 12 months, we have allocated over £154 million to 15 boroughs to bring over 1,600 homes into council ownership, which includes 938 social rent homes. In March this year [2022], I launched a £1 million Right to Buy-back Revenue Fund to help boost uptake of the programme. I have since allocated over £800,000 in revenue grants across eight boroughs, which will provide much-needed investment in technical services and staffing to increase buy-backs across London.

My team is continuing to secure new deals with boroughs to purchase homes through the Right to Buy-back Fund and just last month our team signed a new deal with the new and much improved leadership at Wandsworth Council to purchase 40 buy-backs through our Fund. Our door is open to any borough looking to secure new deals. Good councils across London have worked extremely hard and have smashed my target to build 10,000 council homes by 2022. I have now doubled my initial target and I am calling on councils to start work on 20,000 new council homes by 2024. I know it is a tall order. I look forward to further developing these important partnerships with councils to help deliver the genuinely affordable homes that are needed now more urgently than ever.

Sem Moema AM: Thank you, Mr Mayor. You may be aware that the Housing Committee recently looked at alternative ways of increasing council and social housing supply and we do also know that about 40% of the 300,000 homes that were bought under Right to Buy are in the private rented sector. I really welcome the Right to Buy-back Scheme. Some of my boroughs have benefitted from that. Again, I applaud and want to continue the work around the homes for Afghan refugees following the takeback of Afghanistan by the Taliban not that long ago. My question is really how that links to improving the lot of those people who are in temporary accommodation (TA). What is the impact of the Right to Buy-back Scheme on those people living in TA across London?

Sadiq Khan (Mayor of London): The housing crisis has been decades in the making, ostensibly because demand has not met supply. The bad news is it will take some time to match those up, and that is why we are lobbying for both rent freezes now and rent control going forward, because in the short to medium term people must use the private sector.

In relation to TA, in 2020 there were 62,000 households in TA. That is now down to 56,000 households in TA so we have made progress, but we are not going to make the progress we need to make unless we get many, many more homes being built, not just Right to Buy-back but many, many more homes. They have to be the right sorts of homes. They have to be council homes, homes that are genuinely affordable, sub-market homes rather than homes that are bought by investors overseas and used as gold bricks.

Sem Moema AM: Then finally, there have been U-turns and then U-turns on U-turns from the Prime Minister on the private rented sector and ending section 21 [evictions]. Many of those people who are in TA or are statutorily homeless have been evicted from their assured shorthold tenancies (ASTs). I just wonder, in the coming weeks and months, what work City Hall will be doing to continue to push the Government to end section 21 so that people can be secure, and we can at least have a pause as far as possible whilst City Hall and other social housing developers build the homes that we need for Londoners.

Sadiq Khan (Mayor of London): Well, I saw your anger and your demand for the Government when it did its second U-turn -- first U-turn -- second U-turn in relation to this particular policy, in relation to the promise it had made after lobbying from us to end no-fault evictions. It then said it was going to do a U-turn and reverse that, and then it has announced another U-turn and it is going back to the original position, which is to end no-fault evictions. That is an example of us lobbying the Government for change, initially.

It has to go ahead with that because what we need is accommodation with security of tenure for those in the private sector and affordable rents. The section 21 route does not give security of tenure. People have done nothing wrong and they are being told to leave, often, by the way, because the landlord wants to increase the rent. We need both parts of the equation. We are currently lobbying for no-fault evictions, but at the same time we need rent control powers in London to address both of those issues while we build the genuinely affordable homes we so badly need.

Sem Moema AM: Thank you.

2022/3707- PEEL report

Unmesh Desai AM

Last week saw the release of the HMIC's PEEL inspection of the MPS. It highlighted a number of key work areas for the MPS that require immediate improvement. How will you and MOPAC work alongside the MPS to ensure that the necessary improvements are made?

Sadiq Khan (Mayor of London): The PEEL report reinforces the very serious concerns I have expressed about the MPS for some time. My Police and Crime Plan confronts the cultural and performance issues that are deeply rooted in the MPS. My Plan prioritises effective response and investigation, victim and witness care, trust and confidence, public protection and the protection of young people, and these are areas where HMICFRS has also identified the need for focus.

Quality support for victims has always been one of my key priorities, which is why I appointed London's first Victims' Commissioner to act as an advocate and champion of victims' voices in the capital. Following concerns flagged by my London's Victims' Commissioner, the MPS Witness Care Units are undergoing review to examine the quality of communication to victims, internal processes, roles and responsibilities, culture and workload.

To address the response time concerns raised in the PEEL report, I invested £5 million for additional capacity to the MPS contact centre. MOPAC has undertaken significant scrutiny of stop and search through our Action Plan, which is discussed at every Oversight Board. The Community Monitoring Groups oversee the work of the MPS to ensure that stop and search is being carried out lawfully. Protecting the public is an MPS priority and this has clear links with reducing harm and exploitations within my Police and Crime Plan.

Unmesh Desai AM: Thank you, Mr Mayor. Yesterday, we had the Commissioner [of Police of the Metropolis] before the Police and Crime Committee and this is what he said in his opening statement. He wanted to see less crime on the streets of London, more trust in the police and higher standards from his officers, sentiments which we all welcome. Rebuilding trust and confidence is obviously vital and a huge part of this is day-to-day policing, which is why I was so encouraged by recent reports that the MPS will attend every burglary. I think the National Police Chiefs' Council also said something similar.

Would you agree that this is a step in the right direction but that we also need to see action on issues like ASB and other volume crime? Only one out of the 21 crimes reviewed by the Inspectorate that had been reported by victims of ASB was actually recorded by the police, which is puzzling because the Inspectorate said that they are quite good at dealing with ASB. It begs the question: why do they not record the full extent of ASB complaints to them?

Sadiq Khan (Mayor of London): Yes, you will know the cumulative impact of ASB on the victims and the communities and that is why it is so important for the police to get this right. Sir Mark [Rowley QPM, Commissioner of Police of the Metropolis] already gets that. The good news is we have additional police officers joining; the bad news is they are going to be inexperienced, and it will take some time for them to bed in. Sir Mark is committed to neighbourhood policing and that will help in relation to evidence-gathering and more success about the issue of ASB. It is really important that we make progress there because that has an effect on the trust and confidence of the community and so it is really important we tackle that.

Unmesh Desai AM: The last question, Mr Mayor, is that the Inspectorate rated the MPS performance on responding to the public as being inadequate, with call handling in the MPS control centre falling well below standards. We also saw data from your office earlier this year showing that the MPS screened out over 134,000 recorded crimes in 24 hours in 2021. How important is it that the MPS quickly improves its service in this area of policing?

Sadiq Khan (Mayor of London): Yes, there are two issues you raise. One is that in advance - so before we had the HMICFRS report - we invested £5 million to sort this out because it is a really important issue in relation to that. One of the explanations for screening out complaints of crime is lack of resources and so they are prioritising and triaging. That has an impact on trust and confidence because if you report a crime and no action is taken today, why should you tomorrow come forward as a witness or to report another crime? It affects trust and confidence. That is why, when Sir Mark talks about more trust leading to less crime and higher standards, he is right and that is why trust and confidence is so important to crime. The more trust and confidence, the less crime. That is why you have to clean up ASB and take action in relation to burglaries, because that engenders more trust and confidence, which means more eyes and ears from the public and more cooperation. That is what policing by consent is about.

Unmesh Desai AM: Thank you, Mr Mayor.

2022/3387 - Motorcycle Delivery Drivers

Caroline Pidgeon MBE AM

What are you doing to ensure a safe environment with the rise in motorcycle deliveries?

Sadiq Khan (Mayor of London): My Transport Strategy established the aim of eradicating all deaths and serious injuries from London's roads by 2041, and to achieve Vision Zero we have to create a safe environment

for all road users. Since the baseline, motorcyclist key stats - the number of people killed and seriously in the (KSIs) - have reduced by 33%, but people riding motorcycles, mopeds and scooters sadly remain significantly overrepresented in incidents on our roads. While they represent only 3% of vehicle kilometres driven, they still accounted for 19% of deaths on London's roads in 2021.

The food delivery industry has more than doubled since the beginning of 2020, bringing with it an increase in delivery riders. TfL estimates that up to 40,000 currently operate in London, most of them ride high-risk, low-powered motorcycles and scooters and they have only completed basic training. Motorcycles with engines under 125cc have the highest casualty numbers and these causalities have increased over the past five years; 3,459 in 2017 to 4,656 in 2021.

TfL is engaging directly with the sector to help protect those riders. In November, next month, TfL will be hosting a forum for food and grocery delivery companies, designed to help share best practice and deliver longer-term cooperation and improvements to safety for riders. In parallel, TfL is updating its own design guidance, ensuring that all high-risk schemes consider motorcycle safety, and this will be completed in 2023. TfL offers a range of free enhanced motorcycle training courses, including the Beyond Compulsory Basic Training (CBT) course aimed at delivery riders. This work also includes a partnership with the MPS to deliver BikeSafe training.

The CBT for motorcycles and mopeds, which is the responsibility of Government, was developed over 30 years ago and needs revision. It currently enables people as young as 17 to ride motorcycles up to a speed of 70 mph with L-plates after only one day of training. TfL will continue to lobby for improvements to this legal minimum standard, but this requires action from Government. TfL also continues to make further progress on my wider Vision Zero commitments, including lowering speeds on its roads and improving the most dangerous junctions. The number of injuries to motorcycle users has fallen by an average of 18% across our improved junctions.

Caroline Pidgeon MBE AM: Thank you very much for your answer. Collisions involving powered two-wheelers have increased by 16.5% in the last year and tragically 14 motorcyclists were killed on our roads in 2021, with more than 900 severely injured. Out of all the things you were talking about, what is your personal priority to focus on to try to reduce this danger on our roads?

Sadiq Khan (Mayor of London): One of the key things is that we have to change CBT. It does not work, it is 30 years old, and it is not fit for purpose. By the way, there is no test. You go along for a day, you ride - whatever you do - around the cones and stuff for the day, you wear the high viz and you can then go out and ride a motorbike up to 70 mph with pizzas on the back, with an app where you get paid more the more deliveries you do in an hour. It is a combination of reforming CBT, but also the forum next month is very important. We need responsible businesses to recognise that it is a danger to their staff and the payment method, and so a combination of those two will really make a big difference.

Caroline Pidgeon MBE AM: Thank you. Have you personally met with companies such as Deliveroo, Uber Eats and so on to discuss improving the safety of the industry? It is great to hear that TfL is having this forum and some of that came out of a discussion I went to, a roundtable, a while ago. Have you had any discussions with them about trying to improve this area of safety?

Sadiq Khan (Mayor of London): Yes, I have discussed with a couple of the chief executive officers (CEOs) the issue of their staff safety and the terms and conditions, generally speaking, of their staff. I think the good companies and big ones get it and you will hear some good news, which is very imminent. One of them has

already announced some good news. It is not fair if I name them; unpaid-for publicity is probably not wis 1.7 There are some really good companies and what we are going to do after November [2022] is name and praise them properly, and give the chance to others to come up to spec. There are some good examples of businesses who get it and also understand the issues around carbon footprint and around terms and conditions in relation to road danger for not just their riders but also to others as well.

Caroline Pidgeon MBE AM: Yes, we are seeing this huge rise in motorcycle delivery drivers, and they are having a huge impact on our high streets across London with motorcycles parked dangerously on pavements, engine idling, speeding bikes, litter and far worse, quite frankly, using estates and places as toilets. You could lead the way on this area, Mr Mayor, and it sounds like the discussions are starting. I really hope you might consider this option. Will you consider introducing a mayoral standard or charter mark for such delivery companies? Companies could apply for this. They could demonstrate all the things we have discussed: comprehensive motorcycle training for drivers, decent working conditions, including access to facilities and breaks, which again will ensure safety on our streets, and the use of cleaner vehicles. Is this an idea that you will explore?

Sadiq Khan (Mayor of London): We already are.

Caroline Pidgeon MBE AM: Fantastic.

Sadiq Khan (Mayor of London): Watch this space.

Caroline Pidgeon MBE AM: Watch this space? Well, there you go. It sounds like --

Sadiq Khan (Mayor of London): You are in danger of ruining my grid.

Caroline Pidgeon MBE AM: I am very pleased to ruin your grid. I did have a conversation with officers a few months ago and started suggesting this, so it sounds like they may have jumped at the idea.

Sadiq Khan (Mayor of London): There are some things where we do not have the powers to do things, right? However, we have convening power and the bully pulpit of City Hall.

Caroline Pidgeon MBE AM: Exactly.

Sadiq Khan (Mayor of London): Also, the name and praise model is really important. If you as a punter knew that the company you are buying your pizza off, your fast food from or whatever was somebody who is signed up to a - I will use the word "charter" because it is your word - charter, that may affect your spending habits. Also, it raises pressure on the others to raise their standards as well, which is really important. Most consumers in London are quite savvy and want to do the right thing. It is important, and also we should look after our people, workers.

Caroline Pidgeon MBE AM: Yes, exactly. Lovely. Thank you for your positive response and I look forward to seeing the announcements shortly then. Thank you.

Dr Onkar Sahota AM (Chair): OK, thank you. Will the Assembly agree to suspend Standing Order 2.9(b) in accordance with the provisions of Standing Order 1.1(h) in order to allow the remaining business on the agenda to be completed?

All: Agreed. 398

2022/3666 - London Fire Brigade and His Majesty's Inspectorate of Constabulary and Fire Rescue Services report

Anne Clarke

Following the publication of His Majesty's Inspectorate of Constabulary and Fire Rescue Services report on the London Fire Brigade, how have you been working with the Brigade to continue to improve the service it provides to Londoners?

Sadiq Khan (Mayor of London): I welcome the latest report from HMICFRS into the LFB. The support provided by the Brigade to Londoners during the global pandemic and the extreme events over the summer have demonstrated the capability of London's firefighters. In even the most challenging circumstances, they have shown they will step up and protect our city. We also know there are areas where the Brigade requires improvement. Important progress has been made by the Brigade over the past two years, including the delivery of 26 of the 29 recommendations from Grenfell Tower Inquiry Phase 1, for which the LFB received praise from the Inspectorate. The Inspectorate was also satisfied with the Brigade's progress against two causes for concern from its last inspection and closed them both. However, further improvement is still needed in some other areas.

Complex, large-scale organisational change takes time, but it is encouraging to see that action has already been taken against some issues raised in the latest report. The Inspectorate raised clear concerns about culture at the Brigade and the London Fire Commissioner had already commissioned an independent review into the culture of the Brigade, which is due to report in November [2022]. I will continue to work with the Commissioner to ensure that the Brigade makes the progress needed between now and the next inspection.

Anne Clarke AM: Thank you, Mr Mayor, and I echo your thanks to the LFB for their services throughout the climate-related fires and also throughout the mourning period following Her Majesty's death.

I am worried that during our last Fire, Resilience and Emergency Planning (FREP) [Committee] meeting we had John Lambe from the FBU join us, and something he said has really stuck with me. That is that these heroes that are protecting our city are increasingly going to food banks. I am concerned that, as you have highlighted, this is an organisation that is in the middle of organisational changes, in the midst of culture changes, addressing a lot of the issues in the LFB. I am wondering: to what extent are limited resources factoring in to the Brigade's ability to make the reforms that it needs?

Sadiq Khan (Mayor of London): Without a doubt resources are a key factor. In answer to the previous question about a Marshall Plan for climate change, I talked about some of the challenges the LFB is under. We have firefighters with whom we have a contract, in my view, which is: you risk your lives, go in harm's way; we give you the right kit, the right support and the right remuneration for you doing so, and look after you when you retire. I am not sure we are keeping up with our end of the bargain in relation to pay, in relation to adaptations and new challenges the Fire Service is facing.

A firefighter now has to deal with a terrorist incident as well as putting out fires. A firefighter now has to deal with flash flooding as well as preventing fires. A firefighter now has to deal with heatwaves as well as giving advice to families. They are doing more and more and more and more. We know the brilliant work they did during the pandemic, by the way. It is a question of whether that professionalisation is leading to better terms

and conditions and so forth. There are also deep cultural issues, which the [London Fire] Commissioner is seized of and addressing as well. Big transformational change with limited resources can be a recipe for big problems.

Anne Clarke AM: It is a real challenge. My own personal experience with the Brigade and certainly the Commissioner has been one where they recognise the need to change, and they are absolutely working on it. However, they do have these challenges, and I think funding is a big one. I do know you give over and above what is recommended by the Government and I thank you for that. I am just wondering: in terms of the CRMP, which we know is due to be published, how do you think that will help change the future of the Brigade?

Sadiq Khan (Mayor of London): Well, it has been the biggest and widest consultation ever undertaken for one of these Plans. They used to be called Fire Safety Plans before; in term 1, there was a Fire Safety Plan. More consultation than ever before. It is also seeking to address some of the issues raised by HMICFRS, by [the] Grenfell [Tower fire], by climate change and other issues as well, including how we use the resources in London. The response has been phenomenal, and I know your Committee has made a number of suggestions which have been taken on board in relation to the CRMP.

It goes live in January 2023, and it is a plan for five/six years, so it is forward-looking, trying to foresee the challenges we face. I have to say this: who would have guessed six years ago that there would be a lot of buildings in London that are unsafe, where the staple advice does not apply? In the context of no knowns, it is a really good Plan. Londoners have bought into it. However, there may be unknowns around the corner, which we have to be ready for.

Anne Clarke AM: Thank you so much, Mr Mayor, and thank you, Chair.

[The Deputy Chair assumed the Chair from 12.36pm to 12.40pm to enable the Chair to ask question 2022/3797.]

2022/3797 - Operation London Bridge

Onkar Sahota AM

How has the GLA worked with partner organisations to deliver Operation London Bridge successfully and effectively?

Sadiq Khan (Mayor of London): While the country was mourning the passing of Her Majesty The Queen, the GLA coordinated successful partnership working between London agencies and central Government to ensure that the events during the period were delivered safely and sensitively. I represented London on daily Cabinet Office Briefing Room A (COBRA) meetings, working with and updating Ministers on London's preparedness and response over the period. The GLA was responsible for establishing and running the London Coordination Centre and the Palestra Event Liaison Facility to enable partners to work effectively together.

As part of the planning and delivery, the GLA also oversaw the work of an event management company that coordinated stewarding and infrastructure on the ground. We also recruited and supported the volunteering effort, including many GLA staff, and delivered the GLA's own plans. I am immensely proud of the work of GLA officers and many others to deliver Operation London Bridge. The dedication, long hours and expertise officers offered during this time ensured that Londoners, visitors and international dignitaries were able to honour the life and service of Her Majesty.

I was pleased to take [The Rt Hon] Nadhim Zahawi [MP], the Chancellor of the Duchy of Lancaster, to the Palestra Event Liaison Facility and the London Coordination Centre, and the Secretary of State for Transport, [The Rt Hon] Anne-Marie Trevelyan [MP], also came to thank the teams there in person. Nadhim and Anne-Marie coming really made a big difference.

Dr Onkar Sahota AM: Thank you. Yesterday we had the Commissioner of the MPS here, who recognised the hard work of the police and did say this is something we did very well in London, but there will always be some lessons to be learnt. Is there a review taking place, looking at what worked well and what did not go well?

Sadiq Khan (Mayor of London): Yes, as you would expect, Chair, there is a review taking place of the things that worked well and things we can improve upon, because this will not be the last big event we have. Since the review began, you have heard about His Majesty's Coronation taking place in May [2023]. In advance of that, we have the New Year's event that may take place. I do not want to disrupt the grid in relation to giving details of that, but there are big events all the time and you have to be evolving and learning all the time. That being said, we should all be incredibly proud. The world's eyes were on our city for a number of days, and I think we did not only Her Late Majesty proud but our city proud as well.

Dr Onkar Sahota AM: Thank you. Of course, the other thing we need to realise is that there are people who have mobility problems and disabilities, and how they were able to take part in the Remembrance services and the funeral arrangements. How did you ensure, for example, that the viewing areas and the screens at Hyde Park were accessible to disabled people?

Sadiq Khan (Mayor of London): By the way, it was fortuitous that Her Late Majesty passed away when she did, time of year-wise. Imagine December, January or February in relation to the queues, older people and all the rest of it. We were blessed by the time of year Her Late Majesty passed away. A lot of work took place in relation to vulnerable people. The queue, removing sightlines. The traffic lights you see in and around the footprint area were removed, put back, removed, and put back on a number of occasions because of sightlines for disabled people and other people as well. It is needed in between ceremonial processions.

We also, for the first time in this country, had a grey space. A grey space is the area between a footprint and main stations. If you remember the Manchester Arena bombing, the grey area outside the arena is where the terrorist caused huge loss of life and injuries. It was the first time we were trying that, and so we were cognisant of people who cannot walk long distances, about sightlines, about wearing the right clothing, particularly older people, around viewing of Her Late Majesty when she was laid in State.

Chloe Smith [MP], the Secretary of State for Work and Pensions, and her Deputy Minister were assiduous at the daily COBRA meetings in reminding all of us about issues that had been brought to their attention by disability groups and by charities. It is a really good example of central Government, regional government, different agencies - the civil servants were amazing - working together for everyone's good to make sure they had a good experience in these horrible circumstances when we were grieving Her Majesty's death.

Dr Onkar Sahota AM (Chair): Thank you, Mr Mayor.

2022/3745 - Improving London's Crumbling Hospital Infrastructure

Krupesh Hirani AM

Following reports of significant delays to the Government's New Hospitals Programme, will you join me in writing to the new Prime Minister calling for the necessary funding to be released to ensure that the six projects earmarked for London can be completed as soon as possible?

Sadiq Khan (Mayor of London): London's NHS has some of the world's most advanced facilities and best staff but also some of the worst hospital buildings in Britain, with some just trying to keep the rain out. Building "40" new hospitals by 2030 was a central commitment in the Government's 2019 Election manifesto, regularly repeated by [former Prime Minister, The Rt Hon] Boris Johnson [MP] - remember him - including as a parting shot in his farewell speech outside Number 10.

Epsom and St Helier, Whipps Cross and Hillingdon [hospitals] were identified for delivery by 2025. Reports have suggested this work will not be completed until 2027 at the earliest and it could be even later, with delays likely to cost millions of pounds. Trusts have highlighted their frustration with the delays and uncertainty, and I have seen the very real impact of the failures to move schemes forward.

In July 2021, Whipps Cross [Hospital] was forced to cancel 582 planned surgeries and over 100 face-to-face outpatient appointments and to divert ambulances after flash floods caused major damage to parts of the already rundown building, the electric system and power supply. During the July [2022] heatwave, Epsom and St Helier [Hospitals] featured nightly in news bulletins as hard-pressed staff fought valiantly to keep patients cool and safe in antiquated buildings. The London Estates Delivery Unit has supported local progress on individual projects, but the Government urgently needs to increase the pace of the national programme and provide the necessary funding for our hospitals.

Krupesh Hirani AM: Thank you, Mr Mayor. Just this morning, figures have revealed that waiting lists for hospital treatment have hit a record high of 7 million in England. That is just fresh as we were walking into City Hall this morning. Two years on from the Government pledge to fund and implement these vital new hospitals or hospital renewals, we are now hearing reports that most of these, as mentioned in your opening remarks, will not be ready until 2027 at the earliest. Do you share my concerns that these protracted delays that we are seeing will lead to even longer waiting lists and cancellations, even longer than the disastrous numbers that we have seen reported this morning?

Sadiq Khan (Mayor of London): It is a big concern. By the way, you cannot blame this just on COVID. These backlogs, waiting lists, were in place before COVID. It is a direct consequence of 12 years of starving the NHS of the resources it needs, and it is really important to understand it is not just the cataract patients who are waiting longer. Those who need a hip replacement, but those whose early treatment of cancer could save life and lead to longer lives. We have not even talked about social care. It is a big concern and winter has not even arrived yet. That is one of the reasons why in my opening remarks I mentioned the importance of the vaccines, because we need to do what we can to alleviate the pressure on the NHS. It is incredibly worrying.

Krupesh Hirani AM: For the new Epsom and St Helier Hospital project in Sutton, each year of delay adds between £20 million to £30 million to costs of the scheme and for Whipps Cross [Hospital] that figure is between £50 million and £100 million, probably even more now given what we are seeing with inflation. The Government's inertia is not only putting patient care and safety at risk but also costing the taxpayer hundreds of millions of pounds. It is not surprising that the National Audit Office (NAO) is looking into this. Will you be sending evidence in to its investigation?

Sadiq Khan (Mayor of London): Once the NAO has published its scope of reference for the review, I will look into that and then I will respond accordingly. What we do is we normally consult with local councils,

Members of Parliament (MPs) and practitioners but, yes, subject to what the review scope is I will be responding.

Krupesh Hirani AM: Finally, will you join me in writing to the new Prime Minister to make sure that we can get those projects moving in London?

Sadiq Khan (Mayor of London): Absolutely. I have already written to the new Secretary of State for Health and Social Care on a range of issues which include improving London's hospital infrastructure, and I will let the Assembly know when I receive a response to that letter.

Krupesh Hirani AM: Thank you.

Dr Onkar Sahota AM (Chair): I think Assembly Member Desai wanted to come in.

Unmesh Desai AM: Chair, yes. I will rush this question, I am not sure how much time I have left. Mr Mayor, the Jewish community press today has expressed anger over the police dropping investigations into two appalling anti-Semitic incidents, one in central London and one in Golder's Green. We now know that although the Commissioner [of Police of the Metropolis] told us yesterday that the investigation was continuing, it has actually been dropped. We talked about trust and confidence earlier in this session. This does not help rebuild trust. Will you urgently look into this matter and get the MPS to respond to this Assembly's concerns? I am not asking you to comment, just to look into the matter.

Sadiq Khan (Mayor of London): Chair, I have heard the comments.

Dr Onkar Sahota AM (Chair): I just want to come in. The issue was about health, and the question is not about health. I thought you were coming in on a supplementary question about health.

Len Duvall AM: We thought we were finished. We have time still on the agenda and this was quite an urgent and pressing item, which others should have supported. That is what the confusion is.

Susan Hall AM: We have some questions as well, we could use up their time, but that is not how it works.

Len Duvall AM: Yes, it is.

Susan Hall AM: That is not how it works.

Len Duvall AM: Well, there are a lot of things that have --

Dr Onkar Sahota AM (Chair): Hang on.

Sadiq Khan (Mayor of London): For the public gallery, I am the innocent one on this one.

Dr Onkar Sahota AM (Chair): Yes.

Susan Hall AM: No, you are absolutely not, Mr Mayor.

Sadiq Khan (Mayor of London): That is the Tories' view. They are always nasty. Always nasty.

Susan Hall AM: It is the Tories' view.

Dr Onkar Sahota AM (Chair): Hang on. Members, I had thought that the last question was -- as this is urgent business, I would have liked to have maybe asked about you wanted, to take the urgent business up. I may have not intervened at this stage. You do have four minutes on your time. If you want to use it up, you can. Maybe you can, yes?

Léonie Cooper AM: Can we request that the Mayor does look into the matter that Assembly Member Desai has raised? It looks as though the briefing that had been given, which was then used for yesterday's meeting, which I know the Mayor already said earlier he had not had the chance to review because he was slightly busy yesterday -- but perhaps that is something that you could look into because this is an issue for the community and it is an important one. It would be good for us to be able to review that. Thank you, Chair.

Sadiq Khan (Mayor of London): Chair, I want to thank Assembly Member Desai and Assembly Member Cooper for raising this really important issue. Hate crime has a chilling impact on the entire community. Chair, can I promise to take this away and write to Assembly Member Desai for raising this really important issue? Those vulnerable communities will appreciate this being raised. I will seek to endeavour to find out what has happened and write to the Member. He can make that letter public if he wants to.

Andrew Boff AM (Deputy Chair in the Chair): OK, thank you. Can I now call Assembly Member Dr Sahota to talk about the issue that we are supposed to be discussing?

Dr Onkar Sahota AM: Yes, this is about health. Look, I am concerned that we are building new hospitals here, but this is not a back door way for reducing the number of beds in London. The real issue we have is the number of beds and that the hospital rebuilding programme is not used to cut the number of beds in London, because we have the lowest number of beds in Europe for the population we have. The reason I came to London Assembly was to run a campaign against the closure of [hospitals in] West London. I hope the Mayor will be mindful that these rebuilding programmes are not a mechanism for closing hospital beds.

Sadiq Khan (Mayor of London): Chair, you raise a really important point about the lack of hospital beds in our city, and I know your successful campaign in relation to Ealing and other hospitals in West London. You will also be aware that one of the reasons why we had a disproportionately high number of deaths, and we were so ill prepared when the pandemic began was not just the lack of ventilators and lack of personal protective equipment (PPE) kit, but the lack of bed space in our hospitals. That is why people with COVID were being released from hospitals and sent straight to social care homes without even testing, which led to the virus spreading in care homes. It is a combination of requisite number of beds in our hospitals but also proper social care provision so people who can leave hospital safely can do so and go to social care homes. It is a point well made by you. By the way, forget new hospitals being built being seen as a way of reducing beds; there are no new hospitals being built for that to happen. We will keep an eye on this, though.

Dr Onkar Sahota AM (Chair): I think we are done now. Thank you, Mr Mayor, for the answers you have given us.

London Assembly Plenary – 17 November 2022

Transcript of Agenda Item 3 – Question and Answer Session: Proposed Revision to the Mayor of London's Transport Strategy

Dr Onkar Sahota AM (Chair): We will now move on to the question and answer session. There will be a lead-off question from me as Chair to each of our guests, after which, Assembly Members may then put supplementary questions to our invited guests. Please could I ask Assembly Members to specify who they would like an answer from when they raise their question. Guests, we would like you to be succinct in your answers, please, so that we can get through all the questions we have for you. The first question will be asked by me, and then there are four set questions from each of the leads of the groups. Afterwards, the other Members can come in.

The first question to you, Mr Mayor, is: what will the proposed revision of the Mayor's Transport Strategy (MTS) mean for the work of Transport for London (TfL), and for Londoners?

Sadiq Khan (Mayor of London): Thank you, Chair. The MTS lays out the policy foundations of the work of TfL, and indeed my mayoral team, not just now, but in the long term. As Seb Dance indicated, it is a plan that goes to 2041; it is a 25-year, long-term plan. The ambition is to, by 2041, have 80% of Londoners either walking, cycling, or using public transport. What the explanation in advance of [proposal] 24.1 sets out are the three main reasons why we seek to revise the MTS: they are the triple challenges of air pollution - more than 4,000 premature deaths a year directly attributable to air pollution: children with lungs that are stunted forever; and adults with a whole host of health issues, from asthma, cancer, dementia, to heart disease - all attributed to air pollution.

The second challenge is climate change. You will have heard the need to ensure that the temperature of our Earth does not rise by more than 1.5°, and you will be aware of the links between carbon emissions and car usage; if we are going to get to zero carbon by 2030, we have to reduce - by about 27% - the amount of cars driven usage in London.

The third challenge is congestion. In a city with a population north of 9 million, if everyone jumps in a car we will be even more congested than we are now. The current MTS is very good; we have gone as far as we can within the parameters of the current MTS. We have the world's first Ultra Low Emission Zone (ULEZ) in central London, and we have expanded it to the North and South Circular, which is within the parameters of the MTS. What has that led to? A reduction of almost 50% of the toxic air in the centre of London, fewer people dying prematurely, fewer people with health issues. The improvement we have seen in central and inner London is far quicker and speedier than in outer London. We have some of the figures we will go into later on in relation to the air pollution in outer London, and the concern we have in relation to the progress, or lack of progress, made there.

I would remind colleagues that, notwithstanding us satisfying the MTS, and doing all that we can, there is a lot more to be done. Roughly speaking, there are 500,000 people in this city with respiratory issues, and more than 300,000 of those are in outer London. There is a far larger number of people with asthma in outer London, and a far larger number of premature deaths in outer London. The progress has been far slower in outer London.

What the policy foundations of [proposal] 24.1 allow us to do is address those triple challenges, but at the same time to do the work required for a smart road user charging scheme. Why is that important? Because we want to get rid of the congestion charge, get rid of the ULEZ, and have a smart road user charging scheme that could look into how old your vehicle is; how polluting your vehicle is; what time of day you are driving; whether there is alternative public transport near to you, and so forth. Therefore what [proposal] 24.1 enables us to have is the foundations to do the further work required going forward. This does not predetermine my decision on whether I decide to expand the ULEZ, or what sort of smart road user charging scheme we have, if we have one indeed. What it does is lay the policy foundations and the parameters for us to be able to do so.

Dr Onkar Sahota AM (Chair): Thank you for that comprehensive answer. Did you want to add anything else, Deputy Mayor?

Seb Dance (Deputy Mayor for Transport): No, only to add that I think there is a perception, perhaps, that outer London does not have the same issues to do with air quality that inner London does - nothing could be further from the truth. In fact, the highest number of premature deaths are in outer London boroughs: Bromley, Barnet, Havering, and Croydon have the highest number of attributable premature deaths from air pollution. This is very much about creating a policy foundation for expanding what has worked successfully in inner and central London, and having the potential for a decision to be made on whether or not further action should be taken in outer London.

Dr Onkar Sahota AM (Chair): Thank you. The first question is on behalf of the Labour group, from Assembly Member McCartney.

Joanne McCartney AM: Thank you. Mr Mayor, I think you have clearly set out the triple challenges that we are facing as a city, and you have highlighted that the inner London ULEZ has been extremely well delivered, with some drastic improvements made to air quality. However, many parts of outer London are not blessed with the same extensive public transport links that inner London is, and your MTS is about encouraging people out of cars and on to public transport, or more active travel. What will you seek to do in the forthcoming years to make sure that we improve that public transport system in outer London?

Sadiq Khan (Mayor of London): That is a really important point that you raise,

Assembly Member McCartney. We have to make it attractive to leave your car at home. We know a lot of journeys, more than two-thirds, are short journeys in cars, which could be walked quickly or cycled quickly, and we have to make it easier and more attractive to walk and cycle. With some journeys, you need to use public transport if you are not going to drive your car. As such, one of the things we have made sure we did, even though the COVID funding deal from the Government was so unfair, is to ensure that there are no reductions of services in outer London, despite pressure from the Government to reduce those services. We have to keep what we have, therefore, and add some.

There has been some progress in the recent past in relation to additional options for public transport in outer London; for example, the Elizabeth Line - a lot of the stations that are serviced are in outer London in the east and the west. The Barking Riverside Extension is another example of a massive infrastructure project for outer London. The key challenge we have in TfL is to make sure we can have additional bus services in outer London. There is an opportunity to do so in those parts of central London where there is a duplication of services, therefore we can switch some of the public transport in central London where there is now, in some areas, bus, Tube, Elizabeth Line and overground options, as well as good walking and cycling options, switch some of the spending there to outer London, which is really important. We are cognisant of the need to keep what we have in outer London, whilst improving what we have in outer London.

Joanne McCartney AM: Thank you. That leads me on to my next question: before we had the final funding settlement from Government, you consulted on cutting some bus routes, including in my area in Enfield in Haringey, in outer London. Many of us objected to those because we see the bus as really important, and we do not know what your decision is yet on those bus changes. Can you just assure me that you will be taking that into account when seeking to reduce any service reductions there, when you are considering whether to expand that ULEZ or not?

Sadiq Khan (Mayor of London): As a consequence of the COVID deal with the Government, one of the things we had to do was to reduce bus provision by 4%. We tried to make it as least-bad as possible in relation to the routes being consulted upon for reduction or cuts, and I will make a decision in the next few weeks. Evidence of whether the consultation has been meaningful is whether we proceed 100% with these 4% cuts or whether I am able to make any changes. I make this point though: if I do make changes to the proposals that we had to do because of the Government funding, we will have to find the money elsewhere. It goes to a question asked of me earlier on today in Mayor's Question Time about all these choices.

It is important that I hear from you, as I have, about in your part of London - some of the poorest Londoners ride on buses. In your part of London, there are often no alternatives to buses, and those are some of the points that have landed with me. However, I have to be honest in relation to the consequence of me reducing the plans consulted on; it means, the job that Seb has, one of them, is to find savings elsewhere, or to increase revenues elsewhere.

Dr Onkar Sahota AM (Chair): Thank you. The next question is from Assembly Member Caroline Pidgeon.

Caroline Pidgeon MBE AM: Thank you very much. My questions are to you, Mr Mayor. Back in July 2017, I questioned you about your draft MTS; I asked why did it not contain proposals to change the congestion charge, or to bring in road pricing to tackle congestion, and why it did not go further. I said it does not really cover the next generation of road user charging systems, and asked whether we will see that in your final strategy. Then, in September 2017, I am sure you recall, the Transport Committee wrote to you, and encouraged you to look at our recommendations about reforming the congestion charge to target congestion more effectively, and to develop proposals for a wider road pricing scheme that could integrate all existing road charges - it was set out in our report *London Stalling*, when finalising your MTS. However, you chose not to include these areas, despite our recommendations to you. Moving forward to now: do you perhaps regret not listening to those suggestions from us to be bolder in this area in your original MTS, as we would not be here today having to amend it?

Sadiq Khan (Mayor of London): I hope you will forgive me for not recollecting every letter you have written to me.

Caroline Pidgeon MBE AM: There have been a few.

Sadiq Khan (Mayor of London): Or every instance of lobbying you have done. If the point you are making is that you, five years ago, foresaw the need for this, and that is why you will be very enthusiastically backing the revision to the MTS, then of course, I support the point you are making. I acknowledge that, and I have to take it on the chin, if it is the case as you are saying, and of course I believe you that five years ago --

Caroline Pidgeon MBE AM: I have the transcript that I raised it with you.

Sadiq Khan (Mayor of London): Yes, I am sure, no, I am not --

Caroline Pidgeon MBE AM: In fact, one bit at the end, I am just going to add to it, we --

Sadiq Khan (Mayor of London): I was about to flatter you but if you want to cut me off, that is fine.

Caroline Pidgeon MBE AM: You can come back to that! I am getting rather a lot of nice comments at the moment.

Sadiq Khan (Mayor of London): You must be retiring from the Assembly, Caroline!

Caroline Pidgeon MBE AM: Something like that. I am not dead yet; I have 18 months to go! I talked about Professor David Begg, [former Chief Executive of Transport Times], who came before our Committee, and he said there is no substitute for mayoral leadership on this issue. I was saying that to you five years ago. I just want to understand perhaps now, whether you might regret having not been a bit bolder back then, rather than having to come back with an amendment today.

Sadiq Khan (Mayor of London): What is even worse is, Professor Begg was one of my advisors when I was in Government, in Transport, and I hope he is not watching this. because I will be blushing from that embarrassment. Of course I believe you when you say you made the case five years ago. I would make this point in a gentle way: firstly, I accept you made the point five years ago. Since then, a lot of things have happened: since 2017, we have introduced the central ULEZ and expanded it; we have declared a climate emergency; we have published the report from Element Energy. The World Health Organisation (WHO) have themselves changed their guidance on what is a limit that they would find acceptable, and it is a lot less than what the Government finds acceptable. We, of course, have learned a lot through COVID since then.

Firstly, I accept that had we acceded to your recommendation, we would not be here today, but, in fairness, a number of things have happened between then and now. I know Seb wants to come in, in relation to that point, but the one other benefit of the MTS being revised is that it is an opportunity to educate the public. There would not be people in the gallery, and my inbox full up with emails from concerned Londoners but for this revision being here this afternoon. I am therefore grateful for being summoned this afternoon, and also for the public interest that has been raised by you summonsing me.

Caroline Pidgeon MBE AM: I have a couple more questions specifically for you. I am obviously aware that this decision about extending the ULEZ to cover the whole of London is dependent on the amendment to your MTS today, so that you cannot be legally challenged. It is your decision to make; you as Mayor of London. As Liberal Democrats, we have responded to your consultation, encouraging you to look at a comprehensive scrappage scheme, to look at more investment in public transport in outer London, and potentially, to have a longer lead-in time for this London-wide scheme to help Londoners be able to get there. Are those the sorts of things you will be considering as part of your decision-making process?

Sadiq Khan (Mayor of London): If those are the points you have made in the consultation, they should be in my report that comes to me in the next few weeks. I would be surprised if they are not in the report that comes to me, and I am sure those are some of the things that the independent consultants and TfL will take on board when they make their report known to me. I simply do not know; I have not seen the report in relation to that.

Caroline Pidgeon MBE AM: Let us move on as the road pricing is part of this amendment. I would like to know, more generally, where you see road pricing going in this city. Pay as you drive, I think, is a better way to talk about it. How are you going to start that big conversation with Londoners? You are welcoming people in

the gallery today over the ULEZ, but this is about something much bigger. Where do you see that qoing 408How are you going to lead that in the city?

Sadiq Khan (Mayor of London): I do not want to speak for those in the gallery, but you are spot on; the discussion today is much more than the ULEZ. These are really serious discussions about the next 25 years in our city. I met last week with Norman Baker, [former Minister for Public Transport], somebody both you and I know well, who mentioned the phrase you used in relation to pay as you drive. I think we have not seen this anywhere in the world - I have looked at Singapore, in particular, because they are more advanced than we are in relation to road user charging being used on the scale of the ambition we have, which is a global city, being properly smart. What do I mean by properly smart? If you go to Singapore, which is the most advanced we have, they are basically - and I say this not in any way disparaging towards Singapore - clunky tolls on the roads in relation to distance travelled. There are some other issues and variations.

Some of the things that I would be keen to see if we can do, is consideration of the point that Joanne made: if you live in an area – say area A - where there is good public transport, and you are using the car, the question is should you be charged more to use your car than if you live in area B, where there are very few alternatives. If you are using your car in the daytime when we know there is better public transport, should you be charged more than if you use it in the night time, when there is less public transport. That sort of stuff has not been looked into in other countries, including emissions and other issues like that. The obvious thing we looked into is distance travelled, and we sort of have a version of that in some smaller cities across London. That is the direction of travel that I would like us to go in, and that is why I know there is a lot of pushing, and gentle lobbying from colleagues on all sides about the speed of this; however, the technology is simply not there. I was criticised earlier on today for trying to save taxpayers' money by buying stuff off the shelf, but I think it is really important to be cognisant of the value for money when it comes to innovation and technology. There is no off-the-shelf product we can buy.

Caroline Pidgeon MBE AM: But you are going to work up that scheme. How is the conversation with the public going to take place? What I am wondering is, will London be ahead of the country on this? We have seen today that electric vehicle owners are now going to have to pay road tax from 2025, and the Treasury is clearly starting to think about their taxation and what they can fill it with. If London does not lead the way, before we know it, national Government will be taking this revenue, which could be invested in public transport. Where, therefore, do you see London in this; - ahead of the game?

Sadig Khan (Mayor of London): Most of us in this Assembly, and me definitely, always want to see London ahead of the game. In fact, when you see some of the policies we have done - congestion charge 2003 - how many cities in the UK have followed that? The ULEZ, the expansion, and so forth. To answer your question directly, we consulted on six different things, and we tried to save taxpayer money in relation to the consultation. One of the six things we consulted on was asking Londoners for their views on shaping the future of road user charging in London; first, you have to find out what Londoners want, what they feel, and then obviously we will use that as a way of feeding into what we say to the technicians, the experts, in relation to devising a scheme.

One of the attractions, by the way, is the simplicity. We can get rid of the congestion charge and the ULEZ and LEZ (Low Emission Zone), and that is attractive I know to many Londoners, whether you are for or against any particular pricing scheme.

Caroline Pidgeon MBE AM: Yes; the complexity of the current range of schemes, nobody understands, even if they put their registration number into your website, I get people saying, "But I am told I have to pay this."

409

It is like, "No, no, no, it is saying if you drive in that bit you pay the congestion charge. You are ULEZcompliant." The complexity is an issue.

Finally, I am wondering if you have had any discussions with Government or Treasury on the issue of road pricing.

Sadiq Khan (Mayor of London): You will enjoy this; when I was in Government, that long ago, literally I had black hair, it was discussed then. The Treasury found it very attractive as a scheme -

Caroline Pidgeon MBE AM: - I bet they did -

Sadiq Khan (Mayor of London): - both the Chief Secretary and the Chancellor. There was some pushback because you have to get the public ready for it; it is a big decision. The civil service in HMT, the Department for Transport (DfT), and other parts of the Government, are well aware of the reason why the future is smart road user charging. Particularly for the reason you mentioned, by the way: you mentioned the budget and road tax for electric vehicles. One of the reasons is to bring in revenues post-2025, but one of the ways to have a level playing field is using smart road user charging to get people to pay, not just polluter pays, but usage of stuff. There is an attraction to doing this, but again I suspect you are right as well, that London may need to lead as pioneers to give confidence to the Government and other cities across the country.

Caroline Pidgeon MBE AM: Thank you very much.

Dr Onkar Sahota AM (Chair): Thank you. The next question is in the name of Assembly Member Rogers.

Nick Rogers AM: Thank you, Chair. Good afternoon, Mr Mayor; my questions are for you. I take issue with a couple of points that the Deputy Mayor made: he described this revision as a process point and a small addendum, where it is in fact neither of those things. What you are asking the Assembly to do today is to give our seal of approval to some very controversial policies that would have a negative financial impact on thousands of Londoners, and small businesses, across the city. I am sure everyone's inboxes have been the same as mine, full of people saying, "Please do not let this happen." You are asking us to make this decision in an environment where there is a distinct lack of information. I am specifically asking about, as Assembly Member Berry referred to in her statement, why this meeting is happening before we are seeing the results of the consultation on the ULEZ expansion, on road user charging, and on the MTS revision.

Sadiq Khan (Mayor of London): Thank you for your question. The decision today is not whether ULEZ is expanded to outer London or not. The decision today is whether there is a policy foundation for at some stage in the future, and it could be any time before 2041, for there to be brought in either smart road user charging and/or an expansion of ULEZ. I accept the premise of your point; if you are against ULEZ being expanded forever and you simply will never be persuaded, for ideological or dogmatic reasons, then vote against the revision; I accept that.

Nick Rogers AM: The point is that we have run this consultation throughout the last few months, and we have had thousands and thousands of Londoners who have responded. They will have brought up some very strong views; they would have brought up some very strong opinions; they may have come forward with some very good ideas. Whether it is me or other Assembly Members, do you not think that those ideas, those suggestions, those opinions, have bearing on the discussion that we are going to have this afternoon?

Sadiq Khan (Mayor of London): No, because the MTS is not specific policies for a certain time; it is a policy foundation. What the MTS does is set out a policy foundation for the next 25 years. What is important is for you, with respect, not me, to form a view whether you are against, as a policy foundation, addressing the triple challenges of air pollution, climate change and congestion. If you are against that, then you will seek to block the MTS being revised in the way set out in 24.1. What you would definitely not be doing by supporting the revision of the MTS, is taking a decision that only I can make in relation to whether the ULEZ is expanded; that is a decision I will take at some stage in the future. The parameters in relation to individual, specific policies are set out within the MTS. However, if it is the case that you do not accept the point made in the three pages in advance of 24.1 about the triple challenges, and if it is the case that nothing whatsoever can persuade you of the importance of expanding ULEZ to outer London where there is - as Seb Dance explained - poorer air, or you will never be in favour of a smart road user charging scheme, then you should vote against this.

Nick Rogers AM: I feel that the absence - we are talking about a policy foundation - but the absence of Londoners' views on that, is a significant impedance to our scrutiny function; I feel like it is putting the cart before the horse. I will have more questions, but for now, I will leave it there. Thank you, Chair.

Dr Onkar Sahota AM (Chair): Thank you. Next is Assembly Member Berry.

Siân Berry AM: Thank you very much. My questions are also to the Mayor. You will recall, Mr Mayor, the election campaign of 2016, where from the very start, sitting on platforms with Assembly Member Pidgeon and yourself, I would not stop going on about the need for a London-wide ULEZ and smarter, fairer road charging. It is a huge relief to finally see an outbreak of widespread, political courage on this matter; I really appreciate it. For my question, I wanted to go back to what the Transport Committee asked in relation to promoting safety considerations as part of smarter road user charging. We recommended it should be included in the new wording for proposal 24.1 for clarity, and to ensure it matches the other goals in the strategy in terms of the kinds of measures I am talking about, and maybe a possible premium per kilometre for non-direct vision heavy goods vehicles, potentially higher costs at peak times in areas where you want to keep heavier vehicles away from areas with large numbers of pedestrians. These are also backed up by other policies in the MTS; however, you did not add in, just those few words, your final draft of the amendment to the MTS that you put forward. Can you therefore confirm, in very clear terms now, that even though you did not do that, you will be aiming to include road danger as a factor in future smart road charging schemes?

Sadiq Khan (Mayor of London): Firstly, just to say to Assembly Member Berry what I said to Assembly Member Pidgeon - if the case you are making is that you have been making this point for five years, and now I have caught up with you -

Siân Berry AM: Seven, 10, 20, I do not even know.

Sadiq Khan (Mayor of London): - then I am looking forward to one of you proposing, and one of you seconding, the revision to proposal 24.1. I have said this publicly many times; one of the roles I see, in a non-patronising way, you are playing is sometimes chivvying me in a direction that - to put it politely - I may not originally want to be chivvied into. I think the letter from David Bellamy, with respect, Sian, dealt with your concerns in relation to road danger. It says:

"Each element of the triple challenges is already referred to within the MTS, alongside other relevant considerations such as road danger."

Therefore the --

Siân Berry AM: Yes, it is, and proposal 21, which is largely about smarter road charging, does list it, but 411 have noticed that you dropped it from your new proposal when you listed things earlier on that you might do with smart road charging. You did not mention road danger, and I just want to keep it at the top of your mind and get that set out very loud and very clear.

Sadiq Khan (Mayor of London): Sure, that is an oversight; of course it is a big concern. Caroline Russell knows my commitment to this.

Siân Berry AM: Yes; we will not let you forget that.

Sadiq Khan (Mayor of London): Nor should you.

Siân Berry AM: I want to move on to mitigations now, because the key to dealing with the impacts on some groups of Londoners that we have uncovered as part of our scrutiny, is not to delay the scheme, but to fully fund and support a proper scrappage scheme. One thing you could have done to help with public acceptance here, where there has been a lot of frustration – and my inbox is full of people saying, "I am not sure how I can afford it based on what I saw from the last scrappage scheme" – you could have given more details, and you could have made a stronger commitment on funding. I do have a proposal and I saw the news that –

Sadiq Khan (Mayor of London): Is it going to be expensive?

Siân Berry AM: No, hopefully not. I saw the news that Uber has just paid to HMRC a settlement of £615 million in backdated VAT. My question to you is: can I ask you to put on the agenda, when you next meet with Government Ministers, the strong argument that these new revenues, given their source, would be ideally dedicated to support vehicle scrappage associated with clean air zones like our ULEZ, and to support road space reallocation to support traffic reduction measures? Will you ask Ministers directly for this funding to go to London and other cities, and report back to the Assembly their response?

Sadiq Khan (Mayor of London): You and Caroline have done a very good job refreshing my memory of some of the things I have done in the last six years. Let me remind you of one of the things that I did - criticised by one political party in here - when I stood up to Uber. When I stood up to Uber, I was told by Conservatives in the Assembly, in Parliament and in Government, that Uber would leave London. I was quite clear that the rules apply to everybody; whether you have corporate lawyers, lobbyists, the big boys, or whether you are a small business. By standing up to Uber, they have made sure their fleet is cleaner than it is anywhere in the world, and they are now talking to the Government about paying back the VAT that you talked about - that is the difference a Mayor for a city can make.

Siân Berry AM: Let us give credit where it is due; it is campaigners who have pushed this through, and I am sure it was an open door as far as HMRC was concerned.

Sadiq Khan (Mayor of London): The last time I checked it was London, and TfL, that stood up to Uber in relation to the licensing, and it was me that -

Siân Berry AM: No, this is the VAT issue.

Sadiq Khan (Mayor of London): - met with the Chief Executive of Uber and subsequently, the new one, rather than the previous one, to explain what I expect from him as a good corporate citizen in our city, and you are seeing the fruits of that in relation to the conversation you mentioned.

Siân Berry AM: Fair enough. The question was, will you put this on the agenda and make the case that we should get this funding? That is what our Mayor should be doing not simply shrugging shoulders about not having enough to fund a scrappage scheme, but going out and fighting for some funding.

Sadiq Khan (Mayor of London): You can make a lot of criticisms about me, but not lobbying the Government is not one of them in relation to that. We have lobbied the Government on a number of issues in relation to hypothecation. One of the concerns we have is monies taken from London and spent elsewhere in the country. You will all remember Dieselgate - Seb Dance was in the European Parliament. Other countries, Germany being one, stood up to those manufacturers when it came to Dieselgate; our country did not. I lobbied our Government to take the companies to court, and they failed to do so. I always mention to the Government that funds and money that come from London could be hypothecated for London, but also in relation to issues that address the issue of air pollution, climate change and congestion.

Siân Berry AM: I cannot see the Government being that keen on hypothecating any part of VAT; I am sure people have put that to them before. I am not talking about the future revenues, although there is potentially a case for that; I am specifically talking about this settlement, which is one-off money that is ideally placed to do this kind of capital investment, particularly if we can help Londoners who are needing to change their cars, and are very willing to change their cars, but are not sure where they can get the money.

Sadiq Khan (Mayor of London): Of course I will always lobby the Government to try to make sure we get our just desserts, but there is nothing stopping the cross-party Transport Committee also writing to the Government.

Siân Berry AM: Shall we write a joint letter then?

Sadiq Khan (Mayor of London): I am always happy to write a joint letter, particularly if it is cross-party. If you can persuade one or two Conservatives to sign as well, even better.

Siân Berry AM: Great, OK, great. Finally, with my last few minutes, I wanted to go back to the wording you were using in this amendment to the MTS. To go with the proposal, there is a preamble as well. I am concerned there is a watering down of your traffic reduction targets in this. In the consultation draft, the preamble said, at the bottom of page 3:

"There is more to be done, including taking action to reduce vehicle kilometres travelled on London's roads by 27% by 2030."

The final version was different; it said:

"There is more to be done, including taking action to reduce car vehicle kilometres travelled on London's roads by 27% by 2030."

That is quite a difference: 27% cut in car traffic is more like a 20% cut in overall traffic. Can you explain this change in wording? It seems like a terrible time to be watering down a target like this.

Sadiq Khan (Mayor of London): I can reassure you completely because Seb has the answer.

Siân Berry AM: Seb, can you explain this textual amendment that slipped in?

Seb Dance (Deputy Mayor for Transport): Indeed. Basically, the amendments to the narrative are based on updated figures and additional research. In this instance, we do not want to reduce the number of vehicle kilometres made by the bus fleet, or indeed other elements of the public transport network. We are very specific about car vehicle kilometres being the issue here, not elements of the public transport network.

Siân Berry AM: The thing about that is, if you had just said car vehicle kilometres in your consultation draft, I would have had something to say about that. I would have said, "What about other kinds of vehicles? What about vans? What about motorbikes? What about trucks? What about HGVs?" These are all things we do want to reduce, but you did not. In fact, I was quite reassured by seeing "vehicle kilometres;" it is stronger than the Element Energy report. I thought "This is good, you are going further than you need to," but then you have quietly changed it.

Seb Dance (Deputy Mayor for Transport): Just to reassure you, "car" does not only mean car; we are referring to private vehicle use here, it is not just cars.

Siân Berry AM: Technically, DfT divide up traffic in their statistics into cars, which includes taxis, and then those other types of vehicles I just listed are given separately. You are only setting a target for that one column.

Seb Dance (Deputy Mayor for Transport): The problem we have is that we need a reduction in private car vehicle kilometres on our roads; that is the main impediment to delivering on the MTS, and tackling the triple challenges that we are talking about - it is not an issue to do with public transport vehicles, and it is not an issue to do with necessary journeys that are undertaken perhaps by small businesses and so on. Yes, there are alternatives that could and should be explored, but the main issue here is reducing car vehicle kilometre usage, and that is why that clarification has been put in.

Siân Berry AM: I do not agree with that. I think we do need to have targets for all kinds of vehicles, particularly when road danger is one of our targets, and particularly when road space is one of the things we need to reclaim from vehicles. Quite a few of these types of vehicles use up more space than a private car. I am very disappointed because, if you had just said "car" in your consultation draft, I would have objected, and you did not do that. You have watered it down - you must admit that?

Seb Dance (Deputy Mayor for Transport): I do not accept it is a watering down; it is a clarification, because if we had set a goal of reducing vehicle kilometres that included elements of the public transport network, we would then be working against the overall objectives that are stated in the MTS. Therefore, it is about being very specific about the challenge.

Siân Berry AM: No, the MTS has a target for overall vehicle mile reduction: it is 10% to 15%, which is not very high, but it is for all vehicles.

Seb Dance (Deputy Mayor for Transport): Sure. Of course there is nothing precluding a wider discussion about what the future road user charging schemes, about the elements that they might include, which could include a whole range of different vehicle types and charging mechanisms, depending on what those vehicle types are.

Siân Berry AM: Can I switch to the Mayor - are you happy with this? Are you happy that you have watered down your target, in between the draft and the final version, of this important update to your MTS, when you are setting all these targets for carbon reduction?

Sadiq Khan (Mayor of London): No, I do not accept the characterisation. We have just agreed that one of the objectives is, by the end of this decade, to have smart road user charging in London. In answer to Joanne McCartney's question, where there is consultation around a 4% reduction in bus usage, what we are not talking about is a plan to 2041 to not reduce other vehicle use other than buses. What we are saying is, we are quite clear in the short to medium term, that we have to reduce the number of cars being driven in London. In the medium term, we will have smart road user charging in London, and that will address any concerns you have around road danger in relation to vehicles other than zero-emission of ULEZ-compliant buses, and the issues that you are concerned about.

Siân Berry AM: OK, well I might have to leave it there for a little while, but when you say it is a clarification, I am pretty disappointed that the one thing where I was like, "Oh, that is impressive", in the consultation draft, turns out to have been, essentially, an error - that is not really good enough from my point of view.

Dr Onkar Sahota AM (Chair): Thanks. The next Assembly Member is Assembly Member Desai.

Unmesh Desai AM: Thank you, Chair. You were asked earlier, by Assembly Member McCartney, about public transport in outer London. Mr Mayor, the frequent closures of the District Line at weekends for essential works causes a lot of inconvenience for residents in my constituency, especially Barking and Dagenham. The information I have had from TfL does not address my concerns, and this has been going on for some years. The frequent closure of Dagenham Heathway because of leaking roofs, and with the recent weather and the rains, means that the station is quite often shut. If we are to encourage people to make more use of public transport, please can you look into these matters as a matter of urgency?

Sadiq Khan (Mayor of London): Chair, the Member raises a really important point in relation to -

Unmesh Desai AM: You can write to me if you want, because I am limited for time.

Sadiq Khan (Mayor of London): - to public transport in outer London. Can I make sure that the Member gets a response in relation to problems up until now, and how we are going to address the issues to encourage people to use those stations.

Unmesh Desai AM: Thank you.

Dr Onkar Sahota AM (Chair): Thank you. Next is Assembly Member Garratt.

Neil Garratt AM: Good afternoon. Listening to the way you advocate for your policy, I can understand why quite a lot of Londoners would think that it is an obvious and straightforward thing to do. You make it sound like a no-brainer, which really makes it even more impressive that the majority of Londoners tell YouGov that they do not really support it. What I find perturbing is that the way that you advocate the policy; if it is a straightforward and obvious way forward, why is it that you have to be so dishonest and unclear with Londoners about the impact? The Members opposite are interested in examples, so here are some examples.

I think the Mayor wildly exaggerates the extent to which this will have an impact on air quality in outer London. We have spoken before, Mr Mayor, about the Jacobs Integrated Impact Assessment. You were not familiar with the figures back in June or in July when I mentioned them to you, but I am sure you have had plenty of time since then to look at them, and you will know the figures I was quoting were correct. You pretend that poorer Londoners do not own cars and therefore, would not be affected by this. In fact, you were quite disdainful and mocking of my colleague Peter Fortune when he asked you about that. You know

perfectly well that lots of poorer Londoners do have cars; I have given you the figures, and I have given your Deputy Mayor the figures from the Office for National Statistics (ONS).

Although the MTS change - and sort of hidden in the consultation questions were lots of questions about road user charging, and in this discussion here today we are talking about road user charging – you, in your public conversation with Londoners, have been almost silent on road user charging. I think Londoners are not really aware that this is an enabling change that would allow that to happen. I just wonder why it is that you are not able to be quite so straight with Londoners and say, "Look, it will make a small impact on air quality." You acknowledge it will have an impact on poorer Londoners with cars, and you think that is a trade-off that is worth it. Do you not think that would be a more honest way to pitch your policy?

Dr Onkar Sahota AM (Chair): Before you answer, Mr Mayor, I am really concerned with the word "dishonest" you [Neil Garratt AM] used. Can you reflect on that word please; is that what you really meant?

Neil Garratt AM: I think it is inaccurate, and I think I have given the Mayor accurate figures often enough that I am very surprised that he does not know what the accurate figures are.

Emma Best AM: Chair, you do not mind the word "liar" so "dishonest" is much kinder.

Dr Onkar Sahota AM (Chair): I can see all the groups coming back at me, but let me say that I have made a judgement call that "dishonest" is an implication that the Mayor has purposefully, with intent, lied to us, and I do not accept that. That is why I asked the Member to reflect on it. The Member is quite competent, Assembly Member Best, to answer for himself.

Neil Garratt AM: Sorry, Chair, just reflecting on your ruling; would you accept if I said that I find it surprising that the Mayor consistently quotes misleading figures, given that I have repeatedly given him the correct figures and the figures were in the report, which he presumably must have read, because TfL commissioned it. Would that be acceptable?

Dr Onkar Sahota AM (Chair): That is fine, but I think we need to be careful about the words we use, because we don't need to imply that someone is intentionally holding back - thank you.

Neil Garratt AM: I mean to be fair, Chair, the Mayor has called people a liar sitting in this Chamber, and you have not stopped him. I have not called anyone a liar.

Dr Onkar Sahota AM (Chair): I do not think he has called any Assembly Member here a liar.

Neil Garratt AM: Mr Mayor, would an honest appraisal of the policy proposal that you have on expanding ULEZ to outer London not be that it would make a modest change, about 98% of the nitrogen oxides (NO_x) would still be there, and all the particulates would still be there, with no change to carbon emissions - that is the change we are looking at on air quality, and it will have significant financial impact on less-well-off Londoners with older cars.

Sadiq Khan (Mayor of London): Chair, I do not want to mislead the Chamber. I have called Boris Johnson [MP, former Mayor of London] a liar. Boris Johnson is a liar, and I am very happy to say that again and again in this Chamber and elsewhere.

Dr Onkar Sahota AM (Chair): The ruling I made he was not in the room when you said it.

Neil Garratt AM: Can I just clarify, Chair: would it be OK if the Mayor is not in the room?

Sadiq Khan (Mayor of London): I think the assertion is that I am misleading Londoners about the health benefits of the ULEZ. I am quite clear, you can try -

Neil Garratt AM: About the change in air quality was the question that I asked.

Sadiq Khan (Mayor of London): I am quite clear, if you look in isolation at particular concentrations of particulate matter 2.5 (PM_{2.5}) you can sometimes get the impression that the air will not improve by reducing the number of non-compliant vehicles. The evidence I have is quite clear in relation to the quality of air in those parts of London where the ULEZ has happened. The quality of air in those parts of London where the ULEZ has not happened - the top ten boroughs with the worst air quality, I have the figures here - are all in outer London, including Croydon, which has the third-worst air, and the third-largest number of premature deaths per year. I think those figures will move in the right direction if we were to have policies similar to those in central and inner London.

What some people can do, because they are ideologically opposed to the ULEZ, is to cherry-pick an individual figure on concentration of $PM_{2.5}$ without looking at the wider context of emissions and tonnes of carbon emissions reduced, and particulate matter, and nitrogen dioxide, reduced. That is a conversation and discussion you can have in a debate. I do not think the Member is being dishonest by the way in doing so, it is just a debating tactic we learned in school.

Neil Garratt AM: You mentioned Croydon: the Integrated Impact Assessment suggests that there will be no change in PM_{2.5}, there will be no change in carbon levels, and that NO_x will go from 19.5 micrograms per cubic metre to 19.2; in other words, about 98% of the NO_x there now will stay there – that is the Integrated Impact Assessment verdict. Nobody can predict the future, and what you are trying to do is predict the future based on what happened with the previous expansion. As we have spoken about before, the previous expansion to the North and South Circular was into an area where there is a lot of public transport availability. If you look at a map of London that shows the public transport accessibility levels, a heatmap of where you have good public transport, and you overlay on that a heatmap of where Londoners own cars versus do not own cars, they look very similar. Then, when you overlay on to that a map of where ULEZ is and where you are proposing to put it, it looks very similar. What you are suggesting is that, by expanding ULEZ into an area where there is lots of public transport and people already did not own that many cars compared with outer London, and they switch to public transport, you will see the same result in outer London where there just are no alternatives. Do you accept that the alternatives, the switching to public transport in outer London, are not as good, and are not going to change before August?

Sadiq Khan (Mayor of London): This goes to the very first question that Joanne McCartney raised in relation to alternatives to car usage in outer London, and I accept the point that we need to be able to keep at least what we have, and improve public transport in outer London. The figures I am going on, based upon the assessment that has been done, is with a London-wide ULEZ. We would expect to see 70,000 switches to compliant vehicles by 2023, and 44,000 fewer non-compliant vehicle cars seen in London every day due to behavioural change: could be walking; cycling; trams; buses or Tubes. 46,000 non-compliant cars would be remaining, with 16,000 expected to switch to compliant vans by 2023, and 26,000 non-compliant vans would be remaining. That means you are seeing an improvement in air quality in outer London, including in Croydon.

Neil Garratt AM: But what is your theory of how people are going to switch to public transport, when they are not already switching? It would only be a minority of vehicles that this would effect in your initial proposal.

The public transport is not going to change by August, is it? Nothing new is going to happen before August 7 no new trams, no new Crossrails?

Sadiq Khan (Mayor of London): This is by the end of 2023, and therefore the same -

Neil Garratt AM: New trams by the end of 2023?

Sadiq Khan (Mayor of London): The same points were being made by people from this part of the Chamber in advance of Toxicity Charge (T-Charge), in advance of ULEZ, and in advance of the expansion to North and South Circular, and in all three cases, the assessments that were made by TfL proved to be true. Bearing in mind that on three occasions they have got it right, that is a factor when it comes to me receiving my report, whenever I do in the next few weeks, when it comes to me making a decision.

Neil Garratt AM: We know that despite your book, you have not made a decision yet. Let me then come to road user charging. In

Sadiq Khan (Mayor of London): Sorry, which book, what is it called?

Neil Garratt AM: Can I turn to road user charging?

Sadiq Khan (Mayor of London): Breathe by Penguin.

Neil Garratt AM: I mean you have just said it was written by a Penguin, I have not said that. the road user charging element of this consultation, there is a fundamental change in the MTS that is about road user charging (RUC). Do you think Londoners are aware of that? Do you think you have engaged Londoners in a conversation? As far as I can see, you have spent the whole summer since March 2022 talking about ULEZ and air quality, but you have made no mention of RUC, and now you want to insert that into the document.

Sadiq Khan (Mayor of London): I think the Member misunderstands what the MTS is, and so let me be quite clear and explain. This is a policy foundation, which allows us at some stage in the future to look into proposals for an RUC scheme. As and when we decided to proceed with that, there would be a huge amount of engagement, a huge amount of consultation and work being done in advance. Nobody is suggesting, for example, that by August of next year [2023] there would be a smart RUC scheme in London. Nobody would expect that in a transport strategy.

Neil Garratt AM: No one is suggesting that - it is a straw man argument - but the MTS would now contain authorisation for you to work on RUC, which you have not really properly had a conversation with Londoners about. You would argue that you now have that authorisation in here. It is what we are being asked to vote on today, whether we would object to that happening?

Sadiq Khan (Mayor of London): No; the current MTS says that these schemes are kept under regular review. What we are saying in the revision is, we are using the opportunity provided by 24.1, in relation to the policy foundation, to move forward and ask Londoners for their views in relation to a smart RUC scheme. This is the first time Londoners have been asked -

Neil Garratt AM: Would there be another consultation specifically about that, about smart RUC, if it were to happen?

Sadiq Khan (Mayor of London): There would have to be.

Neil Garratt AM: Your view is, on the basis of this consultation, you do not have authorisation now from Londoners to proceed with that?

Sadiq Khan (Mayor of London): I think you are misunderstanding the MTS from the actual scheme that goes forward. If we decide at some stage in the future to have a smart RUC scheme, we would consult Londoners about that.

Neil Garratt AM: So why are you inserting it in the MTS right now, or why are you asking us to agree to insert it in there?

Sadiq Khan (Mayor of London): Because it is the parameters of the work we do going forward, and it is the policy foundation for the work to be done going forward. There could be an argument: why bother having –

Neil Garratt AM: Sorry, you are saying you cannot do research work on it unless it is in the MTS?

Sadiq Khan (Mayor of London): What we are saying is that there is no policy foundation for the work we are going to do.

Neil Garratt AM: "Policy foundation" is a vague term. Are you saying that TfL people cannot work on RUC work at all, unless this is in here?

Sadiq Khan (Mayor of London): No, we can, and we are. The issue is -

Neil Garratt AM: So, why does it need to be in here now? That is what I want to know. What does this enable to happen that cannot happen now?

Sadiq Khan (Mayor of London): A number of things. Firstly, we are asking Londoners their views on what they would like to see in a smart RUC scheme. We are using the opportunity provided by 24.1 to revise the MTS to be explicit, that at some stage in the future we would like to move to a smart -

Neil Garratt AM: Why does that need to be in here now, is my question?

Sadiq Khan (Mayor of London): Because it makes explicit the policy foundation in the MTS about the direction of travel.

Seb Dance (Deputy Mayor for Transport): Can I just -

Neil Garratt AM: Seb, sure.

Seb Dance (Deputy Mayor for Transport): In terms of the previous amendments to the MTS and, indeed, the process by which the MTS was devised: it is the case that there were proposals in the MTS for which a developed public consultation or conversation had not taken place, but on which a decision was then later made. It is about creating, as the Mayor says, the policy parameters in which that conversation can then be had; as the Mayor has said, there is a consultation specifically on RUC and determining what Londoners' views, at this stage of the game, are on any potential scheme. I am sorry, but it would not be correct to say that that conversation has not started, because it is an explicit part of that consultation.

Neil Garratt AM: Well, I think it would be correct. Since consultation started, the Mayor has put out 18019 press releases, of which 9 were about ULEZ since March 2022 - so that is more or less one every few weeks - and one of them, which is the one right back in March, mentioned RUC. This is why I am saying I do not think Londoners have really been prepared for that conversation. I do not think that conversation has been had, but I look forward to a future conversation about that. Thank you, Chair.

Dr Onkar Sahota AM (Chair): Thank you, Assembly Member. Next is Assembly Member Baker.

Elly Baker AM: Thank you, Chair. Good afternoon, Mr Mayor, Mr Deputy Mayor. I would like to talk about the transport impact of potential changes to the MTS. One of the proposed positive outcomes of the revision to the MTS is to combat traffic congestion, and I think that is an outcome that every Londoner, whether they drive or do not drive, would really, really welcome. The *Expanded Ultra Low Emission Zone - Six Month Report* says, "... there were 21,000 fewer vehicles seen in the zone on an average day ..." Mr Mayor, what impact would you expect an expanded London-wide ULEZ to have on vehicle numbers and on private car journeys/private vehicle journeys? Sorry, I do not know what the right terminology is now, but I think you know what I mean.

Sadiq Khan (Mayor of London): I think you are right. The good news is - put aside for a second the T-Charge in the central London ULEZ - when we expanded the ULEZ, from a month before expansion up until six months afterwards, we saw a 21,000 reduction in cars being used, a 44,000 reduction in diesel cars being used, and a 67,000 reduction in non-compliant vehicles being used. That is one of the reasons why we can talk about the massive improvements in air in that part of London, and also congestion being reduced, with fewer vehicles on the road, 21,000, as you suggest.

Let us work on the hypothetical basis that I decide to expand ULEZ in August 2023. The expectations are that, by the end of the year 2023, there would be 70,000 vehicles switching to compliance. That is not a reduction in cars; it deals with the issue of air quality. We see 44,000 fewer non-compliant cars seen in London, and we also see 46,000 non-compliant cars remaining. Those are the people who would obviously be paying the ULEZs, and there will be switches. We do expect to see a reduction in vehicles, we do expect to see a reduction in diesel vehicles, and we do expect to see a reduction in non-compliant vehicles as well.

Seb Dance (Deputy Mayor for Transport): In terms of overall vehicle reduction - vehicle - it will be 5%. That is the projection that TfL has. I should point out that, in the revision to the narrative on the MTS amendment, some updated figures were part of that revision, based on the six-month report into the effectiveness of ULEZ expansion to inner London. That showed that the number of vehicles that have been removed daily was far in excess of the initial projection. One can assume that the projection for outer London will be even greater than 5%, but as a 5% immediate reduction in traffic, that is quite an ambitious policy.

Elly Baker AM: Just to check - that is 5%? The 5% you are saying is 5% in cars being used each day, rather than cars existing. Is that right?

Seb Dance (Deputy Mayor for Transport): As in reduction in traffic, yes.

Elly Baker AM: Yes, thanks, Seb. I would like to follow this question up in a bit more detail, because I think this is a really crucial aspect of potential expansion that the MTS gives the opportunity to do. My view is that the transport impact is less clearly mapped out than the air quality impact, which I think is very, very clearly mapped out. When we had the Transport Committee meeting on ULEZ, we did ask about the journeys that were not being made in the existing expansion zone, whether those had swapped to different modes, and how

many of those were simply not being made. There were quite a large number of journeys that were simply the being made anymore. At that time, it was not clear what sort of journeys they were\; whether they were people who just, I do not know, did not go to the shop, or whether those were journeys that were quite vital, be they social or for other reasons. Do you have any sense of what drop in journeys, and what sort of journeys and people, were impacted by the ULEZ in that transport sense, and how an expanded, London-wide ULEZ might do that also?

Seb Dance (Deputy Mayor for Transport): Thank you. Yes, it is very difficult to identify what the cause of a reduction in the number of journeys is, particularly given the pandemic, and the difficulty in separating the impact of increasing working from home patterns and an overall reduction in journeys. What we have seen across the capital is an increase in journeys made in the locale that people live in, and they are predominantly by walking and cycling. We have seen a big increase in walking and cycling across the city already, and that is just because of the impact of the pandemic. The projection that TfL has is that there will be an increase – it is a small increase, but an increase nonetheless – of 1.9% in walking and 1.5% in cycling trips in outer London.

It might surprise people to know that the figure for London overall for unnecessary car journeys is incredibly high; however, of all the car/private vehicle journeys that are undertaken at the moment, 75% can be undertaken by foot or cycle, or the combined method, in under half an hour. As such, there are already a huge number of unnecessary car journeys that are taking place. If we remove the unnecessary car journeys, then it makes the necessary car journeys much easier. The necessary car journeys will always exist, but they exist more in outer London where there is less provision for public transport. ULEZ is not predominantly a revenue-raising scheme, but any revenue from ULEZ would then be able to be put back into expanding public transport networks in outer London. If you like, it is a bit of a self-fulfilling cycle.

Elly Baker AM: You seem to be saying two slightly different things there, which is that you cannot really track the reasons for journeys so much, but you can tell what an unnecessary or necessary journey is. I do not know exactly the methodology of this, and I would hope we would get it because it is something that we did enquire about from Transport Committee and, as we know, we have not had a response yet. Those 70% of unnecessary car journeys - 75%, I beg your pardon; well, maybe it is not 75% - saying they can be done in half an hour; does that mean that the person is mobile enough to do that - are they carrying anything? Now, I do not know any of this, but that really does make me a little bit nervous, and this is why I keep banging on on this. I really think we need to understand what the impact is on people's ability to travel, who is not able to travel as a result of the ULEZ expansion, and any future ULEZ expansion. It is in the MTS, so we should understand that.

Seb Dance (Deputy Mayor for Transport): You are absolutely right; I do not disagree. We are talking about different datasets; in terms of identifying where the drop in journeys has taken place, it is difficult with the data that is available to extrapolate what is as a result of the pandemic and shifting working patterns, and what other factors are. Of course, TfL will be looking at that, and will have data on that, which will presumably be part of the report that goes to the Mayor to determine what his decision will be on whether or not to expand ULEZ. That will be part of the data and considerations that TfL will present to the Mayor. It is not a question that that data does not exist; it is just that for the specific example you gave of the reduction.

Elly Baker AM: That is reassuring, but that is not what we were told before. Now I have run out of time. I did want to talk about RUC, because I thought no one would have, but actually people have. With a very, very short answer: would RUC give you more opportunity to target the sort of private vehicle journeys that we wanted to reduce, rather than the blunt instrument of the ULEZ?

Seb Dance (Deputy Mayor for Transport): Exactly that, and in many cases, it might even make it more convenient where there is no alternative to travel by car. Obviously, that will be the exception rather than the rule, but exactly that. It is much more sophisticated, but the technology, I am afraid, is not there yet.

Elly Baker AM: Thank you.

Dr Onkar Sahota AM (Chair): Thank you. Next is Assembly Member Best.

Emma Best AM: Thank you. I was really brought in by Assembly Member Baker's line of questioning there, and Assembly Member Unmesh Desai, actually, let Assembly Member Keith Prince finish earlier, so perhaps I will expand all that for her, though I had not planned to. That is the really important point, those lost journeys. A lot of the emails I get are about "I go and visit my Dad or my Mum/I do the shopping for my uncle every week, and I am not going to be able to afford to make that journey." How are you measuring that? I did not pick that up, and I think that is the biggest question that people are worried about.

Seb Dance (Deputy Mayor for Transport): We have to consider that the Mayor has committed that if he were to decide to expand the ULEZ zone, he would be committed as well to a scrappage scheme. It is not a question that there would not be support for those who are the least able to afford alternatives, and of course we -

Emma Best AM: Sorry, Seb. We are talking about there being lost journeys now.

Seb Dance (Deputy Mayor for Transport): Yes; as I said, the travel patterns across the city have changed for a whole variety of reasons, and I certainly do not have the direct attributable figures on whether that is as a result of any particular policy. We have seen a huge difference in travel patterns resulting from the pandemic, and so it is not possible to make that conclusion at the moment.

Emma Best AM: You do not think it is possible to conclude that when people have a non-compliant vehicle that they cannot change, that is inhibiting them making journeys?

Seb Dance (Deputy Mayor for Transport): No, of course it is possible to conclude that where people have a non-compliant vehicle, they might make a decision either to drive less, or, indeed, replace their vehicle or apply for the scrappage scheme, which existed for the initial expansion.

Emma Best AM: That appears, to me, to be a question that you should really have a firm answer on: how many lost journeys have there been because of this initial ULEZ? That is before we are even looking at an expansion into areas where we know the Public Transport Accessibility Level (PTAL) rates, the access to public transport, is going to get even worse as you go out into this zone four times bigger. If we do not have a hold on how many lost journeys are within this expansion, how are we going to tackle that on a much wider scale in an area where the public transport is much, much worse?

Seb Dance (Deputy Mayor for Transport): I do not have those figures here, but they --

Emma Best AM: I am saying it is a very important question.

Seb Dance (Deputy Mayor for Transport): Just because I do not have them here, does not mean they are not a key part of the report that TfL will put to the Mayor in advance of his decision.

Emma Best AM: My point to you, Seb, is that you should have them here.

Seb Dance (Deputy Mayor for Transport): By all means, I will take that feedback back, but I promise you this is not -

Emma Best AM: It is a bit late. We are voting today, are we not?

Seb Dance (Deputy Mayor for Transport): You are not voting on that; you are voting on the policy parameter on whether or not it is possible to afford the Mayor the ability to make a decision.

Emma Best AM: The question that I would like to ask you is: who do you think that the ULEZ charge is going to affect most?

Seb Dance (Deputy Mayor for Transport): Well, the --

Emma Best AM: The payment: who do you think will be paying it?

Seb Dance (Deputy Mayor for Transport): The people who will be paying it are those who will be driving non-ULEZ compliant vehicles.

Emma Best AM: Who do you imagine that those people will be?

Seb Dance (Deputy Mayor for Transport): Well, these vehicles are very old. In --

Emma Best AM: But, no, who will those people be? They are not vehicles. They are not old vehicles. That is not their identity. Who will these people be?

Seb Dance (Deputy Mayor for Transport): Sure; in any policy, you are going to have people who will end up paying more than they did before, and you will end with people paying less -

Emma Best AM: Who will those people be, Seb? Sorry, they are not a policy; they are not an old car - they are people. Who will they be?

Seb Dance (Deputy Mayor for Transport): I understand. You will have policy impacts that are both positive and negative, depending on the individual concerned. That is true of any policy. What we have to be clear about here is that we are talking a -

Emma Best AM: OK, you are finding it difficult to describe so I will put it to you in this way.

Seb Dance (Deputy Mayor for Transport): No.

Emma Best AM: Who is more likely to pay, a big business - I will not give them free advertising - having thousands of miles across the capital, making deliveries every day - or a small business running a small florist? Who is more likely to be affected?

Seb Dance (Deputy Mayor for Transport): Well, who is more likely to apply for any potential scrappage scheme?

Emma Best AM: Who is most likely to be affected by the ULEZ policy?

Seb Dance (Deputy Mayor for Transport): I will tell you who will be affected. It is the 340,000 --

Emma Best AM: Who is most likely to be affected by the ULEZ scheme of paying --

Seb Dance (Deputy Mayor for Transport): -- the 340,000 --

Emma Best AM: No, that is not the question. Seb, there is a question there.

Seb Dance (Deputy Mayor for Transport): I am giving you an answer.

Emma Best AM: Who is most likely to be affected; a big business making thousands of miles across the capital every day, or a small florist who has one little van? Who is going to be most affected by this policy in terms of making a payment?

Seb Dance (Deputy Mayor for Transport): If the previous scrappage scheme is anything to go by, then hopefully if there were a decision to expand the ULEZ, there would be another scrappage scheme, which the Mayor has committed himself to introduce.

Emma Best AM: You know there are people that did not get to apply for that scrappage scheme, you know that there are people that have not been able to scrap their vehicles, and you know the problems. Assembly Members Berry and Pidgeon, I think, actually touched on that earlier, how so many people that rely on this could not use it. In terms of households, who do you think would be most likely to have a noncompliant vehicle? Would that be a family on a high income, living in a wealthy neighbourhood with a lot of disposable income, or would it be a family on tight budgets, who do not have a lot of disposable income? Who is most likely to have a non-compliant vehicle?

Seb Dance (Deputy Mayor for Transport): The person most likely to have a vehicle is not in the lowest income bracket --

Emma Best AM: No, who is most likely to have a non-compliant vehicle?

Dr Onkar Sahota AM (Chair): Assembly Member Best, can you please allow the Deputy Mayor to answer? You have asked the question six times. The Deputy Mayor also has a right to answer and please give him the opportunity. He may not have the answer you like, but he has a right to give an answer.

Emma Best AM: If he is not going to answer the question that I am asking, then I do not need the answer.

Seb Dance (Deputy Mayor for Transport): With respect, I think I am answering the question.

Dr Onkar Sahota AM (Chair): I think he is, so give him the opportunity.

Emma Best AM: OK - Seb, I will say this. I will say this really gently, and really slowly. Who is most likely to have a non-compliant vehicle?

Seb Dance (Deputy Mayor for Transport): The lowest income families are least likely to own a vehicle and yet everybody is affected by the air that we breathe.

Emma Best AM: So, you cannot answer the question. Thanks, Seb.

Seb Dance (Deputy Mayor for Transport): No, and just to clarify, the quality impact assessment will have all of that specific information in it, and that will go to the Mayor.

Emma Best AM: You cannot answer the question because you know that it is targeting the poorest Londoners.

Dr Onkar Sahota AM (Chair): Assembly Member Best, this is an answer and question session. This is not a sort of pushing the witness into a box to give the answer you want. Now he has answered the question, and we have heard the answer; let us leave it alone, and let us go to the next person. Next is Assembly Member Duvall.

Len Duvall AM: Thank you, Chair. If we can go back to the evidence base for this revision; in September 2021 - and this is to the Mayor - the WHO produced an updated quality guidance. What impact have these issues, of the updated guidance, had on your decision to revise the Strategy?

Sadiq Khan (Mayor of London): Yes, thanks for your question. Earlier on, Caroline Pidgeon [MBE AM] was rightly asking about things she put to me in 2017, foreseeing the revision to the MTS five years in advance. One of the things that has changed is that the WHO tightened its guidelines. We have one of its ambassadors watching this conversation taking place this afternoon: Rosamund Kissi-Debrah is in the Chamber. Firstly, there are no safe levels of particulate matter or NO₂, but what the WHO did was, it said that the limits it recommends for NO₂, for example, is 10 micrograms per cubic metre. That is what it recommends, and then it did a recommendation for an interim recommendation for NO₂, which is 20 micrograms per cubic metre. What should worry us is that all of the top ten boroughs in London with the worst air, all of them exceed the interim 20 micrograms per cubic metre recommendation in September 2021. They are all in outer London, and all in excess of these limits. Those same ten boroughs in outer London also have the largest number of premature deaths.

To answer the question on the impact of the policies that Seb was trying to answer, the impact's on those families. Those bereaved families: there will be fewer of those. Those parts of London which have the worst quality air: there will hopefully be less bad air. Most of them do not own a car, but some of them do. If you are driving the vehicle of a florist that is non-compliant, you are breathing in poison, and you are also churning out poison for other children to breathe in, and for other people to breathe in. A child walking to school is not able to defend itself from this; they are not driving a vehicle, and they are not a florist. Who speaks for them? I will tell you who does: this Mayor, and this Deputy Mayor.

Len Duvall AM: Can you just remind us what those ten boroughs are?

Sadiq Khan (Mayor of London): Yes, we have a table of those ten boroughs with the worst quality air, and this is in order of largest number of premature deaths a year. Bromley has 204 deaths a year attributable to air pollution; Barnet, 201 deaths a year - these are 201 bereaved families by the way; Croydon, 196; Havering, 178; Ealing, 165 deaths a year; Enfield, 164 deaths a year; Bexley, 162 deaths a year; Hillingdon, 155 deaths a year; Brent, 149 deaths a year; and Redbridge, 142 deaths a year. It cannot be a coincidence that the top ten boroughs with the largest number of deaths are those parts of London that do not currently have a ULEZ. It cannot be a coincidence that the improvements in air quality you are seeing in central London and inner

London, are far greater than any improvements in outer London. Those numbers, I suspect, will be some $\frac{425}{100}$ the things that go into the report that comes to me in the next few weeks.

Here is the point. What you are discussing today is not whether I expand the ULEZ or not; what you are discussing today is a revision to the policy foundation in the MTS to give permission at a future date to widen the ULEZs for the reasons you have said: air pollution - park for a second climate change and congestion that have been raised by Assembly Member Baker, and by other colleagues - and to make progress also in a smart RUC scheme; this is revising the MTS. If you are voting against revising the MTS, you are voting against some of the benefits of health that I have just talked about.

Len Duvall AM: With that evidence base, it is not only you looking at that evidence; Government must be looking at that evidence. Despite some of the mood music at election times, what is the Government's real attitude towards low emission zones? In your conversations with them over the years, what have they been saying to you?

Sadiq Khan (Mayor of London): Let me be frank. Government Ministers in Cabinet and outside have been saying, "We wish other parts of the country were as bold as you." They are saying, "Listen, because of your progress we may not be in breach of the law anymore." They are saying, "Frankly speaking, we will not meet the targets we have without you making further progress." Let us also accept that 70% of carbon emissions around the world are caused by cities, and that brings with it a responsibility to do far more, but it goes to a point I think Caroline was raising about us being a leader. We want to lead the way, and what is disappointing is that the Government says these things in private. What it should also be doing is showing support in public, support financially towards a scrappage scheme, support in relation to the policy and powers we need. Peter Fortune asked some really good guestions this morning about heat pumps. We want to work with the Government on collaboration around that as well, because in the Element Energy report I published, transport is one part of it. I only have power over a third; we need the Government's support over the other two-thirds as well. In my view, that is the future of our city and our country post-Brexit: high-paid, high-skilled, good jobs, technology, and things we can export.

Len Duvall AM: Thank you.

Dr Onkar Sahota AM (Chair): You said that Assembly Member Peter Fortune asked good questions this morning, and it is over to Assembly Member Fortune now.

Peter Fortune AM: Seb, I am really interested in data, and I really like to do an analysis of the facts we have. When you were talking earlier about the attributable premature deaths, was it the Imperial College report you were referring to?

Seb Dance (Deputy Mayor for Transport): Yes; the 4,000 premature deaths across London.

Peter Fortune AM: I went to speak to them about it or we got to speak to them about it, and what I found odd about that data - and I just wondered if you had reflected on this - is they did not put in any weighting about age, and they did not account for some of those boroughs having older populations. I am no doctor, but I believe that older people die more than younger people, and so that is going to have an impact on those figures. What is interesting as well is it took no account for care homes, and you get a lot of care homes in outer London. You have people moving into a borough such as Bromley for the last sort of two years of their life, and those deaths are being counted as attributable as a result of the study that Imperial College put forward. Is that right?

Seb Dance (Deputy Mayor for Transport): No, that is not. The study is looking at premature deaths as deaths that would not have occurred had air quality not been a factor.

Peter Fortune AM: Is it not taking account for the age?

Seb Dance (Deputy Mayor for Transport): It is. Correct me if I am wrong, but are you relying on an analysis from Dr Marc Stettle by any chance?

Peter Fortune AM: No, no, no. Is that the YouTube thing? No, I went and looked at the data and we spoke to Imperial College about it. I followed up because there was inadequate data.

Seb Dance (Deputy Mayor for Transport): No, the data is robust. It is conducted over a long period, not just an eight-week initial period, which is what some of the criticism of it has been based on. It is solely focused on premature deaths.

Peter Fortune AM: Just to be very clear: you believe there is weighting for age?

Seb Dance (Deputy Mayor for Transport): Age is clearly a factor, because that is one of the reasons why premature deaths are much greater in outer London - because of a greater proportion of older people.

Peter Fortune AM: Because there are more older people there as well - that is what I am driving at.

Seb Dance (Deputy Mayor for Transport): Let us be very clear. They are dying prematurely.

Peter Fortune AM: I am trying to get clarity on the data; it was just a challenge for my understanding. Just going back to the consultation that we are talking about: have you been briefed on the contents, or the results of that consultation?

Seb Dance (Deputy Mayor for Transport): Are you referring to the consultation on the ULEZ expansion?

Peter Fortune AM: Yes.

Seb Dance (Deputy Mayor for Transport): No, I have not been briefed on the contents of that. The report will be submitted to the Mayor later, but I have not seen it.

Peter Fortune AM: As Deputy Mayor, you have not seen those results, and you have not asked anybody about those results?

Seb Dance (Deputy Mayor for Transport): I have not seen the report, no. As far as I am aware, it is not ready yet.

Peter Fortune AM: You would not have been able to brief the Mayor on those results?

Seb Dance (Deputy Mayor for Transport): Absolutely not.

Peter Fortune AM: Mr Mayor, you said again today that you had not seen the results from this morning. On 13 October 2022, I think I asked you about 18 times if you had seen them, and you robustly said that you had not, so I may as well make it a clear 20, just to ask you again. Have you seen those results at all?

Sadiq Khan (Mayor of London): No, and I have still not seen the YouGov polling that was referred to this morning. I apologise, I have been busy; I will also look at that that somebody referred to this morning.

Peter Fortune AM: Do either of you recall a mayoral briefing in late September that would have come to you, talking about the triple threat, among other things? Would you recall that mayoral briefing?

Seb Dance (Deputy Mayor for Transport): Apologies; I have had many mayoral briefings on the triple threat and I am not sure what you are referring to.

Peter Fortune AM: I am thinking about the contents of the report that was sent to you on 28 September 2022. Do you remember the contents of it?

Seb Dance (Deputy Mayor for Transport): I would have to get back to you on that as I have no idea what report you are referring to. Obviously, we have a lot of discussions about the triple threats, air quality, congestion and climate change.

Peter Fortune AM: And other things of course. OK, this is information that we are going to get at some point as a result of the Freedom of Information (FOI) requests, so we will see what was in it.

Seb Dance (Deputy Mayor for Transport): Of course.

Peter Fortune AM: Seb, have you started any work on marketing for the decision for the ULEZ?

Seb Dance (Deputy Mayor for Transport): No, I have certainly not done any marketing work on a decision that has not been taken yet.

Peter Fortune AM: There are no meetings booked, or anything to talk about it at all before taking a decision?

Seb Dance (Deputy Mayor for Transport): Not as far as I am aware, but I would be happy to check my diary for any meetings on ULEZ. There is certainly nothing at the basis of a decision which, as I say, has not been made yet.

Peter Fortune AM: Once you have seen the report, how long do you think it will take you to make a decision? Or, Mr Mayor, sorry - to you. Mr Mayor, how long will it take you to make a decision?

Sadiq Khan (Mayor of London): I want to do it as quickly as I can, it just depends how detailed the report is. In the past, I have had reports which are quite straightforward; you read the report and you make a decision pretty quickly. I suspect this will be a detailed, long report, from what you are saying about the numbers who have responded - you mentioned *The Telegraph* article before. I am hoping I can do it speedily, but I do not want to give you a time in case I cannot meet it. It is proper that I give it the attention it deserves, and that could be some time, but I simply do not know.

Peter Fortune AM: Thank you very much for your time.

Dr Onkar Sahota AM (Chair): Thank you. Next is Assembly Member Hirani.

Krupesh Hirani AM: Thank you, Chair. This is to the Mayor of London, Sadiq Khan. What health benefits have been achieved by expanding ULEZ to the North and South Circular Roads so far?

Sadiq Khan (Mayor of London): Thanks for your question. I will bring in Seb shortly to give you some more flesh to the bones, but one of the things that we have seen is a reduction in numbers of respiratory issues. We can give you more details shortly, and I am giving Seb a chance to give you that. In terms of the number of admissions to hospitals and so forth, we have published today - and I mentioned this in my opening statement at Mayor's Question Time (MQT) - some research in relation to hospital admissions. Actually, as awful as the pandemic was, it gives us a good way to benchmark what is possible when the air is clean, because you can compare those months when the air was clean versus afterwards. There was a period of time where there was not a single death of a child linked with air pollution. It is a horrible thing to talk about in this context, but it is a good benchmark for us. We have got those numbers in terms of the benefits in health terms.

The other thing just to reassure you that we have done is, as part of the Breathe London initiative, we have made sure that the air quality monitors are around health centres. When, for example, I tell you that one of the air quality monitors we have is in the Princess Royal University Hospital in Bromley, we know that the air quality there is breaching the WHO guidelines. We have air quality monitors around schools and stuff, and so we are deliberately having monitors in areas where we know vulnerable people may be, and we have seen benefits in relation to central and inner London that we are not seeing in outer.

Krupesh Hirani AM: Thank you. Does Seb want to come in on that?

Seb Dance (Deputy Mayor for Transport): Yes, thank you. In terms of analysing the impact of the ULEZ expansion to inner London, the ULEZ six-month report has some very clear figures on what it has achieved in terms of reducing NO₂ concentrations alongside roads in inner London - down by 20%. In central London, NO₂ concentrations overall are estimated to be some 44% below what they were. The decrease in concentration close to roads has also been much more pronounced and, of course, we know that the most deprived areas of London have a propensity to be located near busy and polluting roads. All monitoring sites on both sides of the boundary of the expanded zone have seen reductions in NO₂ concentrations, with an estimated 17 to 24% reduction in pollution. There are 67,000 fewer polluting vehicles in the zone on an average day, compared to the weeks before the ULEZ expanded and, as has been said already, a reduction of 21,000 vehicles on any average day. Overall, nearly 94% of vehicles seen operating across that expanded zone now comply with ULEZ.

In terms of the health impact, we know the cost of inaction, and we know that reducing these NO_2 concentrations and particulate matter concentrations, are incredibly important. One of the things – and it just refers to the point that was made earlier about there not being any impact of a potential expansion of the ULEZ – is that the potential exists for an additional 340,000 people to be brought under those WHO interim targets. ULEZ is clearly working in inner London.

Krupesh Hirani AM: Thank you, and that is reassuring to hear. For me, this is deeply personal as well. I live around 200 metres away from the North Circular Road, inside the ULEZ zone. It is comforting to hear that my daughter will be breathing cleaner air today than I did growing up as a result of the expansion currently to the North and South Circular Roads. You mentioned the six months-on report, Seb – is there any work happening in terms of the expansion and the impact 12 months on?

Seb Dance (Deputy Mayor for Transport): Yes, there is; that data is being worked on now, and there work as well on assessing the discrepancy between the increase in air quality in inner London and the much slower increasing quality of air in outer London. Of course, that is also part of the work that TfL is doing in the composition of its report.

Krupesh Hirani AM: Thank you.

Dr Onkar Sahota AM (Chair): Thank you. Next is Assembly Member Keith Prince.

Keith Prince AM: Thank you, Chair. Mr Mayor, I just want to try to develop a bit more the point that Assembly Member Baker was making, which I thought was a good point about essential journeys. You may recall, Mr Mayor - or do you recall - that at the last People's Question Time (PQT) there was a young lady who stood up, who was a teacher. She turned out to be one of my residents and she -

Len Duvall AM: Sorry, was she one of your ex-councillors?

Keith Prince AM: No, I think you will find that she probably voted for the Mayor.

Keith Prince AM: The only councillor to speak – the only councillor to speak at that event, I believe, was a Labour councillor.

Len Duvall AM: No.

Keith Prince AM: Do your homework, Len.

Len Duvall AM: Not true.

Keith Prince AM: Bearing all that in mind, she has a 2014 diesel car - I will not name her now that I have identified which way she may have gone - she is a teacher, as she explained at the meeting, and I met with her the other day. She is extremely worried that she will not be able to perform her work to the best of her ability because she has to move books to and from school. I just wonder whether you could give her some reassurance, Mr Mayor? I know that this is a strategic document and therefore it would not go into detail, but she is very concerned about whether or not there would be a scrappage scheme. Her car is not that old because it is from 2014. What sort of reassurance can you give my resident in that - and all my residents in general - if you are to adopt this, and if you are to, later on this year, decide that you will expand the ULEZ zone?

Sadiq Khan (Mayor of London): Thank you for that question. Just to follow up your point about the teacher, I am told she may be the only person who asked a question who was not a Tory councillor who lost their seat in the elections last May 2022. So it would be good to -

Keith Prince AM: Well, as I explained, Mr Mayor, I am quite happy to have a little bit of banter with you.

Sadiq Khan (Mayor of London): That is good to hear, but -

Keith Prince AM: As I explained to you, the only councillor that was called was a Labour councillor, so -

Sadiq Khan (Mayor of London): We are talking about Tory councillors who lost their seat. There were not many Labour councillors who lost their seat last May 2022; we won them. Let us talk about -

Dr Onkar Sahota AM (Chair): Mr Mayor, can you answer the question?

Sadiq Khan (Mayor of London): - let us talk about the issue. I would want her to know that in] Redbridge and Havering, which is the area you represent, we have a number of air quality monitors. One of them is at Scotts Primary School. I am sure you know the school, and she would be interested to hear this, bearing in mind her passion for teaching and children. What the Scotts Primary School air quality monitor shows us is 31.7 micrograms [NO₂] per cubic metre. When you bear in mind that the WHO limit is 10 micrograms per cubic metre, I want her know that outside Scotts Primary School it is 31.7 micrograms per cubic metre. I also want her to know that, outside Oakdale Junior School in Redbridge, the average NO₂ is 28.1 micrograms per cubic metre. I remind you that the WHO recommends 10 micrograms per cubic metre, so the very children she is teaching are breathing in poison. I want her to know in a polite, courteous way, that she may inadvertently, by driving a polluting vehicle, be making that poison worse. It is really important that we understand there are consequences of driving a vehicle that is churning out poison.

What I would want her to do is understand why we are considering this policy, and I would want her to understand the benefits this policy has brought to central/inner London. There are also hardworking teachers there, and also incredibly hardworking teachers all over London, who have had to make tough choices as a consequence of decisions taken by City Hall. However, I am quite clear that in terms of the policy foundation you are discussing today, there are three challenges we are addressing: air pollution, climate change and congestion. As the Deputy Mayor said, there will be lots and lots and lots of people who benefit from this policy, but I accept there will be some who will have disbenefits, and that teacher may be one of those who has a disbenefit.

Keith Prince AM: I am not arguing against what you have said, Mr Mayor, but what reassurance can you give her, and other essential workers, as to what you will try to do to mitigate their circumstances?

Sadiq Khan (Mayor of London): One of the things I continue to lobby the Government on – and Siân Berry gently lobbied me to do more – is for their support. It gives support to cities around the country in relation to clean air zones and scrappage schemes. The more support it gives us, the more support we can give people like the teacher you mentioned and other essential workers. The funding deal as a consequence of COVID was even more unfair than the previous funding deal. There is no point privately telling me how wonderful our policies are if, publicly, you are not giving us the support we need. That teacher would benefit from a pay rise as well; a pay rise commensurate with inflation, rather than the 12 years of cuts she has seen in real terms because the pay rise of teachers is below inflation.

Keith Prince AM: But that is not within your remit to do that, is it? It is in your remit to set a good scrappage scheme and one that recognises the needs of essential workers, Mr Mayor, is it not? That is not being political.

Sadiq Khan (Mayor of London): Well, that is the point I am making. The more support we get from the Government, the more support we could give to essential workers.

Keith Prince AM: It is still within your remit. You will be bringing in millions of pounds from the scrappage scheme and it is still within your remit to set aside a scheme that recognises the needs of essential workers and benefits essential workers, Mr Mayor.

Sadiq Khan (Mayor of London): One of the points that the paper sets out in the preamble is that one 43 1 the benefits of the scheme is that the NHS saves £10.1 billion. Of that £10.1 billion, some of that could be used in a scrappage scheme. If congestions are reduced to the amounts that we said could be done, that saves businesses £5.1 billion. There are savings to be made in relation to this, but let me be quite clear - the purpose of this policy is not to raise revenues for TfL. It is to address the issues, the triple challenges of air pollution, climate change and congestion.

Keith Prince AM: I am going to leave it there, but you have an opportunity to say that you would bring forward a scheme that definitely benefits and advantages essential workers and I find it hard to understand why you would not want to even give that consideration.

Dr Onkar Sahota AM (Chair): Thank you, Assembly Member Prince. Next is Assembly Member Ahmad.

Marina Ahmad AM: Thank you, Chair, and my question is to you, Mr Mayor. As you know, ULEZ-compliant vehicles were available from 2005, 17 years ago. If you do decide to expand the ULEZ, what impact will it have on small businesses that have vehicles that are at least 18/19 years old, and what are the mitigations that you will be putting in place?

Sadiq Khan (Mayor of London): Thank you for your question. I listened with interest to the exchange between Seb Dance and Assembly Member Best in relation to who benefits: big businesses, driving around London, or a small businessperson, whether they are a florist or something else. I have not made a decision on the expansion, but what my record shows in relation to the scrappage scheme for central London and inner London is that with zero support from the Government, we managed to have a scrappage scheme that helped small businesses, that supported micro businesses, that supported charities and that supported families on benefits. Let me wait and see what the report from TfL says in relation to the concerns those groups have.

I am a firm believer in helping those who need the most support and that is one of the reasons why I lobbied the Government in advance of today for support for those small businesses in the Autumn Statement. I have not seen the Autumn Statement yet - I have been distracted - but I am hoping there is support there for those small businesses. But as you have said, you can have a ULEZ-compliant vehicle if it is petrol 2005 onwards, and if it is diesel 2015 onwards. The scheme that was consulted on was to bring in an expanded ULEZ in August 2023. If my maths is right, that is 18 years from 2005, and eight years from 2015, so I am hoping that there are fewer people affected than otherwise would be the case.

The good news is that when I first announced this scheme in 2017 - again there was opposition from one political party here - there were 39% compliant vehicles in our city, 39% within the zone. That is now at 94% compliant vehicles within the zone. Outside the zone, it is now 85%. On the borders of any expansion, it is now 90%. What is the moral of that story? People have changed their behaviour. That is leading to the improved air that Krupesh Hirani was talking about; that is personal to him, and personal to Londoners. These are people that we are talking about.

Marina Ahmad AM: Thank you, Mr Mayor. Could you just explain whether retrofitting will form a crucial part of any new scrappage scheme, if it comes into being?

Sadiq Khan (Mayor of London): I have not made a decision in relation to the scheme being expanded or a scrappage scheme, but you, Léonie Cooper, Caroline Pigeon, on other occasions, and one or two other Members, had been asking in MQT, as is perfectly proper, about lessons learned. One of the points that a number of you have made was about the public transport credits, the retrofit, and -- I would hope, although I

have not seen the report yet, TfL would be cognisant of - if the recommendation is to proceed and if I decide to proceed, and if we are able to have a scrappage scheme -- that we do not simply use the scheme that may have been used in the past, but you can tweak and improve a previous scrappage scheme.

I have to explain the context though - the context is zero money from the Government. The context is a funding deal that is less good now than it was in 2015. The context is that it appears an awful autumn budget with Austerity 2.0. If every pound I spend on a scrappage scheme is a pound less spent elsewhere, it is really important that we have that grown-up conversation in relation to all our policies.

Marina Ahmad AM: Thank you, and thank you for explaining the context. Thank you, Chair.

Dr Onkar Sahota AM (Chair): Thank you. Next is Assembly Member Sheikh.

Sakina Sheikh AM: Thank you, Chair. Building on the conversation that we are just finishing off with Assembly Member Marina Ahmad about the scrappage scheme. I thought it would be worth, given that we have had a back and forth and were looking for lessons learned, drilling down a little bit more into the review of the London-wide ULEZ Integrated Impact Assessment. In front of me it says: "TfL is reviewing the effectiveness of the previous ULEZ scrappage scheme that enabled over 15,000 polluting vehicles to be removed from London's roads to inform the development of any future scheme." It would be great to have a summary so far of what you think those lessons learned are, and what the review shows.

Sadiq Khan (Mayor of London): What is even greater than the summary is if I could ask Seb Dance to do it; the joy of having the Deputy Mayor here.

Sakina Sheikh AM: Yes, go for it, sir.

Seb Dance (Deputy Mayor for Transport): Yes, absolutely. The scrappage scheme, as you say, £61 million for the previous scheme, which removed 15,200 polluting vehicles. As you have heard from the Mayor, the scope of any future scheme would obviously depend on whether or not we can secure support from Government is one of the factors. The scale of that is something that will be dependent on some of the work that TfL is doing, again, for the report that will be submitted to the Mayor. A potential view on what a scrappage scheme could look like is another separate piece of work that will be going to the Mayor very shortly.

We should remark on the fact that other parts of the country have had support for similar schemes. It does not make much sense for the Government to deny that support for London. I am not sure what the rationale would be for excluding London from the same levels of support that have been provided for other parts of the country. It would not just benefit the capital, but it would have a national impact as well. It would be much better if the Government took a holistic approach to the support that it provides, and then we could provide an ambitious scheme that would work for everyone.

Sakina Sheikh AM: I also do not understand the rationale. I wonder, Mr Mayor, if you might have some insight into it? In March 2022, we asked the Government for £180 million over three years to support the scrappage scheme, because we are incredibly invested if there is an expansion of ULEZ to ensure that no one falls through the gap, which is why we had a substantial scrappage scheme last time. That is also why any attempt to have a future scrappage scheme, if we did go ahead with it, would be bulked up and muscled. Why is it, do you think, that the Government is not willing to put money on the table to ensure people do not fall through the gap?

Sadiq Khan (Mayor of London): I am not sure about bulked up and muscled. Me or the scheme, but we will cross that bridge when it comes to it. The Clean Air Zones around the country, in my view, are not as ambitious as our ULEZ, yet there is support from the Government.

Sakina Sheikh AM: Precisely.

Sadiq Khan (Mayor of London): We were hoping with the change of Prime Minister, albeit the same party, there would be less of an anti-London animus from the Government. One of the benefits, probably the only benefit, of [The Rt Hon] Liz Truss' [MP, former Prime Minister of the United Kingdom] premiership, was that she was talking less anti-London in those 44 days of the Truss administration. I am hoping that Rishi Sunak understands the importance of our city in relation to the policies they care about for growth, productivity and so forth.

Also, it is the point that I made earlier on: the better the air in London, the less the cost to the NHS. The less congestion on our roads, the more productive our businesses can be, florists or otherwise. I do not quite understand why they would say no. As Seb said, we will have the conversation with the Government again now they have a new Transport Secretary and a new Chancellor, and hope we will have a more receptive reception this time.

Sakina Sheikh AM: Fingers crossed. Quoting the £10.1 billion savings for the NHS from cleaning up London's air would be pertinent. I will just finish on the last question: for some disabled Londoners, private cars are vital for them to travel around London. What considerations are giving to exemptions for these Londoners if the scrappage scheme and the ULEZ expansion were to go ahead?

Sadiq Khan (Mayor of London): Again, I would hope that any report that I receive in relation to this, if there is a recommendation and I agree with it to expand ULEZ, would look into this issue. Just in relation to my record on this, as Seb said, the scrappage scheme we had for Central and Inner London, there was money for disabled Londoners, which is really important. That is my record. Let us wait and see what TfL's report analysis says and what their recommendation is. I can understand the importance of some Londoners being able to use a vehicle which may currently be non-compliant.

Sakina Sheikh AM: I look forward to you building on that record, Mr Mayor, thank you.

Dr Onkar Sahota AM (Chair): Thank you. Next is Assembly Member Duvall:

Len Duvall AM: Thank you very much, Chair. In your policies, you have brought about a reduction of $PM_{2.5}$ - so those living within the central ULEZ zone. Have similar benefits been experienced as a result of the expanded ULEZ?

Sadiq Khan (Mayor of London): Yes; let me touch on those figures. Independent experts have said they have never seen a single policy having such an impact on improving the air anywhere in the world, which is really important. These are independent health experts who say that. For the original ULEZ in Central London, we saw a reduction in NO₂ of 44%, PM_{2.5} 15%, carbon dioxide 6%. In the expansion to the North Circular and South Circular - we have pocketed that - we saw a 29% reduction roadside of PM_{2.5}. You have 15% reduction in Central London, expansion 29% reduction in PM_{2.5} roadside, 20% reduction in NO₂ concentrations. Again, pocket the 44% I mentioned as well. We will know at the end of 12 months, as somebody asked, the situation with carbon dioxide.

We know from the evidence that ULEZ in Central London has huge benefits and reduction in toxic air, and the expansion will have huge benefits in toxic air. I suspect that one of the things the report, that I will receive in due course, will tell me, is the benefits should be expanded London-wide. Do not forget, London-wide are already receiving some benefits. If you live in Outer London and drive your car in Central London, you have improved your car. The problem is the reductions in bad air in Outer London are not as good as the reductions in Central and Inner London.

That is why it is really important to recognise the importance of not only addressing the issues of the vehicles that are currently in London, but also if, for example, we were to have all of London as a ULEZ, those who travel in if they want to bring in poison will have to pay for that.

Len Duvall AM: Is that why the opponents of it, primarily the Conservative Members - I am not sure if ordinary Conservative members are the same - try to rubbish that this will have a small impact and these reductions are small, particularly around PM_{2.5}; that you are dealing with smaller numbers here and it is minimal change. However, this is the killer - this is what causes dementia. Can you paint me some pictures here of what the impact of even these small amounts in our environment is doing to people if it remains unchecked?

Sadiq Khan (Mayor of London): You use the word "killer" - it is a killer. We are talking about an invisible killer. It is the same conversation that previous generations of politicians had in the 1950s around smog, but you could see the smog though. You could not walk more than a metre because of the smog in the 1950s. In the 1950s, there was also a vested interest against what our brave politicians were doing with the Clean Air Act. Similarly, with the Tobacco Tax in 1993, there were people with vested interest saying: "Why are you having a tax on cigarettes? Poor people will suffer, because the only joy poor people have is tobacco. It is regressive by putting tax on tobacco."

The Congestion Charge in 2003 - you will remember, you were here, many of us were not. There were some people against the Congestion Charge in 2003. The personalities may have changed, but they are sitting the same place: the Conservative Group. Again, they have the same arguments and vested interests. The Congestion Charge reduced congestion and improved air quality. It was a big, big policy for its time. The Sugar Tax, to give George Osborne credit, within his own party, had vested interest saying how bad the Sugar Tax was. It brought about huge benefits in relation to, in particular, poorer Londoners.

There are examples of vested interest being against progressive policies. What they used to say with climate change, which is relevant as one of our triple challenges, you will remember 20 years ago they said: "Climate change does not exist. We deny that it exists." Because the science is unarguable now, they do not say it does not exist; instead, they are delaying action. With air pollution the same thing is happening. You have a group of politicians and leaders wanting action now, and a group of politicians who cannot say: "Air pollution does not exist," because of Rosamund [Adoo-Kissi-Debrah. They have seen photographs of Ella. It does exist, clearly. They are kicking the can down the road arguing concentration levels in area A, page 32, paragraph 2.2 in a report to argue their points.

The evidence is unequivocal. That is why it is really important for the policy foundation in revision 4.1 to be amended, to enable either this Mayor or a future Mayor to look into Smart RUC or expanding ULEZ.

Len Duvall AM: We know low emission zones work. They are proven, despite what a small number would say. Can we concentrate then on the nitrate oxide level issues around that? What would change in those levels if you did expand to the outer zone? What would be the estimated impact, do we know?

Sadiq Khan (Mayor of London): I last did Chemistry at A Level, but I get confused with nitric oxide and nitrogen dioxide, so I am going to ask Seb to step in.

Seb Dance (Deputy Mayor for Transport): It is the difference between laughing gas and not. The reduction in NOx levels would bring 340,000 people under the WHO interim target, which we must remember is less than the legal target. It is a guideline we should work towards, but actually go much further. That is the population of Reading or, in a London context, the London borough of Ealing, being moved into a much cleaner, much safer concentration of NO₂. It is still too high, but much safer than it is at present.

Len Duvall AM: Thank you.

Dr Onkar Sahota AM (Chair): Thank you, Assembly Member Duvall. Next is Assembly Member Clarke.

Anne Clarke AM: Thank you, Chair. Good afternoon, Mr Mayor and Mr Deputy Mayor. It gives me absolutely no joy that one of the boroughs we have talked a lot about today has the second highest rate of premature deaths attributable to poor air quality. That is simply unacceptable. It is the borough where I live, and one of the boroughs I represent. When people think of Barnet as being a green and leafy borough, there are on average 204 people who have lost their lives every year owing to poor air quality. Until the change of administration in May in Barnet, the council had not even acknowledged that we had a climate emergency, and there was certainly no plan to address the climate challenges that we face today.

One of the schools that was in the document that Boris Johnson hid as Mayor was talking about air quality around schools. One of the schools is right down the street from me, and that is now just inside the ULEZ. I am wondering how many more schools would be in compliance with the WHO's Air Quality Guidance, and how many more children could be breathing cleaner, air if you were to go ahead with expanding the ULEZ?

Sadiq Khan (Mayor of London): Thank you for your questions. I know it is personal to you. Let me give you an example of why it is so serious. You represent two boroughs - one is in Outer London mainly, and one is in Central and Inner London. Barnet, with no ULEZ, is number two in the league table of most deaths a year - 201 premature deaths a year. The second borough you represent is within the ULEZ; it is not in the top 5, not in the top 10, but is number 23. The poverty in Camden versus the lack of poverty compared and contrasted, speaking in general terms, in Barnet.

The evidence is clear that there are more deaths in Barnet than in Camden. Some would argue it could be put down to age. Age is clearly a factor: more older people live in Outer London. However, you cannot escape the fact that the number of premature deaths are greater attributable to elsewhere in Outer London. If you believe in a policy that deals with health issues as well as environment issues, congestion issues, and climate change, then you have to support ULEZ. The question you raised in relation to children is really important. I looked at the numbers for Barnet: on average, it is about 30 mg/m³. Remember what WHO said? 10 mg/m³.

Do you know where I get my figures from? An air quality monitor in Wessex Gardens Primary School read 28.3 mg/m^3 . The second monitor is - guess where? It is in the Martin Primary School playground, which read 30.5 mg/m^3 . As you will know, many of the playgrounds in our city, for historical reasons, are next to main roads. There are poisonous vehicles being driven next to those playgrounds. That is why it is so important to give us the policy foundation to look into policy to address the triple challenges: air pollution, life or death; climate change, life or death; and congestion; £5.1 billion to our economy per year. All three are important.

Anne Clarke AM: Thank you for your answer. I do know both of those schools well - Wessex Gardens was in the first council ward I served. They are right alongside the Hampden Way, which is heavily congested and heavily polluted. There is some good work going on there. The air quality monitor is certainly helpful to reflect on that. When we talk about these schools, there seems to be some idea that age is a factor. Barnet does have a significant number of care homes and older people. However, it is important to reflect that poor air quality affects them too. It is not somehow death becomes you because you are older. If these people are still dying prematurely because of poor quality air and having a reduced quality of life because of poor air, that is not good enough. I want to thank you for your work on that. I am also wondering, in terms of poverty, do we have any indication on the impact better air quality would have on poorest Londoners?

Sadiq Khan (Mayor of London): Thank you for your question. You are absolutely right and have hit the nail on the head: there is no safe level of dangerous pollutant in the air. Our goal and our aim must be to reduce it as much as possible. It is not good enough to say that only one section of society is impacted by poor air, as we know because we have Rosamund with us. We know it is not one demographic. It affects everybody, young and old. When it comes to the poorest Londoners, we also know that people in the lowest income groups are more likely to live in areas that are worse for air quality, be they by main roads, or be they in areas where the mitigations are less available, and also that the poorest Londoners are less likely to own vehicles.

There is an equity point here, that people who have no ability to do anything to ameliorate the situation are themselves subject to the worst concentrations of poor air, particulate matter and NOx emissions that are damaging their health day in and day out. This is an equity issue. You are right to point out that this is not an issue that effects just one demographic; it affects everybody, but it affects some people much more disproportionately as a result of factors over which they have no control.

Anne Clarke AM: Thank you so much for that. Thank you, Chair.

Dr Onkar Sahota AM (Chair): Thank you. Now, Assembly Member Hall.

Susan Hall AM: Thank you, Chairman. Mr Mayor, this revision to the MTS is being regarded by the public as a vote on ULEZ - whether that is correct or not, that is the perception of Londoners. Given that, and given the fact that we have all been elected to represent Londoners in our various places, we should be listening to what Londoners are saying. Therefore, I do not understand why you will not let us know what the Londoners think in your consultation before you even brought this here. It is no good you sitting there saying that this is all just around the Conservatives. The last time I checked, Siân Berry is absolutely not a conservative.

She has also asked that this consultation be published. Those who responded to the consultation also gave their opinions on the MTS changes. Given that we are here to represent Londoners' views, and given that we have asked Londoners their views, surely we should not just rely on the YouGov polls, the one we have just done, which we will share with you, say 60% of people do not want. The information that we have heard is that your consultation says that Londoners do not want it. Why on earth can we not see that, so that we can make informed judgments on whether we think the Outer London ULEZ should go in or not? That applies to your Members as well.

Sadiq Khan (Mayor of London): We will have to wait to see whether Siân Berry votes with you later on today or not. I am sure we are all anticipating seeing the outcome of that coalition taking place, or not. In relation to the concerns you raise of Londoners - there are two types of politicians: those who play on people's fears and foster theories, and those that address them. I want to address those people who are thinking that

today's decision is a decision on whether to expand ULEZ. It is not. Today's decision is what we have been advised we have to do by way of amending the policy foundation of the MTS.

The consultation that was undertaken this summer was in relation to six things: the proposed MTS Revision; the expansion of the ULEZ Scheme to Outer London; the removal of the annual £10 per vehicle autopay registration; increase in the penalty notice level from £160 to £180 for non-payment; minor changes to the Congestion Charge; LEZ Scheme Orders of administrative nature; and asking Londoners for their views on shaping the future of RUC in London. There have also been a number of impact assessments for a strategic environment assessment, an equalities impact assessment, a health impact assessment, and an economic and business impact assessment. When I make my decision in relation to that report that comes to me with the independent analyses, I will be publishing all those things.

Susan Hall AM: Yes, you have said that. You cannot have been listening to what I said. I said to you: Londoners think this is a vote on the ULEZ. I have said to you: we should be hearing what the consultation says before we go ahead and agree with this. Londoners are watching what we are doing. As an example, our Chairman knows that Hillingdon has had a letter written to us asking us to vote against the ULEZ - as I say, they think this is a vote on the ULEZ - from both the Conservative Leader, Councillor lan Edwards and the Labour Leader, Councillor Peter Curling. They have asked that we do not support the ULEZ extension.

The majority of people in Outer London, as it would appear from what we have seen so far, do not want this to go ahead, and we represent their views; that is what we are here for. Why on earth did you not wait to put this through until you had published the consultation?

Sadiq Khan (Mayor of London): Hillingdon, Chair, has the eighth worst air quality in London.

Susan Hall AM: You have said that, Mayor. I am on a clock here. I have heard you comment on that. I am saying to you: why on earth could we not have seen this consultation first? Siân Berry also said that, as Chairman of the Transport Committee.

Sadiq Khan (Mayor of London): Chair, the Deputy Mayor has already answered that question. I am happy to repeat his answer if that is what she wants.

Susan Hall AM: If I have to have a non-answer, then it is all pretty pointless, is it not? Any Londoners watching this will think that we, as representatives of them, are doing our level best to try and find out what they, as Londoners, want. You are stopping us doing that, because you will not publish it before you go ahead with this. I am not going to get an answer, as per usual from you, so I will move on.

Dr Onkar Sahota AM (Chair): Assembly Member Hall, let us give him a chance.

Susan Hall AM: Another chance to wind down our clock. OK then, Chair, let us do that then.

Dr Onkar Sahota AM (Chair): You asked the question.

Susan Hall AM: I know, and I get the same non-answer, but if it pleases you, Chair, give me the same non-answer.

Seb Dance (Deputy Mayor for Transport): I am very happy to give an answer, which is definitely an answer. You are, of course, representing Londoners. That is what the Assembly does. You are doing that

today. We are hearing a range of views on a whole series of issues. The Assembly makes the decision on any substantial amendment to the MTS based on policy, based on the policy parameters that the MTS sets. You are, effectively, making a decision on whether or not you agree that the parameters that we are proposing for the MTS are the parameters that you accept. In terms of the consultation, that of course was a range of different consultations, in addition to the substantive one on ULEZ expansion.

That report in the main has not gone to the Mayor yet. The question of whether or not you accept the policy parameters of the MTS is, of course, the decision you are making today. You are representing Londoners in this forum, and you are making that decision on behalf of Londoners as to whether or not you accept those policy parameters.

Susan Hall AM: You just said, "In the main, has not gone to the Mayor." What part of that has gone to the Mayor? They are your words, not mine.

Seb Dance (Deputy Mayor for Transport): No, I said, "The consultation on ULEZ, in the main -" when was describing that policy consultation. The report has not gone to the Mayor. You are conflating -

Susan Hall AM: Nevertheless, the information is there. Our point, and it is clearly coming from the Transport Committee as well, is that we should have seen the consultation results before we asked to put this through. I am sure that you should be able to understand that, and colleagues can understand that. Anybody watching this will think: this is not right, we need to know what Londoners say before we agree anything like this. You would not have to put this through if you were not thinking of putting the ULEZ in. You could have put this through. If it comes through, and the Mayor decides to implement the extended ULEZ then this could have gone through quickly, because it would have gone through and Londoners would have approved of it. As it is, you want to put this in so that it can go through quickly if the Mayor decides to put it through.

Seb Dance (Deputy Mayor for Transport): It is not possible for the Mayor to make a decision on something that he does not have the policy parameters to do that.

Susan Hall AM: No, no, I know that.

Seb Dance (Deputy Mayor for Transport): That is why -

Susan Hall AM: What goes first?

Seb Dance (Deputy Mayor for Transport): This, clearly.

Susan Hall AM: It should be informed by what the consultation has said.

Seb Dance (Deputy Mayor for Transport): What you are taking the decision on today, is whether or not -

Susan Hall AM: No, I know, let us not rehearse that again. I am saying to you, quite clearly, that Londoners consider this to be a vote on the ULEZ.

Seb Dance (Deputy Mayor for Transport): I am sure some do. You are making the case that they do.

Susan Hall AM: A lot do.

Seb Dance (Deputy Mayor for Transport): The reality here is that you are making a decision on whether or not you accept the policy parameters that we are proposing.

Susan Hall AM: Seb, I hear what you say. Can I pick you up on something else?

Seb Dance (Deputy Mayor for Transport): That is in GLA Act, Section 49.

Susan Hall AM: I hear what you say. Before, to Assembly Member Baker, I was intrigued by this 75% of unnecessary journeys. Going back to what she said - unusually I absolutely agree with this - who on earth decides what is unnecessary and what is not?

Seb Dance (Deputy Mayor for Transport): We have all made car journeys that are unnecessary. I have.

Susan Hall AM: That is not the question. Who decides? If I decide myself that was unnecessary, it is up to me to decide whether I do or do not do it, but it is not for you to say, "That was an unnecessary journey car journey."

Seb Dance (Deputy Mayor for Transport): I am not saying that at all. Have you ever been stuck in traffic and thought, "My goodness, would it not be better if there were fewer cars on the road?" because I, on this journey I am making now, have to travel by car for this particular journey. There will be many of us who have to make necessary car journeys, but there are many of us -

Susan Hall AM: No, I genuinely have not.

Seb Dance (Deputy Mayor for Transport): - who occasionally get in the car because we might think it is the easiest thing to do, or perhaps we just feel that way. Should we all not have a discussion with ourselves as to whether or not that particular journey is necessary?

Susan Hall AM: The discussions I have with myself do not go around: is this a necessary car journey or not?

Seb Dance (Deputy Mayor for Transport): Perhaps they should.

Susan Hall AM: Says you. Who are you to tell anybody whether it is a necessary or unnecessary car journey?

Seb Dance (Deputy Mayor for Transport): I have that same decision-making process whenever I decide which form of transport I am going to take from A to B. Of course I do. We all make that decision.

Susan Hall AM: That is good. Normally if you know that you could walk, or you know you could run or get on a bicycle, if you own one or anything like that, but lots of us would say that we have to get somewhere quickly and get back. We do not have time to walk.

Seb Dance (Deputy Mayor for Transport): Which is then a necessary car journey. Would it not be better if that was then easier?

Susan Hall AM: Who then estimates 75%? Where do you get those figures from?

Seb Dance (Deputy Mayor for Transport): Based on a study that TfL did. I have to admit I do not know where those figures are from. I am very happy to corroborate the source of that data. I will happily write to -

Susan Hall AM: I would be very interested to see them.

Dr Onkar Sahota AM (Chair): Can we agree, Deputy Mayor, that you will write to me and I will share it with all the Assembly Members.

Seb Dance (Deputy Mayor for Transport): Yes, I will do that.

Dr Onkar Sahota AM (Chair): The Tories are now out of time.

Susan Hall AM: Thank you.

Dr Onkar Sahota AM (Chair): I did find it interesting: how does one define unnecessary? I am going to bring in Assembly Member Berry.

Siân Berry AM (Chair): Thank you very much, Chair. I have a tiny bit of time left, and I wanted to reflect back on the kind of communications we are getting. I have been getting a lot of emails. By and large, the people who are against this scheme are being terribly reasonable and just pointing out to me that they have a degree of car dependency, and they are worried about the cost to them of changing their vehicles. We are getting some quite constructive conversations about what they would need in order to do that. Something you said earlier on was that some of the responses that violated a TfL policy on workplace violence and aggression have been discounted or set aside. Perhaps, by writing to us, if you cannot do much in the one minute I have left, could you tell us more about that?

It concerns me if the things that come to us come through the WriteToThem website largely. That does carry out a verification process. What kinds of things have been coming in that you might have to subject them to a violence and aggression and abuse policy?

Seb Dance (Deputy Mayor for Transport): To put it into context, it is a very, very small number of the responses. Of some 15,000 responses, 24 were identified as abusive. Therefore, the content has not been considered.

Siân Berry AM (Chair): The Mayor said it in his introductory speech earlier on.

Dr Onkar Sahota AM (Chair): Deputy Mayor, you do not need to answer that question, because the Tories are out of time. Let us ask Assembly Member Berry to carry on as she has time on the clock.

Siân Berry AM (Chair): With my final 23 seconds, can you write to us with that potentially and just let us know? It would be interesting to know what went on there in order for those to get through in the first place.

Seb Dance (Deputy Mayor for Transport): Sure, of course. It will determine the extent to which we reveal the content of abusive messages and all the rest of it. I would not want to put anyone in an awkward position. However, absolutely, we can do that.

Siân Berry AM (Chair): OK, thank you very much.

Dr Onkar Sahota AM (Chair): Thank you. We are nearly on the last run. Assembly Member Baker.

Elly Baker AM: Thank you, Chair. I was tremendously excited today that everyone has been so interested in the thing that I have been interested in for six months and have been banging on about and everyone has been ignoring me. What I wanted to ask Mr Mayor, because I am very interested in what the Conservative Group are discussing about the Londoners being very interested in feeling like today, is a vote on the ULEZ expansion rather than the MTS. I totally understand that, of course, many Londoners will be genuinely interested in the result and the debate. I hope that the people who are watching have been, because it has been a pretty good debate.

I am wondering whether the reason so many Londoners are getting those things confused might be the communications from the GLA Conservatives. Scrolling through Twitter, they have very handily re-tweeted many of the Conservatives AMs. For example, "Today, London Assembly Members will vote. They can vote to reject Sadiq Khan's disastrous ULEZ expansion." If you are wondering why people are getting confused, then you might want to clarify your communication. Absolutely fine if you want to do it like that, but you might wonder why -

Dr Onkar Sahota AM (Chair): Assembly Member Baker, can we -

Sadiq Khan (Mayor of London): Chair, that is game, set and match. Credit where it is due. That is a masterclass.

Elly Baker AM: I wonder, Mr Mayor, if you are clear then why are Londoners getting it confused? Mr Mayor, why do you think Londoners are getting the subjects confused?

Sadiq Khan (Mayor of London): I am speechless, by the powerful dissection of the Tories, split or otherwise in this room. You can see they are drowning, because they are trying to prey on first Siân, and now you. Worry about who your friends are, Elly and Siân, that is what I say, in relation to the last speaker from the Tory party. The point I made in relation to the types of politician you want to be: you can address people's genuine fears and concerns; address them, "What are your concerns?" You, in a very responsible way, can raise issues in relation to the concerns that you have, or you can play on people's concerns, you can play on their fears, and you can whip up hysteria with misinformation and fake news.

What you have seen, I am afraid, with this bunch of Tories, is an example of the sort of stuff that is the worst of British Politics. We want to see a situation where we, as politicians, use the position we have in an unpatronising way to educate people. How many Londoners realise that the air is dangerous? How many Londoners realise that you cannot see this stuff, but it is poisonous? They are the same conversations that progressives had when it came to the Clear Air Act and the great smog of the 1950s. They are the same conversations progressives had in relation to tobacco 20 years ago. We knew 40 years ago, that tobacco was bad for you. They are the same conversations that were had in relation to sugar and the consequences of people's diets. They are the same conversations that were had 20 years ago around climate change.

They all play on fears because it gets them votes. They think pitting communities against each other, and scaring people wins them votes. I make two points: if it is the case that the Conservatives are right, that today is a vote on expanding ULEZ, I make two points - I have not made a decision. If it is the case that the majority of this Assembly vote to revise MTS, under her definition of the purpose of this Assembly it means that the decision to expand ULEZ has been approved by the Assembly.

Elly Baker AM: Thank you, Mr Mayor, and thank you, Chair.

Dr Onkar Sahota AM (Chair): Thank you, Assembly Member. We have come to an end now. We now have reached the end of the question and answer session. Thank you to our guests for answering our questions today. The Assembly has further items of business to deal with but you are welcome to leave the Chamber.

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

Report Date 14 July 2022

The consultation closes 29th July 2022

There have been approximately **35161** responses to date.

Contents

Campaigns	
Upcoming Engagement	Error! Bookmark not defined.
Headlines from online survey	2
Emerging themes	11

Petitions

Known petitions (7):

Source	Start date	Title	Signatures 14 July	Link
Change.org	1 June 22	ULEZ Proposed expansion upto M25 Started	480	<u>Link</u>
Change.org	May 22	Stop the expansion of ULEZ to Greater London Started	2612	<u>Link</u>
Change.org	June 22	Stop the ULEZ Expansion to include the whole of Greater London by 2023	3902	<u>Link</u>
Louie French MP	3 May 22	Stop Sadiq Khan's plans to expand ULEZ to Old Bexley and Sidcup.	Unknown	<u>Link</u>
GLA Conservatives	June 22	Say NO to Sadiq Khan's London Wide ULEZ Sign the petition to stop the ULEZ expansion.	Unknown	<u>Link</u>
Elliot Colburn MP	May 22	Stop Ulez	Over 2500 (according to twitter page)	<u>Link</u>
Gareth Bacon MP	May 22	Stop ULEZ to Orpington	Unknown	<u>Link</u>

We can not find the number of response to a couple of the petitions without signing them.

Campaigns

Known campaigns (2)

Source	Headline	Notes/ activity	Link
	Email sent to Members	A standard email has been	
London Cycling	asking them to respond to	sent for people to change	Link
Campaign	consultation	post code. Then send in to	<u>Link</u>
		us. 14 July 670 responses	

Source	Headline	Notes/ activity	Link
	Positive intentions		
Living Streets	Email sent to members with text to support email to TfL	14 July 123 responses	<u>Link</u>
	The same text is on all emails		
Possible.org	Social media campaign with completed emails that are sent to the consultation inbox they support the proposals	14 July 700 responses	<u>Link</u>

Headlines from online survey.

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

	Actual Number	Percentage
Very Concerned	6181	19
Concerned	9203	28
No opinion	3572	11
Unconcerned	9381	29
Very unconcerned	3857	12
Don't know	148	Less than 1

Q2. Does your vehicle(s) meet the emission standards required to drive in London without paying the ULEZ charge?

	Actual Number	Percentage
Yes – my vehicle meets the standards	111181	35
Yes – I have more than one vehicle, all of which meet the standards	1738	5
No – my vehicle doesn't meet the standards	9253	29
No – I have more than one vehicle, one or more of which do not meet the standards	5535	17
I don't know	585	2

I don't own a vehicle	3636	11

Q3. Are you registered for a discount or entitled to an exemption for the current ULEZ?

	Actual Number	Percentage
Yes	573	2
No	28965	91
I don't know	2312	7

Q4 If yes, please indicate the relevant discount or exemption. (please tick all that apply)

	Actual Number
Vehicles for disabled people (with 'disabled' or 'disabled passenger vehicle' tax class)	244
Minibuses used for community transport registered for discount	4
Wheelchair-accessible private hire vehicles	4
Taxis	38
Historic vehicles	69
Showman's vehicles registered for discount	4
Other	206
Other exempt vehicles	6

Q5 Have you claimed a reimbursement of the ULEZ charge under the NHS patient reimbursement scheme?

	Actual Number	Percentage
Yes	59	Less than 1
No	31924	99
I don't know	380	1

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

	Actual Number	Percentage
Very important	14366	45
important	6211	20
No opinion	5788	18
Unimportant	1786	6
Very unimportant	1732	5
Don't know	1998	6

Q7. Do you think we should provide any further discounts, exemptions or reimbursements for the ULEZ?

	Actual Number	Percentage
Yes	18981	59
No	6652	21
Don't know	6249	20

Q8. We are proposing to expand the ULEZ London-wide on 29 August 2023. What do you think of the implementation date?

	Actual Number	Percentage
It should be earlier	4439	14
It is the right date	3141	10
It should be later	2771	9
It should not be implemented at all	21619	67
Don't know	424	1

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

	Actual Number	Percentage
Very important	15770	49
Important	5033	16
No opinion	3697	11
Unimportant	2630	8

Very unimportant	3548	11
Don't know	1348	4

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

	Actual Number	Percentage
Sufficient to act as an effective deterrent	5296	16
Not high enough to act as an effective deterrent	2376	8
Too high	22877	71
Don't know	522	2
No opinion	989	3

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)?

	Actual Number	Percentage
Very important	17812	56
important	4217	13
No opinion	4699	15
Unimportant	2015	6
Very unimportant	1554	5
Don't know	1615	5

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?

	Actual Number	Percentage
Very concerned	14568	45
Concerned	5560	17
No opinion	3243	10
Unconcerned	5382	17
Very unconcerned	2902	9
Don't know	290	Less than 1

Q13. If you own a vehicle(s) that is not currently compliant with emission standards and if we proceed with our proposals to expand the ULEZ to outer London, what do you intend to do?

*	Actual Number
Walk or cycle more	1834
Use public transport more	2366
Use taxis or private hire vehicles more	964
Use a car club	401
Trade the vehicle in for a compliant one	4523
Get rid of the vehicle	2977
Pay the charge when I use the vehicle	5063
Not make journeys I would have done	5414
I would do something else not listed	5012
Don't know	6063

^{*}These figures contain answers from people with compliant vehicles. Aecom are providing a table of what the figures are without the compliant vehicles in. I will not be able to provide the correct data on the question for the weekly update though. The final figure at the end of the consultation will be the right one as Aecom can supply it.

Q14. Please use this space to give us any comments about these proposals or impacts identified as part of the Integrated Impact Assessments. If you have identified any impacts, please let us know any suggestions to mitigate or enhance these. We will supply data as soon as possible on this question. Estimated early July

Q15. Please use this space to give us any comments about the proposed revision to the Mayor's Transport Strategy. We will supply data as soon as possible on this question. Estimated early July

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

	Actual Number	Percentage
Very important	8973	28
Important	9475	30
No opinion	4026	12
Unimportant	5219	16
Very unimportant	3982	12
Don't know	355	1

Q17. How important to you is it that we take further steps to tackle the climate emergency by reducing emissions in London?

	Actual Number	Percentage
Very important	8811	27
Important	8493	27
No opinion	4169	13
Unimportant	5359	17
Very unimportant	4785	15
Don't know	339	1

Q18. How important to you is it that we take further steps to tackle traffic congestion in London?

	Actual Number	Percentage

Very important	8747	27
Important	9186	29
No opinion	4570	14
Unimportant	5714	18
Very unimportant	3482	11
Don't know	269	Less than 1

Q19. How important to you is it that we take further steps to improve the health of Londoners and address health inequality in London?

	Actual Number	Percentage
Very important	9545	30
Important	9871	30
No opinion	5730	18
Unimportant	3495	11
Very unimportant	2873	9
Don't know	389	1

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?

	Very Important	Important	No opinion	Unimportant	Very unimportant	Don't know
Tackle air pollution	8664	9030	4506	4782	4065	585
Tackle the climate emergency by reducing emissions	8330	8133	4617	4976	4914	555
Tackle traffic congestion	7856	10296	4828	4742	3331	444
Improve health and well-being	8574	9966	5720	3343	3149	529

Provide more space for walking and cycling	8156	5506	3973	6060	7489	384
Improve bus journey times and reliability	11449	9679	4098	3079	2938	342
Improve journey times and reliability for freight and servicing trips	6593	9219	7939	3849	3085	848
Make roads safer for everyone	11415	11333	4310	2042	2086	363

21. If we develop a future road user charging scheme to replace existing schemes, what elements should be considered? (please select all that apply)

should be considered: (piedse select all that	Actual Number
The distance driven	12211
The time of day	13277
The type of vehicle (for example car, van, Heavy Goods Vehicle)	14637
How polluting the vehicle is	14112
Where the vehicle is driven in London	11440
The alternatives available for walking, cycling or public transport	9053
Household income	12056
Ability to choose between daily charges and pay as you go	8148
The number of journeys driven each day, week, or month	10771
Other costs of driving (fuel duty and Vehicle Excise Duty)	12612

Q22. Please use this space to give us any comments or suggestions you have about shaping the future of road user charging in London. We will supply data as soon as possible on this question. Estimated Early July

About you

Q23. Are you a resident:

	Actual Number	Percentage
In outer London	21537	67
In the current inner London ULEZ	6504	20
Neither of the above	3713	12
Don't know	323	1

Q24 Post code

Q25. Are you?

	Actual Number
An owner of a business in the current inner London ULEZ (the area within the North and South Circular)	1303
A business owner in outer London	2916
Employed in the current inner London ULEZ	11549
Employed in outer London	8628
A visitor to Greater London	3296
A London licensed taxi (black cab) driver	138
A London licensed private hire vehicle driver	97
None of the above but interested in the proposals	7368

Q26. How often do you drive in Greater London?

	Actual Number	Percentage
Every day	6456	20
5-6 days a week	3887	12
3-4 days a week	4470	14
1-2 days a week	4452	15
1-3 times a month	3857	12
Less than once a month	4020	13
Never	4558	14

Emerging themes

The following is guide based on sample comments and comments made by email. Once a code frame is developed by sampling the online comments, we will gain a clearer idea of emerging themes in survey responses.

Frequent comments in email samples and during phone calls remain unchanged with a negative sentiment.

- Some people understand the need to improve air quality but do not agree with ULEZ expansion in 2023
- Disabled people should be exempt from charges

MAYOR OF LONDON

Air Quality Implementation Group

20 July 2022



Agenda



MAYOR OF LONDON

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 unconcerned / very unconcerned	47.8% 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;	Improve bus journey timesMake Roads saferTackle congestion

TfL RESTRICTED

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

28th July 2022

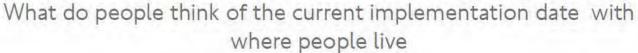


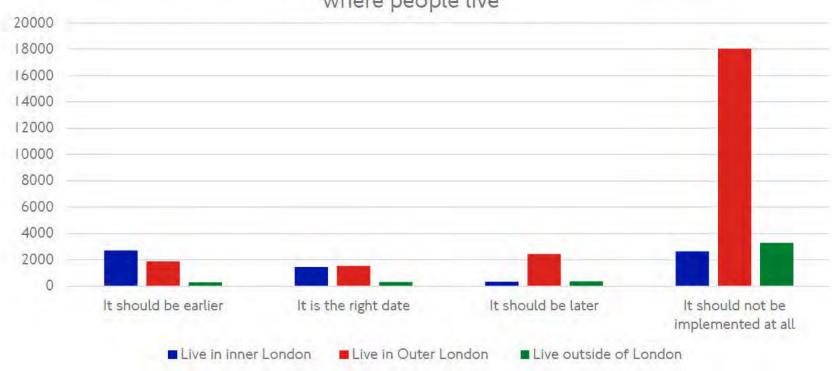
Summary

- 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 issued 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



Responses by area





Base numbers
People living in inner London
Living in outer London
Living outside of London

Total responses 7,077 23,832





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



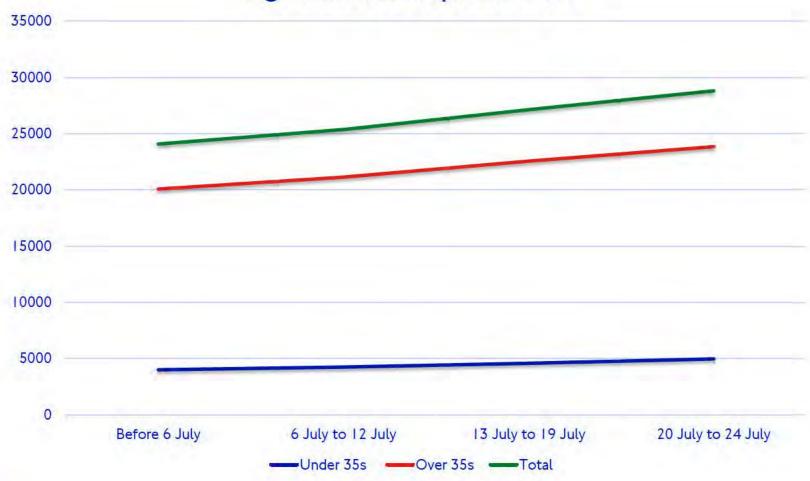
Action 1 – Targeted marketing of younger age groups

- 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 I – Targeted marketing of younger age groups







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



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.



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

Report Date 05 August 2022

The consultation is now closed

We have received **52,492** responses online (via the Have your say website), by email or by post.

This number does not include the 5,267 'copy and paste' campaign emails, where the same blanket statement is sent to us by email or post (this relates only to the Living Streets and Fairfuel.com / British Drivers campaigns). For more information on how we handle campaign responses see page 3.

Contents

Stakeholder replies	1
Campaigns	
How we process campaign responses	
Headlines from online survey.	
Emerging themes	13

Stakeholder replies

To date we have now received **330** stakeholder responses, an increase of 190 responses from the previous week. At present we have not been able to summarise all of these new stakeholder submissions to determine their position on our proposals.

We will carry out this work w/c 8 August 2022.

Petitions

Known petitions (9):

Source	Start date	Title	Signatures 28 July	Link
Change.org	Feb 22	Stop Sadiq Khan expanding the ULEZ to all the London borough 2023	83,7890	<u>Link</u>
Change.org	1 June 22	ULEZ Proposed expansion upto M25 Started	483	<u>Link</u>
Change.org	May 22	Stop the expansion of ULEZ to Greater London Started	2,616	<u>Link</u>
Change.org	June 22	Stop the ULEZ Expansion to include the whole of Greater London by 2023	4,556	<u>Link</u>
Louie French MP	3 May 22	Stop Sadiq Khan's plans to expand ULEZ to Old Bexley and Sidcup.	Unknown	<u>Link</u>
GLA Conservatives	June 22	Say NO to Sadiq Khan's London Wide ULEZ Sign the petition to stop the ULEZ expansion.	Unknown	<u>Link</u>

Source	Start date		Signatures 28 July	Link
Elliot Colburn MP	May 22	Stop Ulez	Over 2,500 (according to twitter page)	<u>Link</u>
Gareth Bacon MP	May 22	Stop ULEZ to Orpington	11,736	<u>Link</u>
Merton Conservatives	June 22	Say NO to Sadiq Khan's London Wide ULEZ!	Unknown	<u>Link</u>

Please note, we cannot find the number of response to some of the petitions without signing them.

Campaigns

Known campaigns (5)

Source	Headline	Notes/ activity	Link
London Cycling Campaign	Email sent to Members asking them to respond to consultation Positive intentions	1,577	Link
Possible.org	Social media campaign Email responses sent to TfL answering specific questions from the consultation questionnaire and with respondent specific details. Respondents support the proposals	4,324	<u>Link</u>
Action Network	Social media campaign Email responses sent to TfL answering specific questions from the consultation questionnaire and with respondent specific details. Respondents support the proposals	701	<u>Link</u>
Living Streets	Copy and paste email campaign Email sent to members with text to support email to TfL The same text is on all emails	542	<u>Link</u>
Fairfuel.com and British Drivers	Copy and paste email campaign Campaign email to stop the ULEZ extending further in and around London. The same text is on all emails	4,725	https://fairfu eluk.eaction. org.uk/Fight- ULEZs

How we process campaign responses

LCC, Possible.com and Action Network all organised campaigns that encouraged people to respond to the consultation with an email answering a selection of closed questions from the consultation questionnaire. Emails also included respondent specific information e.g. postcode, location (in / out of existing ULEZ), frequency of driving in Greater London etc.

Responses typically also contained the same statement of support for the ULEZ expansion proposal, but in some instances, respondents also chose to add additional feedback to this statement.

As specific responses to consultation questions were given in these emails, this data has already been processed and reflected in the headline data shown on pages 4-14.

These email responses <u>are</u> included in the headline consultation response figure of 52,492.

Living Streets, Fairfuel.com and British Driver campaigns encouraged respondents to send the same blanket statement to TfL. Some respondents may also have chosen to add to the statement with additional feedback and views.

However, no consultation questions were answered in the email and they did not contain respondent specific information e.g. postcode, location (in / out of existing ULEZ), frequency of driving in Greater London etc.

To ensure the key themes of these campaign responses are reflected in the consultation analysis, the blanket statements contained in these emails will be added by AECOM as a response to our ULEZ open question (question 13 in the consultation questionnaire). This action will be undertaken post consultation.

For the above reason these email campaign responses are <u>not</u> included in the headline consultation response figure of 52,492. They will be reflected in the overall consultation analysis when AECOM produce their consultation analysis report.

Headlines from online survey.

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

	Actual Number	Percentage
Very Concerned	13,690	28.8
Concerned	11,874	25
No opinion	4.684	9.9
Unconcerned	12,097	25.5
Very unconcerned	4,888	10.3
Don't know	229	Less than 1

Q2. Does your vehicle(s) meet the emission standards required to drive in London without paying the ULEZ charge?

	Actual Number	Percentage
Yes – my vehicle meets the standards	14,189	34.4
Yes – I have more than one vehicle, all of which meet the standards	2,170	5.3
No – my vehicle doesn't meet the standards	12,270	29.8
No – I have more than one vehicle, one or more of which do not meet the standards	7,174	17.4
I don't know	826	2
I don't own a vehicle	4,610	11.2

Q3. Are you registered for a discount or entitled to an exemption for the current ULEZ?

	Actual Number	Percentage
Yes	726	1.8
No	37,380	90.8
I don't know	3,043	7.4

Q4 If yes, please indicate the relevant discount or exemption. (please tick all that apply)

	Actual Number
Vehicles for disabled people (with 'disabled' or 'disabled passenger vehicle' tax class)	311
Minibuses used for community transport registered for discount	7
Wheelchair-accessible private hire vehicles	5
Taxis	44
Historic vehicles	87
Showman's vehicles registered for discount	7
Other	256
Other exempt vehicles	7

Q5 Have you claimed a reimbursement of the ULEZ charge under the NHS patient reimbursement scheme?

	Actual Number	Percentage
Yes	76	Less than 1
No	40,402	98.6
I don't know	516	1.3

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

	Actual Number	Percentage
Very important	19,024	45.6
important	8,341	20
No opinion	7,355	17.6
Unimportant	2,204	5.3
Very unimportant	2,146	5.1
Don't know	2,665	6.4

Q7. Do you think we should provide any further discounts, exemptions or reimbursements for the ULEZ?

	Actual Number	Percentage
Yes	24,958	54.6
No	12,707	27.8
Don't know	8,043	17.6

Q8. We are proposing to expand the ULEZ London-wide on 29 August 2023. What do you think of the implementation date?

	Actual Number	Percentage
It should be earlier	5,553	11.7
It is the right date	9,567	20.1
It should be later	3,613	7.6
It should not be implemented at all	28,237	59.4
Don't know	532	1.1

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

	Actual Number	Percentage
Very important	24,904	54.3
Important	6,443	14
No opinion	4,805	10.5
Unimportant	3,357	7.3
Very unimportant	4,508	9.8
Don't know	1,876	4.1

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

	Actual Number	Percentage
Sufficient to act as an effective deterrent	11,161	24.3
Not high enough to act as an effective deterrent	2,951	6.4
Too high	29,743	64.8
Don't know	726	1.6
No opinion	1,313	2.9

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)?

	Actual Number	Percentage		
Very important	22,817	55.3		
important	5,427	13.1		
No opinion	6,149	14.9		
Unimportant	2,593	6.3		
Very unimportant	1,988	4.8		
Don't know	2,301	5.6		

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?

	Actual Number	Percentage
Very concerned	18,949	45.9
Concerned	7,211	17.5
No opinion	4,254	10.3
Unconcerned	6,860	16.6
Very unconcerned	3,582	8.7
Don't know	408	1

Q13. If you own a vehicle(s) that is not currently compliant with emission standards and if we proceed with our proposals to expand the ULEZ to outer London, what do you intend to do?

*	Actual Number
Walk or cycle more	2,294
Use public transport more	2,998
Use taxis or private hire vehicles more	1,225
Use a car club	497
Trade the vehicle in for a compliant one	5,672
Get rid of the vehicle	3,783
Pay the charge when I use the vehicle	6,499
Not make journeys I would have done	7,073
I would do something else not listed	6,618
Don't know	8,195

^{*}These figures contain answers from people with compliant vehicles. Aecom are providing a table of what the figures are without the compliant vehicles in. I will not be able to provide the correct data on the question for the weekly update though.

Q14. Please use this space to give us any comments about these proposals or impacts identified as part of the Integrated Impact Assessments. If you have identified any impacts, please let us know any suggestions to mitigate or enhance these.

Comments raised mor than 150 times.

Data to be provided once AECOM have completed their post consultation analysis of results.

Q15. Please use this space to give us any comments about the proposed revision to the Mayor's Transport Strategy.

Data to be provided once AECOM have completed their post consultation analysis of results.

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

	Actual Number	Percentage
Very important	17,144	36.5
Important	12,436	26.5
No opinion	5,269	11.2
Unimportant	6,669	14.2
Very unimportant	4,991	10.6
Don't know	500	1.1

Q17. How important to you is it that we take further steps to tackle the climate emergency by reducing emissions in London?

	Actual Number	Percentage
Very important	17,022	36.3
Important	11,150	23.8
No opinion	5,388	11.5
Unimportant	6,883	14.7
Very unimportant	6,005	12.8
Don't know	467	1

Q18. How important to you is it that we take further steps to tackle traffic congestion in London?

	Actual Number	Percentage
Very important	16,786	35.8
Important	11,933	25.4
No opinion	6,055	12.9
Unimportant	7,325	15.6
Very unimportant	4,457	9.5
Don't know	377	Less than 1

Q19. How important to you is it that we take further steps to improve the health of Londoners and address health inequality in London?

	Actual Number	Percentage
Very important	17,870	38.1
Important	12,858	27.4
No opinion	7,527	16.1
Unimportant	4,423	9.4
Very unimportant	3,624	7.7
Don't know	546	1.2

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?

important is it is	Very	Important	No	Unimportant	Very	Don't
Taakla air	Important	11 717	opinion	6.002	unimportant	know
Tackle air	16,671	11,747	5,951	6,093	5,159	798
pollution	40.0=0	40 -04		0.04=		
Tackle the	16,372	10,581	6,081	6,347	6,170	738
climate						
emergency by						
reducing						
emissions						
Tackle traffic	15,608	13,327	6,420	6,038	4,259	597
congestion						
Improve health	16,656	12,991	7,438	4,279	3,945	683
and well-being						
Provide more	16,115	7,143	5,297	7,810	9,474	499
space for walking						
and cycling						
Improve bus	20,506	12,339	5,391	3,925	3,747	446
journey times and	•	•	ŕ	,	,	
reliability						
Improve journey	14,256	11,867	10,300	4,864	3,899	1,103
times and	,	,	,	,	ŕ	,
reliability for						
freight and						
servicing trips						
Make roads safer	20,245	14,672	5,618	2,634	2,645	458
for everyone		.,	-,	_,	_,_,	

21. If we develop a future road user charging scheme to replace existing schemes, what elements should be considered? (please select all that apply)

	Actual Number
The distance driven	20,070
The time of day	21,339
The type of vehicle (for example car, van, Heavy Goods Vehicle)	23,125
How polluting the vehicle is	22,360
Where the vehicle is driven in London	19,346
The alternatives available for walking, cycling or public transport	16,259
Household income	20,312
Ability to choose between daily charges and pay as you go	14,813
The number of journeys driven each day, week, or month	18,354
Other costs of driving (fuel duty and Vehicle Excise Duty)	20,868

Q22. Please use this space to give us any comments or suggestions you have about shaping the future of road user charging in London. We are not expecting any updated information from these tables until after the consultation has closed

Data to be provided once AECOM have completed their post consultation analysis of results.

About you

Q23. Are you a resident:

	Actual Number	Percentage
In outer London	28,132	65.7
In the current inner London ULEZ	8,723	20.4
Neither of the above	5,488	12.8
Don't know	450	1.1

Q24 Post code

Data to be provided once AECOM have completed their post consultation analysis of results.

Q25. Are you?

	Actual Number
An owner of a business in the current inner London ULEZ (the area within the North and South Circular)	1,588
A business owner in outer London	3,747
Employed in the current inner London ULEZ	14,081
Employed in outer London	11,904
A visitor to Greater London	4,290
A London licensed taxi (black cab) driver	168
A London licensed private hire vehicle driver	120
None of the above but interested in the proposals	9,597

Q26. How often do you drive in Greater London?

	Actual Number	Percentage
Every day	8,236	18.7
5-6 days a week	5,119	11.6
3-4 days a week	6,152	14
1-2 days a week	6,336	14.4
1-3 times a month	5,325	12.1
Less than once a month	5,592	12.7
Never	7,242	16.5

Emerging themes

The following is guide based on sample comments and comments made by email. Once a code frame is developed by sampling the online comments, we will gain a clearer idea of emerging themes in survey responses.

Frequent comments in email samples and during phone calls remain unchanged with a negative sentiment.

- Some people understand the need to improve air quality but do not agree with ULEZ expansion in 2023
- Disabled people should be exempt from charges
- General cost of living, won't be able to afford to change car or pay charge



Proposals to help improve air quality, tackle the climate emergency, and reduce congestion by expanding the ULEZ London-wide and other measures

Proposals for the Ultra Low Emission Zone expansion in 2023 and shaping the future of road user charging

Transport for London

Quality information

Prepared by	Checked by	Verified by	Approved by	
Graduate Consultant	Principal Consultant	Principal Consultant	Regional Director	
Senior Consultant	Consultant			

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2	14.09.22	Revised following comments received		Principal Consultant
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Table of Contents

1.	Intro	duction	10
	1.1	Background: Overview of the consultation	10
	1.2	The consultation	11
	1.3	The questionnaire	11
	1.4	Format of report	11
2.	Meth	odology	
	2.1	Receiving responses	
	2.2	Campaigns	
	2.3	Thematic coding	
	2.4	Analysis and reporting	
	2.5	Response	
		Type of respondent	
		Respondent profile	
		Current compliance with the ULEZ vehicle emissions standards	
		Respondent location	
3.		findings: Proposed expansion of the ULEZ and the day-to-day administration	2 1
0.		pad User Charging schemes	23
	3.1	Introduction	
	3.2	Concerns about air quality in residential areas	
	_	Overall summary	
	3.3	Implementation	
		Proposed implementation date	
	3.4	Future intentions	
		Overall summary	
	3.5	Discounts and exemptions	
		Overall summary	
		! Importance of continuing existing discounts, exemptions and reimbursements	
	3.3.2	the ULEZ	
	353	Should further discounts, exemptions or reimbursements be provided for the	
	0.0.0	ULEZ	35
	3.6	Vehicle scrappage scheme	37
		The important of a supporting scrappage scheme	
	3.7	Penalty Charge Notice (PCN) Level	
		Considering the proposed PCN level for ULEZ and Congestion Charge	
	3.8	Automatic Number Plate Recognition (ANPR) Data	
		Concerns about use of respondents' data and ANPR collecting information or	
	0.0.	vehicle movements	
	3.9	Auto Pay administration fee	
	3.9.1	Importance of removing the £10 Auto Pay administration fee per vehicle for	
	0.40	ULEZ, LEZ and Congestion Charge	44
		Themes from comments about proposed expansion of the ULEZ and the day-to-day administration of Road User Charging schemes	
	3.10	1 Operation of the ULEZ	46
	3.10	.2 The social and financial impact	48
	3.10	3 Discounts and exemptions	50
	3.10	.4 The scrappage scheme	51
	3.10	5 The Penalty Charge Notice	52
	3.10	.6 Automatic Number Plate Recognition (ANPR)	52

	3.10	.7 Auto Pay	53
	3.10	.8 Other general comments received about ULEZ	53
	3.10	.9 The wider impacts associated with the ULEZ expansion	54
	3.10	.10 Mitigations and suggestions for the ULEZ expa	ansion
4.	Key	findings: Addressing the triple challenges affecting London	57
	4.1	Importance of addressing the triple challenge affecting London	57
		Statistically significant findings	
5.	Key	findings: The future of road user charging	63
	5.1	Level of importance for a new scheme to address identified challenges	63
		l Overall Summary	
	5.2	Elements to consider for a future road user charging scheme	81
	5.2.	l Overall Summary	81
	5.3	Themes from comments about the future of road user charging	83
		Public transport	
		2 Future road user charging scheme boundary	
		3 Active travel and health	
		1 Charges for a future road user scheme	
		5 Times of operation	
		Other charging schemes	
		General Comments for the Future Road User Charging Scheme	
		3 Future Exemptions and Discounts	
		The Financial Impact of the Future for Road User Charging	
		10 The Social Impact of the Future for Road User Charging	
	5.3.	11 Reducing congestion, improving air quality and tackling the climate emerg 91	jency
6.		ected characteristics, other personal characteristics, and integrated impact essment	93
7.	Com	ments on the consultation process and material	94
	7.1.1	1 Summary	94
	7.1.2	2 Themes showing criticisms of the consultation process	94
	7.1.3	3 Themes from comments about the consultation	95
	7.1.4	How respondents heard of consultation	95
App	endix	A – Questionnaire	96
App	endix	B – Campaign responses	106
App	endix	C – Coding Tables	108
	C.1	ULEZ Codes	108
	C.2	Future of Road User Charging Codes	112
	C.3	Protected characteristics, other personal characteristics, and integrated impact assessment	117
	C.4	Comments about the consultation	118

Figures

Figure 1.1 Summary of proposals	10
	16
Figure 2.2 Inner London residents: Vehicle compliance with emissions standards (%)	18
Figure 2.3 Outer London residents: Vehicle compliance with emissions standards (%)	19
Figure 2.4 All respondents: Current compliance to the ULEZ emissions standards	20
Figure 2.5 How often do you drive in Greater London?	20
Figure 3.1 Respondent's level of concern about air quality where they live (%)	24
Figure 3.2 Respondent's level of concerns about air quality where they live by respondent	t
	24
Figure 3.3 Respondent's opinions about the proposed implementation date based on	
	26
Figure 3.4 Respondent's opinions about the proposed implementation date, by responder	nt
	27
Figure 3.6 How important do you consider it is to continue to have these existing discount	ts,
	34
Figure 3.7 Do you think we should provide any further discounts, exemptions or	
reimbursements for the ULEZ?	36
Figure 3.8 How important is it that the proposed expansion of the ULEZ is supported by a	1
scrappage scheme?	38
	40
Figure 3.10 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	40
	43
Figure 3.11 How important is it that we remove the annual £10 Auto Pay administration fe	
per vehicle (for the ULEZ, the Low Emission Zone (LEZ), and the Congestion Charge)?	
Figure 4.1: How important is it to address the challenges affecting London? (%)	
Figure 5.1: Level of importance for a new scheme to address key challenges (%)	
Figure 5.2: Level of importance for a new scheme to make roads safer for everyone (%)	00
Figure 5.3: Level of importance for a new scheme to improve bus journey times and	68
reliability (%) Figure 5.4: Level of importance for a new scheme to improve health and wellbeing (%)	
	70 72
Figure 5.6: Level of importance for a new scheme to tackle all polition (%)	
Figure 5.7: Level of importance for a new scheme to tackle the climate emergency by	. / 4
	76
Figure 5.8: Level of importance for a new scheme to improve journey times and reliability t	
	78
Figure 5.9: Level of importance for a new scheme to provide more space for walking and	0
cycling (%)	80
Figure 7.1 How did you hear about this consultation (the main way you heard)?	95

Tables

Table 2.1 Respondent type	
Table 2.2 Respondent Residency	
Table 2.3 Respondent vehicle compliance by respondent residency	
Table 2.4 Respondent location	
Table 3.1 How concerned are you about air quality where you live? (%)	
Table 3.2 We are proposing to expand the ULEZ London-wide on 29 August 2023. What do you think of the implementation date? (%)2	
Table 3.3 If you own a vehicle(s) that is not currently compliant with emissions standards	20
and we proceed with our proposals, what do you intend to do? (%)2	วด
Table 3.4 The intended action if ULEZ proposals proceed, based on whether vehicles	_0
owned comply with the emissions standards (%)2	29
Table 3.41 If you own a vehicle(s) that is not currently compliant with emissions standards	
and we proceed with our proposals to expand the ULEZ to outer London, what do you inten	
to do? (%)	
Table 3.5 ${}^{'}$ Are you registered for a discount or entitled to an exemption for the current ULEZ	<u>z?</u>
(%)	31
Table 3.6 Please indicate the relevant discount or exemption (%)	32
Table 3.7 Have you claimed a reimbursement of the ULEZ charge under the NHS patient	
eimbursement scheme? (%)3	
Table 3.8 How important do you consider it is to continue to have these existing discounts,	
exemptions and reimbursements for the ULEZ? (%)3	33
Table 3.9 Do you think we should provide any further discounts, exemptions or	
reimbursements for the ULEZ? (%)	35
Table 3.10 How important is it that the proposed expansion of the ULEZ is supported by a	~~
scrappage scheme? (%)	
Table 3.11 What do you consider the proposed PCN level of £180 is? (%)	39
Table 3.12 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	
novement to enforce an expanded London-wide ULEZ? (%)4	11
Table 3.13 How important is it that we remove the annual £10 Auto Pay administration fee	т :
per vehicle (for the ULEZ, the Low Emission Zone (LEZ), and the Congestion Charge)? (%))
Table 3.14 Comments about the implementation date4	46
Table 3.15 Comments about the operation of ULEZ4	
Table 3.16 Comments about social impact4	48
Table 3.17 Comments about financial impact4	
Table 3.18 Comments about discounts and exemptions5	
Table 3.19 Comments about Scrappage scheme5	
Table 3.20 Comments about PCN	
Table 3.21 Comments about ANPR5	
Table 3.22 Comments about Auto Pay5	
Table 3.23 Comments in support of the ULEZ expansion	
Table 3.24 Comments in opposition of the ULEZ expansion	
Table 3.25: Comments about the wider impacts of the ULEZ expansion	
Table 3.26 Comments about mitigation and suggestions for the ULEZ expansion5	סכ
Table 4.1: How important is it to you that we take further steps to tackle air pollution in _ondon? (%)5	57
Table 4.2: How important is it to you that we take further steps to tackle the climate	ונ
emergency by reducing emissions in London? (%)5	58
Table 4.3: How important is it to you that we take further steps to tackle traffic congestion in	טכ ו
London? (%)	
Table 4.4: How important is it to you that we take further steps to improve the health of	,,
Londoners? (%)	59
Table 4.5 Respondents who feel it is very important / important to address each challenge t	

Table 4.6 Respondents who feel it is very important to address each challenge to London	ı
and views about the implementation date for the ULEZ (%)	61
Table 5.1: Level of importance for each challenge - public only (%)	63
Table 5.2: Elements to be considered for future road user charging schemes (%)	82
Table 5.3: If a future road user charging scheme was to be developed to replace the exist	ing
schemes, what elements should be considered - residency (%)	83
Table 5.4: Comments about Public Transport	84
Table 5.5 Comments about Boundary for Future Road User Charging schemes	84
Table 5.6 Comments about Active Travel and Health	85
Table 5.7 Charges for Future Road User Charging Schemes	86
Table 5.8 Comments made in relation to operating times	87
Table 5.9 Comments made in relation to other charging schemes	
Table 5.10 General Comments for the Future Road User Charging Scheme	88
Table 5.11 Comments about Future Exemptions and Discounts	89
Table 5.12 Comments about the Financial Impact of Future Road User Charging	90
Table 5.13 Comments about Social Impact of Future Road User Charging	91
Table 5.14: Comments about suggestions to reduce congestion, improve air quality, and	
tackle the climate emergency	91
Table 6.1 Comments about protected characteristics, other personal characteristics, and	
integrated impact assessment	93
Table 7.1 What do you think about the quality of this consultation? (%)	94
Table 7.2 General Comments about the policy makers	94
Table 7.3 Comments relating to the consultation	95

1. Introduction

1.1 Background: Overview of the consultation

In 2018, the Mayor's Transport Strategy (MTS) set out the planned expansion of the Ultra Low Emission Zone (ULEZ) to inner London, which following a public and stakeholder consultation on detailed scheme proposals, was confirmed by the Mayor and launched in October 2021.

Transport for London (TfL), on behalf of the Mayor, undertook a public and stakeholder consultation between 20 May 2022 and 29 July 2022 on a revision to the MTS including a proposal (Proposal 24.1) to address the triple challenges of toxic air pollution, the climate emergency and traffic congestion through road user charging schemes including expanding the ULEZ London-wide. (The results of the MTS revision consultation are reported separately.)

As part of the consultation TfL, on behalf of the Mayor, consulted on detailed "scheme proposals" to amend the current ULEZ scheme to expand the ULEZ to outer London, so that it would operate London-wide from 29 August 2023 with the aim of tackling harmful emissions from the most polluting vehicles, thereby improving air quality and the health of Londoners.

In addition, the consultation explored the potential for the future of road user charging and asked Londoners to help shape any potential plans for the years ahead.

Figure 1.1 Summary of ULEZ expansion proposals

	Proposals
Expanding the ULEZ London-wide from 29 August 2023	 Expanded to cover most of Greater London (following the Low Emission Zone boundary) No change to daily charge of £12.50 for anyone driving a vehicle which does not meet the emissions standards Operates 24 hours a day, seven days a week, 364 days a year, excluding Christmas Day, as it does currently
Discounts and Exemptions*	 Some drivers and vehicles would qualify for at least a temporary discount from the ULEZ charge. Others would be entirely exempt. Discounts and exemptions proposed to be extended until Sunday 24 October 2027 Disabled and disabled passenger tax class vehicles Wheelchair accessible private hire vehicles Discounts and exemptions proposed to be extended until Sunday 26 October 2025 Minibuses used for community transport

*In addition, some drivers can claim reimbursement of the ULEZ daily charge under an NHS patient reimbursement scheme.

Discounts and exemptions which have not changed:

Specialist non-road going vehicles

AECOM

London licensed Taxis Historic vehicles

Showman's vehicles

Remove the annual £10

Current fee: £10

registration fee for Auto Pay

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

Proposed fee: FREE

Current level: £160Proposed level: £180

1.2 The consultation

TfL held a public and stakeholder consultation between 20 May 2022 and 29 July 2022 on detailed "scheme proposals" to expand the ULEZ to outer London to the current Low Emission Zone (LEZ) boundary, so that it would operate London-wide from 29 August 2023. The consultation included the other proposals set out in Figure 1.1 above. The findings from the consultation will be used to inform a decision by the Mayor of London about whether or not to confirm the above ULEZ expansion proposals, with or without modifications.

The consultation also asked the public and stakeholders questions that would help shape any potential future road user charging.

AECOM were appointed to carry out the following tasks:

- Thematic coding of open-ended questions;
- Quantitative analysis of the closed questions and demographic questions;
- Cleaning and analysis of postcode data provided; and
- Mapping of respondent location.

1.3 The questionnaire

TfL designed and hosted the questionnaire on Have your say, the TfL consultation portal, the topics raised in the questionnaire included:

- Concerns about air quality;
- Current vehicle compliance with the emission standards required to drive in London;
- The proposed implementation date to expand the ULEZ London-wide;
- Future interventions for those who are not compliant;
- Discounts, exemptions and reimbursements;
- A vehicle scrappage scheme, penalty charge notice levels (PCN), use of automatic number-plate recognition (ANPR) data and Auto Pay fees; and
- The future of road user charging.

Demographic data was also provided by respondents during the registration process.

Questions asked in relation to the revision of the Mayor's Transport Strategy (MTS), are being reported separately.

A copy of the questionnaire can be found in **Appendix A**.

1.4 Format of report

Following this introduction:

Chapter 2: describes the methodology used;

Chapter 3: details the key findings to the ULEZ section of the consultation;

Chapter 4: details the key findings about addressing the triple challenges affecting London;

Chapter 5: details the key findings to the future of road user charging section of the consultation; and

Chapter 6: provides feedback on the consultation process and material.

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AECOM

2. Methodology

2.1 Receiving responses

Most responses were received via the consultation questionnaire hosted on the TfL portal. To ensure inclusivity, TfL also gathered responses via email and hardcopy questionnaire. An "easy read" version of the questionnaire was also available.

TfL entered all responses received by methods other than the online questionnaire into the TfL portal. The database was delivered to AECOM in weekly batches for processing, analysis, and reporting.

2.2 Campaigns

When analysing the responses, it is apparent there has been several campaigns. The campaigns identified were:

- **Fair Fuel UK:** a total of 4,726 responses were received in connection to a campaign on behalf of motorists.
- **Living Streets:** a total of 544 identical responses were received in connection to Living Streets Charity UK;
- London Cycling Campaign: a total of 1,581 responses were received in connection to the London Cycling Campaign; and
- London Friends of the Earth Network (via Action Network): a total of 705 responses were received in connection with London Friends of the Earth;
- Wearepossible.org: a total of 4,312 responses were received in connection to a campaign focused on a zero carbon society.

The standard response provided by these campaigns is shown in **Appendix B**. Respondents were able to change the text or answers offered as standard before submitting.

In addition, there were two further sources of information offering opinions about the ULEZ.

- The London Borough of Bexley: communicated a point of view to residents, but residents were then required to actively seek out and provide their own response to the consultation themselves, as opposed to a campaign where a standard response may be sent by completing a form or forwarding an email; and
- **38 Degrees.org:** there was a petition held on their website about the ULEZ but required people to send their own views about the ULEZ, therefore responses varied.

2.3 Thematic coding

All free-text responses and letters and emails were grouped into themes to allow meaningful analysis. Letter and email responses were combined with the free text comments given in the questionnaire for analysis purposes.

Where possible, free text responses have been analysed by topic rather than response to a question to allow meaningful analysis and avoid double counting where respondents have given the same response to several questions.

The themes from each question were created by AECOM using the initial set of responses, and these were verified by TfL before full coding began. Where new themes emerged, these

were verified before continuing. A minimum of 10 per cent quality assurance checks and validation were completed on the coding for each question by both AECOM and TfL.

2.4 Analysis and reporting

The consultation was open to all and, therefore, respondents were self-selecting. This, coupled with the fact respondents could choose which of the questions they answered, means the results and responses should be viewed as indicative of the wider population and any identified sub-groups rather than representative. The profile of respondents is detailed in the next section.

As respondents were not obliged to answer all questions in the questionnaire, the percentages shown only include those that responded to each question. The number of people who answered each question is shown as "n=".

It is important to note that, unless specified, the tables within the report do not include stakeholder responses.

Where percentages do not sum to 100 per cent in the main body of the report, this is due to rounding or where more than one response was permitted.

Statistical significance testing was completed. Where results are reported as different between sub samples, this means the differences are statistically significantly different. Only data which is significantly different has been referenced in the report.

A large volume of data was received and therefore the following chapters summarise the main findings and highlight pertinent differences between groups.

2.5 Response

2.5.1 Type of respondent

A total of 57,913 responses were received, of which 334 were categorised by TfL as stakeholders. An additional 8 responses categorised as stakeholders were submitted to TfL after the deadline, these are not included in this report but have been considered in TfL's report to the Mayor.

Of the 57,913 responses, 11,868 were identified as campaign responses, the total number of responses not including campaigns is 46,045.

The types of respondent who answered the survey is shown in Table 2.1.

Table 2.1 Respondent type

Respondent type	Count	Percentage
Employed in the current inner London ULEZ	14,081	35
Employed in outer London	11,904	30
A visitor to Greater London	4,290	11
A business owner in outer London	3,746	9
An owner of a business in the current inner London ULEZ	1,587	4
A London licensed taxi (black cab) driver	168	0.4
A London licensed private hire vehicle driver	120	0.3
None of these but interested in the proposals	9,598	24
Total	40,032	100

Respondents can be represented in more than one group therefore percentages do not add to 100

Respondents were able to, but not required to, provide postcode data during a registration process and in the survey. In addition, the survey asked respondents for their residency. Similarly, some respondents provided a postcode when responding as part of a campaign or by email. Table 2.2 shows the residency of each respondent where this was provided using the following priority, as agreed with TfL.

- 1. The respondent answered the residency question in the survey;
- 2. The respondent provided a postcode in the survey or as part of their email or response via a campaign;
- 3. The respondent provided a postcode on registration.

The postcodes were allocated to a residency using a list of postcodes provided by TfL which identified those who live in the current inner London ULEZ.

Table 2.2 Respondent Residency

Respondent Residency	Count	Percentage
In the current inner London ULEZ	12,625	22
In outer London (not in the current inner London ULEZ)	31,436	54
Lived outside of Greater London	9,765	17
Don't know / postcode not provided	4,087	7
Total	57,913	100

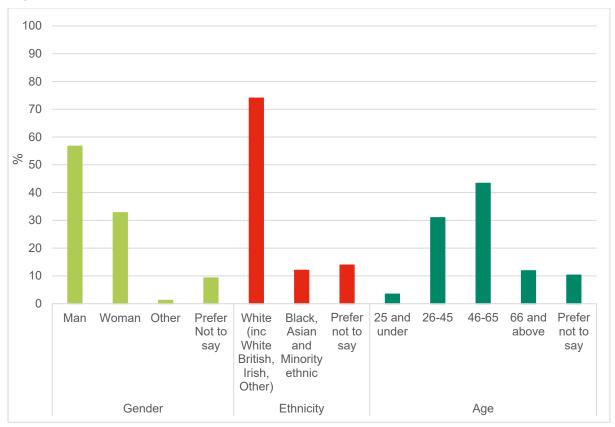
2.5.2 Respondent profile

Respondents provided details about themselves such as age, gender and ethnic origin. These questions were optional. The percentages in Figure 2.1 are of those who provided this information and not of all respondents. Any difference in response by demographic profile should be treated with caution.

NOTE: that those who provided a response via a campaign did not provide a full set of demographic profile questions, but some campaigns provided postcode data. Of the campaigns that provided postcode data, the split between inner and outer London and outside Greater London is as follows:

- 4,173 lived in the current inner London ULEZ;
- 2,687 lived in outer London (not in the current inner London ULEZ); and
- 4.051 lived outside of Greater London.

Figure 2.1 Respondent profile



Base: all respondents who provided demographic information (Gender 36,770; Ethnicity 36,773; Age 36,968).

Other information was also gathered from respondents that could influence their opinion, including residency, frequency of driving in Greater London and respondents' vehicle compliance.

Profile of respondents compared to the population of London

The profile of those who provided a response about their gender, ethnicity and/or age and also confirmed they lived in London was used to compare with the population of London. The outcomes are as follows:

For those based in London, women were underrepresented in the survey, of those who provided a gender, 36 per cent were women compared to the 2020 Census population projections data* of 50 per cent.

For those based in London, younger people were under represented as follows.

 4 per cent of those who completed the survey were aged 25 and under compared to the 2020 Census population projections data* of 19 per cent aged 13 to 25; • 35 per cent of those who completed the survey were aged 26 to 45 compared to the 2020 Census population projections data* of 46 per cent

There was an over representation of 46 to 65 year olds, comprising 48 per cent of those who completed the survey compared to the 2020 Census population projections data* of 23 per cent.

There was an over representation of those responded who have a white ethnic origin with 85 per cent of those who stated their ethnicity describing themselves as white, compared to 2011 Census data* of 60 per cent for London.

*Source: Office for National Statistics (ONS). At the time of writing only some census data for 2020 had been released;

2.5.3 Current compliance with the ULEZ vehicle emissions standards

All respondents who completed the survey were asked whether their vehicles would meet the required emissions standards, and a vehicle checker was provided for those who were unsure.

Table 2.3 shows respondents current vehicle compliance for those that live in the current inner London ULEZ, in outer London or outside Greater London.

Table 2.3 Respondent vehicle compliance by respondent residency (%)

Respondent vehicle type	In the current inner London ULEZ	In outer London	Outside Greater London
Yes – my vehicle meets the standards	45	33	28
Yes – I have more than one vehicle, all of which meet the standards	4	6	5
No – my vehicle doesn't meet the standards	9	34	39
No – I have more than one vehicle, one or more of which do not meet the standards	5	20	23
I don't know	1	2	3
I don't own a vehicle	36	6	3
Total	7,859	27,551	5,509

Figure 2.2 shows the response based on residency for those who live in the current inner London ULEZ, and Figure 2.3 shows the response based on residency for those who live in outer London.

Of those respondents who live in the current inner London ULEZ, 45 per cent of the 7,859 who responded to this question own a vehicle that meets the required emissions standards, and 14 per cent own at least one vehicle which does not meet the required emissions standards. 36 per cent do not own a vehicle.

Pes – my vehicle meets the standards

Yes – I have more than one vehicle, all of which meet the standards

No – my vehicle doesn't meet the standards

No – I have more than one vehicle, one or more of which do not meet the standards

I don't own a vehicle

I don't know

Figure 2.2 Inner London residents: Vehicle compliance with emissions standards (%)

Base: all respondents who answered (7,859)

Of those respondents who live in outer London, 54 per cent of the 27,551 who answered this question own at least one vehicle that does not meet the required emissions standards, 39 per cent have a vehicle that does meet the required emissions standards and 6 per cent do not own a vehicle.

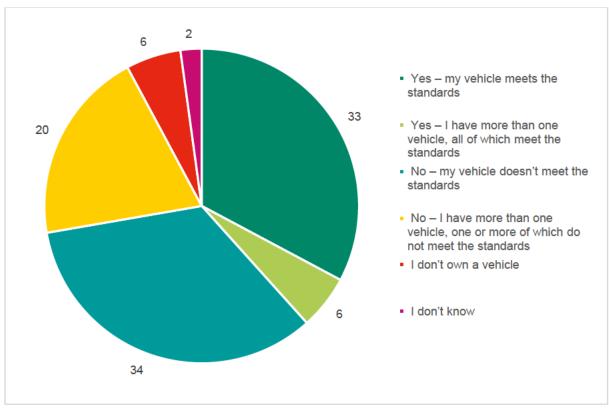


Figure 2.3 Outer London residents: Vehicle compliance with emissions standards (%)

Base: all respondents who answered (27,551)

Figure 2.4 summarises the total response to the question "Does your vehicle(s) meet the emission standards required to drive in London without paying the ULEZ charge?".

Of the 35,499 who responded to this question and lived in London, 45 per cent of respondents own at least one vehicle which would not meet the emissions standards and therefore would be directly impacted by the introduction of the ULEZ, of these:

- 42 per cent live in outer London; and
- 3 per cent live in the current inner London ULEZ.

45 40 35 30 25 % 20 15 10 5 Don't Compliant Compliant Compliant Compliant No No Don't Vehicle Vehicle Know Know In the current inner London ULEZ In outer London Compliance 0 42 2 30

Figure 2.4 All respondents: Current compliance to the ULEZ emissions standards

Base: all respondents who answered (35,499)

Respondents were asked about their frequency of driving in Greater London with 19 per cent stating every day and 17 per cent stating they never drive in Greater London.

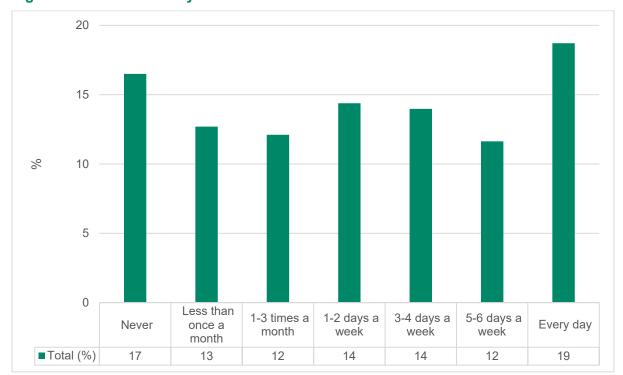


Figure 2.5 How often do you drive in Greater London?

Base: all respondents who answered (44,031)

2.5.4 Respondent location

A total of 37,222 of Greater London respondents provided a postcode. Table 2.4 below shows the location of respondents and a breakdown by London Borough.

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Table 2.4 Respondent location

Location	Count	%
Barking and Dagenham	493	1
Barnet	1316	4
Bexley	2441	7
Brent	623	2
Bromley	2965	8
Camden	635	2
City of London	65	0
City of Westminster	475	1
Croydon	1845	5
Ealing	1261	3
Enfield	997	3
Greenwich	956	3
Hackney	693	2
Hammersmith and Fulham	505	1
Haringey	817	2
Harrow	1263	3
Havering	1947	5
Hillingdon	1868	5
Hounslow	1227	3
Islington	744	2
Kensington and Chelsea	320	1
Kingston upon Thames	1190	3
Lambeth	1306	4
Lewisham	1294	3
Merton	1086	3
Newham	420	1
Redbridge	801	2
Richmond upon Thames	1460	4
Southwark	1228	3
Sutton	1796	5
Tower Hamlets	758	2
Waltham Forest	834	2
Wandsworth	1393	4
Total	37022	100

3. Key findings: Proposed expansion of the ULEZ and the day-to-day administration of Road User Charging schemes

3.1 Introduction

The key responses to consultation questions referring to the proposals for the expansion of the ULEZ are described in this section.

The start of the questionnaire set out the aims to improve air quality and public health, tackle the climate emergency, and reduce traffic congestion. The questionnaire included questions about the proposals for the expansion of the ULEZ London-wide, this included questions on the following:

- Concerns about air quality;
- The proposed implementation date to expand the ULEZ London-wide;
- Future intentions for those who are not compliant;
- Discounts, exemptions and reimbursements;
- A vehicle scrappage scheme;
- Changes to the penalty charge notice (PCN) levels for non-payment of the ULEZ and the Congestion Charge;
- · Changes to Auto Pay fees; and
- Views about use of automatic number plate recognition (ANPR) data.

3.2 Concerns about air quality in residential areas

3.2.1 Overall summary

There were 55 per cent of respondents who had some concern about the air quality where they live and 35 per cent were not concerned about air quality where they live.

Table 3.1 How concerned are you about air quality where you live? (%)

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder *
Very concerned	30	30	18	34
Concerned	25	25	29	32
No opinion	10	10	11	12
Unconcerned	25	25	29	12
Very unconcerned	10	10	12	10
Don't know	0	0	1	1
Total	48,001	47,882	41,301	119

Base: all respondents (47,882 public; 119 stakeholders; 9,912 total did not answer this question)

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^{*}Only 119 stakeholders answered this question therefore the percentages should be treated with caution

Respondent residency

Of those respondents who live in the current inner London ULEZ, 83 per cent have a level of concern about air quality where they live. Of those who live in outer London, 43 per cent were either unconcerned or very unconcerned about air quality, similar to those living outside of Greater London (46 per cent).

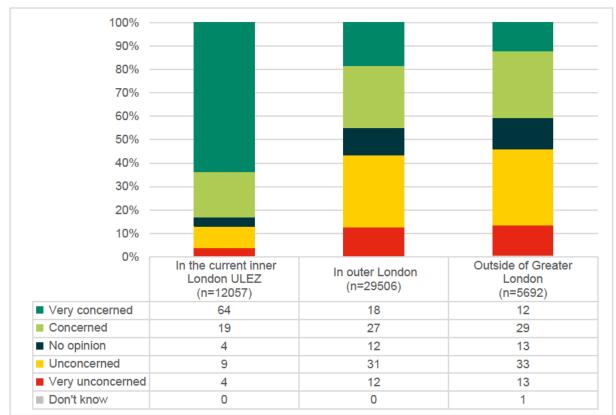


Figure 3.1 Respondent's level of concern about air quality where they live (%)

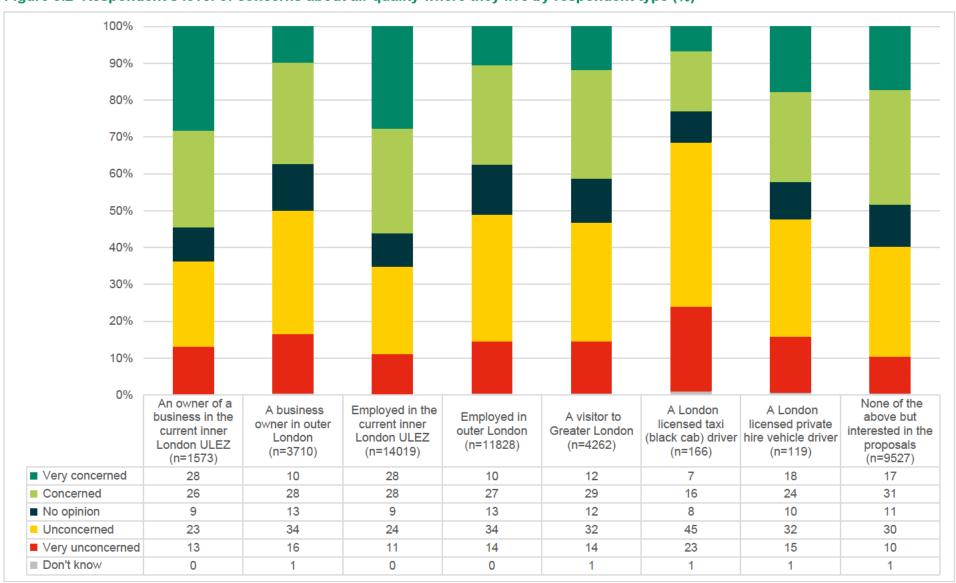
Campaign respondents' responses are included in the Figure 3.1.

Respondent type

Respondents who were the owner of a business in the current inner London ULEZ felt some level of concern about air quality where they live (54 per cent), a similar proportion (56 per cent) of those who are employed in the current inner ULEZ felt some level of concern.

Respondents that were business owners in outer London (50 per cent) and those employed in outer London (49 percent) felt unconcerned or very unconcerned about the air quality where they live.

Figure 3.2 Respondent's level of concerns about air quality where they live by respondent type (%)



Other statistically significant differences between sub-groups:

- Those who live in outer London and own vehicles that do not meet the emissions standards
 for the ULEZ were more likely to say they were unconcerned (52 per cent) about air quality
 than concerned (33 per cent), compared to those who live in inner London and own
 vehicles that meet the emissions standards for the ULEZ who were more likely to be
 concerned with air quality (68 per cent);
- There was a link between the number of times respondents drive into Greater London and the level of concern about air quality, the less frequently the respondent drives in London, the more concerned about air quality they were, 69 per cent of those who never drive in were concerned on some level compared to 31 per cent of those who drive in everyday; and
- Of the respondents aged 45 years and under, 54 per cent were concerned about air quality on some level compared to those aged 46 and over (47 per cent).

3.3 Implementation

3.3.1 Proposed implementation date

Respondents were advised that the proposed date to expand the ULEZ was 29 August 2023.

There were 59 per cent of respondents who felt the expansion of the ULEZ should not be implemented at all, with the majority of the other respondents having a mixed view of whether the proposed implementation date for expanding the ULEZ should be earlier (12 per cent), is the right date (21 per cent) or should be later (8 per cent).

Table 3.2 We are proposing to expand the ULEZ London-wide on 29 August 2023. What do you think of the implementation date? (%)

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder *
Should be earlier	12	12	13	13
The right date	21	21	9	18
Should be later	8	7	9	22
Should not be implemented	59	59	68	43
I don't know	1	1	1	5
Total	48,028	47,908	41,353	120

Base: all respondents (47,908 public; 120 stakeholders; 9,885 total did not answer this question)

Of those who wanted the implementation date to be earlier, 98 per cent were concerned on some level about air quality, compared to 30 per cent of those who did not want the proposal implemented at all.

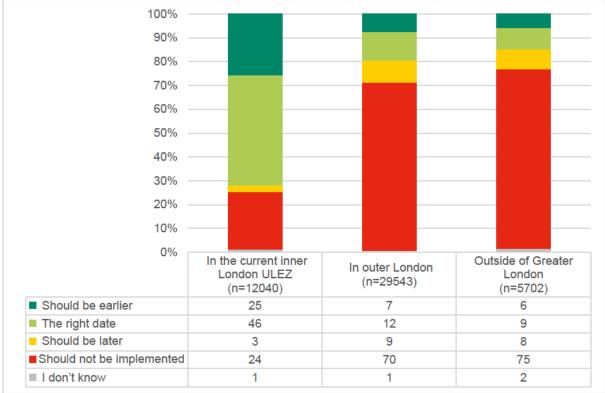
^{*}Only 120 stakeholders answered this question therefore the percentages should be treated with caution

Respondent residency

Of those respondents who live in the current inner London ULEZ, 25 per cent felt the expansion of the ULEZ should be implemented earlier, whilst 24 per cent felt the ULEZ expansion should not be implemented at all. 70 per cent of respondents who live in outer London felt the ULEZ expansion should not be implemented at all.

Respondents living outside of Greater London were most likely to say the expansion should not be implemented at all (75 per cent).

Figure 3.3 Respondent's opinions about the proposed implementation date based on residency (%)



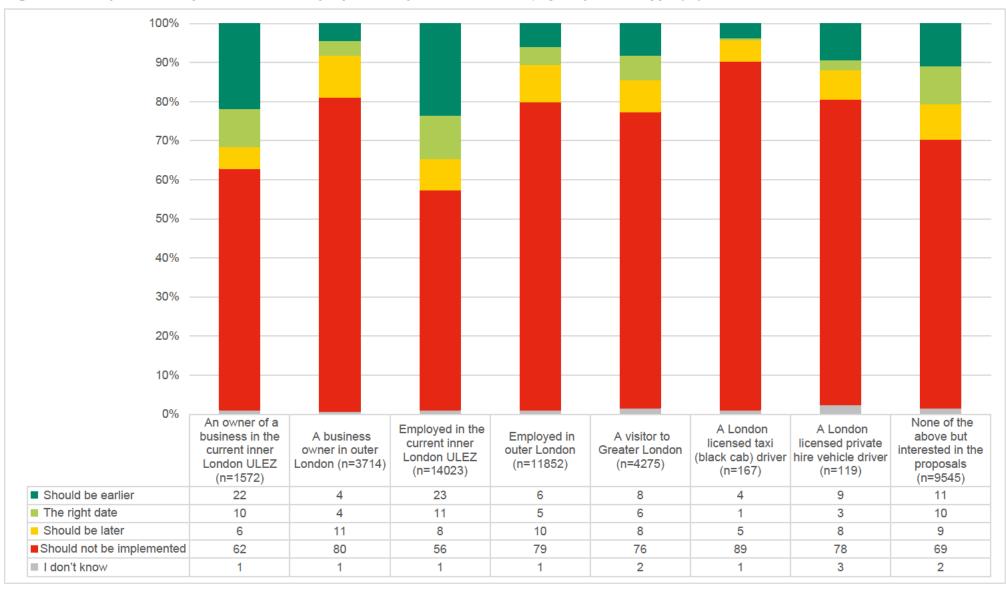
Campaign respondents' responses are included in Figure 3.3.

Respondent type

Across all respondent types over half felt the proposed ULEZ expansion should not be implemented at all, ranging from 56 per cent to 89 per cent.

Respondents who owned a business in the current inner London ULEZ (22 per cent) and those who were employed in the current inner London ULEZ (23 per cent) were more likely to say they wanted the implementation date to be earlier, compared to other respondents (ranging from four per cent to 11 per cent).

Figure 3.4 Respondent's opinions about the proposed implementation date, by respondent type (%)



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Other statistically significant differences between sub-groups:

- Those who own at least one vehicle that does not meet the ULEZ emissions standards were more likely to feel the London-wide ULEZ should not be implemented at all (83 per cent), compared with those who own vehicles that meet the ULEZ emissions standards (65 per cent think it should not be implemented at all). 58 per cent of respondents who do not own a vehicle feel the ULEZ should be implemented earlier;
- There was a strong link between the frequency of driving in London and those who felt the ULEZ expansion should not be implemented at all, with 40 per cent of those who never drive feeling this compared to 86 per cent of those who drive in every day; and
- There was a similar link based on age with younger people more likely to say they wanted the ULEZ expansion to be implemented earlier than the proposed date (26 per cent of those aged 25 and under) down to 8 per cent of those aged 66 and above.

3.4 Future intentions

3.4.1 Overall summary

Respondents were asked what they intend to do if they own a vehicle(s) that is not currently compliant with emissions standards for the ULEZ. All respondents were able to respond to the question and are included in Table 3.3 whether compliant or non-compliant.

Table 3.3 If you own a vehicle(s) that is not currently compliant with emissions standards and we proceed with our proposals, what do you intend to do? (%)

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder *
Walk or cycle more	7	7	7	11
Use public transport more	10	10	10	12
Use taxis or private hire vehicles more	4	4	4	4
Use a car club	2	2	2	6
Trade the vehicle in for a compliant one	18	18	18	22
Get rid of the vehicle	12	12	12	12
Pay the charge when using vehicle	21	21	21	27
Not make journeys I would have done	23	23	23	24
Do something else that's not listed	22	22	22	30
Don't know	27	27	27	15
Total	30,715	30,622	30,618	93

Base: all respondents (30,622 public; 93 stakeholders; 27,198 total did not answer this question)

Respondents could choose more than one option and therefore percentages will not equal 100 per cent

^{*}Only 93 stakeholders answered this question therefore the percentages should be treated with caution

Table 3.4 shows the responses of respondents based on their vehicle ownership and their current compliance with the emissions standards for the ULEZ.

Those who own a vehicle(s) that does not meet the emissions standards mainly said they would not make the journeys they normally would have (26 per cent), did not know what they would do (26 per cent) and 25 per cent said they would pay the charge. 20 per cent of respondents who own vehicles which would not meet the emissions standards for the ULEZ said they would trade their vehicle in and 13 per cent said they would get rid of their vehicle.

Those who do not own vehicles were most likely to say they would walk or cycle more (41 per cent) or use public transport (44 per cent).

Table 3.4 The intended action if ULEZ proposals proceed, based on whether vehicles owned comply with the emissions standards (%)

	Meet standards	Do not meet standards	Do not own vehicles	Don't know / did not answer
Walk or cycle more	8	4	4 41	
Use public transport more	11	6	6 44	
Use taxis or private hire vehicles more	5	3	11	4
Use a car club	2	1	9	1
Trade the vehicle in for a compliant one	17	20	11	8
Get rid of the vehicle	10	13	13	7
Pay the charge when using vehicle	16	25	7	15
Not make journeys I would have done	20	26	14	20
Do something else that's not listed	21	23	9	26
Don't know	28	26	23 38	
Total	8,637	19,314	1,784	786

Base: all respondents (30.622)

Respondent type by compliance

Figure 3.5 only shows the respondent types who have vehicles that do not meet emission standards for the ULEZ.

Most owners of a business in the current inner London ULEZ (39 per cent) said they would pay the charge, those who are visitors to Greater London mostly said they would not make journeys they normally would have (42 per cent).

Of those respondents who drive in London at least 5 days per week, 20 per cent would trade in their vehicle for a compliant one and 19 per cent would not make the journeys they would have done, however 30 per cent stated they did not know what they would do.

 $^{^{\}star}$ Respondents could choose more than one option and therefore percentages will not equal 100 per cent

Table 3.41 If you own a vehicle(s) that is not currently compliant with emissions standards and we proceed with our proposals to expand the ULEZ to outer London, what do you intend to do? (%)

Respondents who own at least one vehicle that does not meet the required emissions standards for the ULEZ

	An owner of a business in the current inner London ULEZ	A business owner in outer London	Employed in the current inner London ULEZ	Employed in outer London	A visitor to Greater London	A London licensed taxi (black cab) driver	A London licensed private hire vehicle driver	None of the above but interested in the proposals
Walk or cycle more	6	2	6	3	3	4	5	5
Use public transport more	7	3	8	5	7	5	3	7
Use taxis or private hire vehicles more	6	3	4	2	3	18	15	3
Use a car club	2	1	2	1	1	5	5	1
Trade the vehicle in for a compliant one	16	19	24	21	14	20	30	19
Get rid of the vehicle	11	13	15	14	8	16	20	14
Pay the charge when using vehicle	39	27	30	21	30	27	25	23
Not make journeys I would have done	23	21	26	22	42	20	43	28
Do something else that's not listed	28	29	22	25	24	25	23	20
Don't know	17	25	23	31	18	27	33	26
Base	535	2493	5001	6981	2479	55	40	4174

^{*}Respondents could choose more than one option from each question and therefore percentages will not equal 100 per cent

Other statistically significant differences between sub-groups:

- If the proposal is implemented, those who live in the current inner London ULEZ are more likely to say they will walk or cycle (23 per cent) or use public transport (25 per cent) compared to those living in outer London (5 per cent and 8 per cent respectively) or outside Greater London (4 per cent and 7 per cent, respectively);
- Respondents who lived outside of Greater London were more likely to say they would not
 make the journeys they normally would have than those who live in inner London or outer
 London (35 per cent compared to 17 per cent and 22 per cent, respectively);
- Those who wanted the implementation date earlier than the proposed date were more likely say they would walk or cycle (55 per cent) or use public transport more (55 per cent) compared to respondents who feel the proposal should not be implemented at all (2 per cent and 4 per cent, respectively):
- Younger respondents (aged 25 or under) said they were more likely to walk or cycle (16 per cent) or use more public transport (20 per cent), compared to older age groups (ranging from 5 per cent to 12 per cent); and
- Those aged 66 and above were more likely to not make journeys they would have made (31 per cent) than younger age groups (ranging from 22 per cent to 23 per cent), those aged 26-45 were more likely to trade their vehicle in for a compliant one (23 per cent) when compared to the other age groups (ranging from 16 per cent to 19 per cent).

3.5 Discounts and exemptions

3.5.1 Overall summary

A small proportion of all respondents (2 per cent) are registered for a discount or entitled to an exemption for the current ULEZ.

Table 3.5 Are you registered for a discount or entitled to an exemption for the current ULEZ? (%)

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder *
Yes	2	2	2	10
No	91	91	91	77
Don't Know	7	7	7	13
Total	41,153	41,039	41,024	114

Base: all respondents (41,039 public; 114 stakeholders; 16,760 total did not answer this question)

Respondents who said they were registered for a discount or entitled to an exemption were asked to indicate the discount or exemption that is relevant to them.

Of the 2 per cent (714 respondents) who were registered for a discount or exemption, 695 respondents indicated the type of discount or exemption they had. Of these, 45 per cent had a 'disabled' or 'disabled passenger vehicle' tax class discount or exemption, 37 per cent indicated they had another type of discount or exemption that was not listed, while 13 per cent said they had a historic vehicle discount.

^{*}Only 113 stakeholders answered this question therefore the percentages should be treated with caution

Of the 37 per cent of those who said they had some other discount or exemption not listed in the survey, there were two main outcomes, either they owned an electric vehicle or there was no comment from respondents. It is important to note that electric vehicles are not classed as discounted or exempt as they are compliant with the ULEZ emissions standards.

Of the 166 London licensed taxi (black cab) drivers who responded to this question in the survey, 37 drivers (22 per cent) stated they were registered for a discount or exemption for the current ULEZ.

Table 3.6 Please indicate the relevant discount or exemption (%)

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder *
Vehicles for disabled people (with 'disabled' or 'disabled passenger vehicle' tax class)	45	45	45	9
Minibuses used for community transport registered for discount	1	0	0	36
Wheelchair-accessible private hire vehicles	1	1	1	0
Other exempt vehicles, such as specialist agricultural, military, non-road going and mobile	1	1	1	0
Taxis	6	6	6	9
Historic vehicles	13	12	12	18
Showman's vehicles registered for discount	1	1	1	18
Other	37	37	37	9
Total	695	684	684	11

Base: all respondents (684 public; 11 stakeholders; 57,218 total did not answer this question)

Less than one per cent (0.2 per cent) of all respondents have claimed a reimbursement of the ULEZ charge under the NHS patient reimbursement scheme.

Table 3.7 Have you claimed a reimbursement of the ULEZ charge under the NHS patient reimbursement scheme? (%)

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder *
Yes	0.2	0.2	0	3
No	99	99	99	95
Don't Know	1	1	1	3
Total	40997	40884	40,874	113

Base: all respondents (40,884 public; 113 stakeholders; 16,916 total did not answer this question)

^{*}Only 11 stakeholders answered this question therefore the percentages should be treated with caution

^{*}Only 113 stakeholders answered this question therefore the percentages should be treated with caution

3.5.2 Importance of continuing existing discounts, exemptions and reimbursements for the ULEZ

There were 64 per cent of all respondents who felt that continuing to have the existing discounts, exemptions and reimbursements is either important or very important, while 10 per cent of all respondents feel it is unimportant or very unimportant.

Table 3.8 How important do you consider it is to continue to have these existing discounts, exemptions and reimbursements for the ULEZ? (%)

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder *
Very important	46	46	46 46	
Important	20	20	19	22
No opinion	18	18	18	10
Unimportant	5	5	5	1
Very unimportant	5	5	5	4
Don't Know	6	6	6	2
Total	41,792	41,673	41,054	119

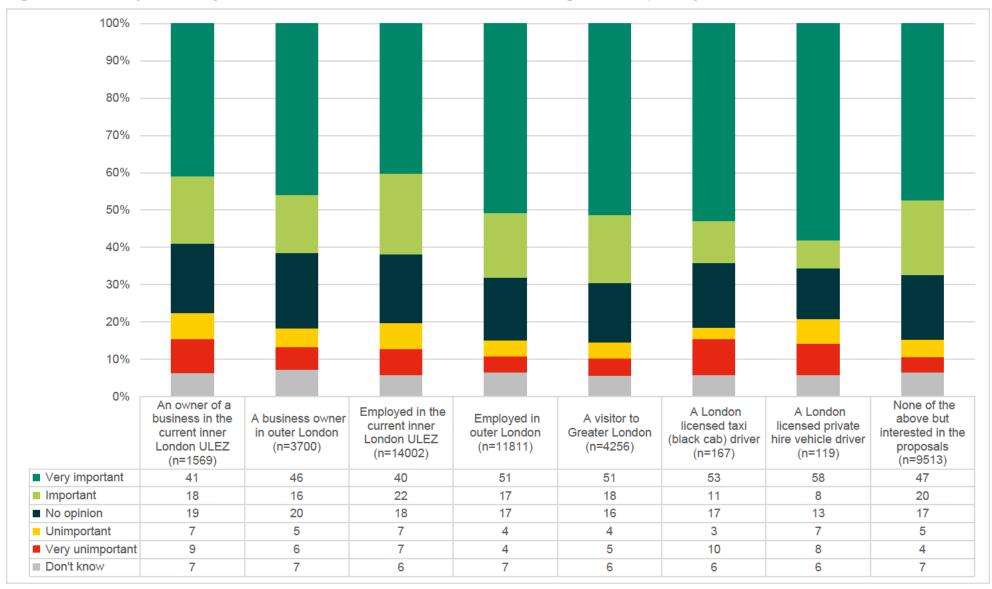
Base: all respondents (41,673 public; 119 stakeholders; 16,121 total did not answer this question)

Respondent Type

All respondent types were more likely to feel that extending the existing discounts, exemptions and reimbursements was important on some level (ranging from 59 per cent to 69 per cent), with smaller proportions feeling it was unimportant on some level (ranging from 9 per cent to 16 per cent).

^{*}Only 119 stakeholders answered this question therefore the percentages should be treated with caution

Figure 3.5 How important do you consider it is to continue to have these existing discounts, exemptions and reimbursements for the ULEZ?



Other statistically significant differences between sub-groups

- Female respondents were more likely to think it was important on some level (74 per cent) compared to male respondents (62 per cent);
- Respondents aged 25 or under or aged 25-45 were more likely to think it was unimportant
 on some level (11 per cent and 12 per cent, respectively) compared to those aged 46-65
 (nine per cent) and those aged 66 and above (7 per cent); and
- Those who consider themselves to be disabled were more likely to think it was very important (61 per cent) compared to 45 per cent of those who do not consider themselves disabled.

3.5.3 Should further discounts, exemptions or reimbursements be provided for the ULEZ

Of the respondents, 54 per cent felt further discounts, exemptions and reimbursements should be provided for the ULEZ, whilst 21 per cent felt there should not be any further discounts, exemptions or reimbursements.

Table 3.9 Do you think we should provide any further discounts, exemptions or reimbursements for the ULEZ? (%)

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder *
Yes	54	54	61	71
No	29	29	20	15
Don't know	17	17	20	15
Total	46,192	46,076	41,071	116

Base: all respondents (46,076 public; 116 stakeholders; 11,721 total did not answer this question)

Of the campaign responses, 4,981 felt there should be no further discounts, exemptions or reimbursements.

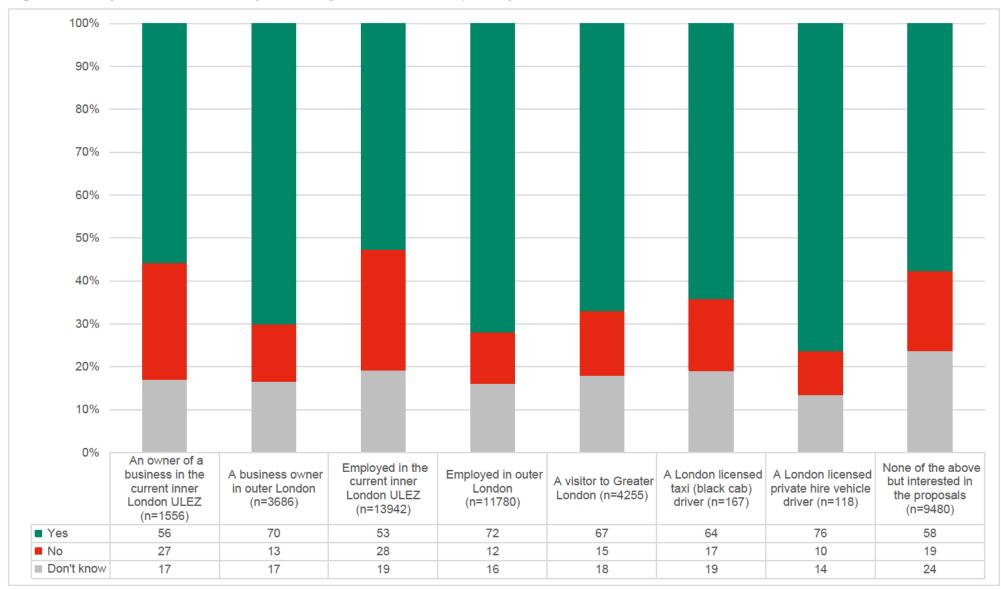
Respondent Type

27 per cent of business owners in the current inner London ULEZ and 28 per cent of those employed in the current inner London ULEZ were more likely to think there should not be any further discounts, exemptions and reimbursements when compared to other respondent types.

Those who are business owners in outer London (70 per cent), employed in outer London (72 per cent) or a London licensed private hire vehicle (77 per cent) were most likely to say they did want further discounts, exemptions and reimbursements.

^{*}Only 116 stakeholders answered this question therefore the percentages should be treated with caution

Figure 3.6 Do you think we should provide any further discounts, exemptions or reimbursements for the ULEZ?



Other statistically significant differences between sub-groups

- 67 per cent of those that wanted the proposal implemented earlier did not think further discounts, exemptions or reimbursements were required, compared to 9 per cent of those who did not want the proposal implemented at all. 75 per cent of those who did not want the proposal implemented at all felt there should be further discounts and exemptions;
- There is a link between the frequency respondents travel in Greater London and if they want further discounts, exemptions and reimbursements, with those who travel in every day (73 per cent) more likely to want further discounts, exemptions or reimbursements, compared to those who travel in less than once a month (48 per cent);
- Female respondents were more likely to want further discounts, exemptions or reimbursements (62 per cent) compared to male respondents (58 per cent);
- Those who consider themselves to be disabled were more likely to want further discounts, exemptions or reimbursements (68 per cent) compared to 58 per cent of those who do not consider themselves disabled; and
- Those respondents who identified as Black, Asian and minority ethnic groups were more likely to want further discounts, exemptions or reimbursements (66 per cent) compared to 58 per cent of respondents who identify as White (including White British, Irish, Other).

3.6 Vehicle scrappage scheme

3.6.1 The important of a supporting scrappage scheme

There were 69 per cent of respondents who felt it was important on some level that the proposed expansion of the ULEZ is supported by a scrappage scheme.

Table 3.10 How important is it that the proposed expansion of the ULEZ is supported by a scrappage scheme? (%)

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder *
Very important	55	55 55		57
Important	14	14	16	16
No opinion	10	10	12	14
Unimportant	7	7	8	3
Very unimportant	10	10	11	8
Don't Know	4	4	5	2
Total	46,358	46,238	41,259	120

Base: all respondents (46,238 public; 120 stakeholders; 11,555 total did not answer this question)

4,977 campaign responses felt it was important on some level that the proposed expansion of the ULEZ was supported by a scrappage scheme.

Respondent Type

All types of respondents felt the scrappage scheme was important on some level, with the highest being those who are employed in the current inner London ULEZ (66 per cent).

^{*}Only 120 stakeholders answered this question therefore the percentages should be treated with caution

Figure 3.7 How important is it that the proposed expansion of the ULEZ is supported by a scrappage scheme?



Other statistically significant differences between sub-groups:

- Of those who have vehicles that do not meet the required emissions standards, 63 per cent felt it was important on some level that the proposed expansion is supported by a scrappage scheme compared to 20 per cent who feel it is unimportant on some level. Similarly, of those who have vehicles that do meet the emissions standards, 66 per cent felt it was important on some level and 19 per cent felt it was unimportant on some level;
- Female respondents were more likely to think it was important on some level (71 per cent) compared to male respondents (65 per cent); and
- There was a link between how important respondents think a supporting scrappage scheme is and age, ranging from respondents aged 66 and above who were more likely to think it is very important (55 per cent) down to those aged 25 or under (43 per cent).

3.7 Penalty Charge Notice (PCN) Level

3.7.1 Considering the proposed PCN level for ULEZ and Congestion Charge

Respondents were asked about their view for a proposed increase of the PCN level from £160 to £180 for both the ULEZ and Congestion Charge in order for the PCN to remain an effective deterrent, 71 per cent of all respondents felt the proposed PCN level of £180 would be too high.

Table 3.11 What do you consider the proposed PCN level of £180 is? (%)

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder *
Sufficient to act as an effective deterrent	25	25	16	34
Not high enough to act as an effective deterrent	6	6	7	3
Too high	64	64	72	57
Don't know	2	2	2	3
No opinion	3	3	3	3
Total	46,353	46,234	41,306	119

Base: all respondents (46,234 public; 119 stakeholders; 11,560 total did not answer this question)

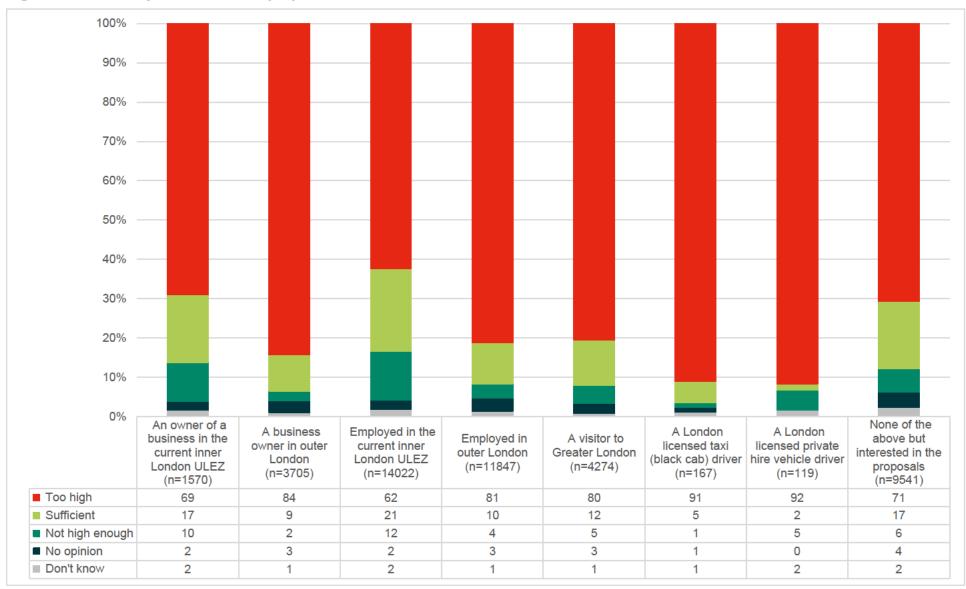
Of the campaign responses, 4,921 consider the proposed PCN level of £180 sufficient to act as an effective deterrent.

Respondent type

All respondent types were more likely to feel the proposed PCN level was too high, ranging from 62 per cent to 92 per cent.

^{*}Only 119 stakeholders answered this question therefore the percentages should be treated with caution

Figure 3.8 What do you consider the proposed PCN level of £180 is?



Other statistically significant differences between sub-groups:

- Of those respondents who have vehicles that do not meet the required emissions standards, 85 per cent felt the proposed PCN level was too high, compared to 70 per cent of those whose vehicles did meet the emissions standards and 21 per cent of those who do not own vehicles:
- 90 per cent of those who did not want the proposal implemented at all feel the proposed PCN level will be too high, compared to 10 per cent of those who want the proposal implemented earlier;
- There is a link between the frequency respondents travel in Greater London and if they
 think the proposed PCN level is sufficient, too low or too high, ranging from those who
 travel in every day thinking the proposed level is too high (87 per cent) down to those who
 never travel in (40 per cent);
- Those who consider themselves to be disabled were more likely to think the proposed PCN level is too high (73 per cent) compared to 69 per cent of those who do not consider themselves disabled;
- Those who are aged 46 and over were more likely to think the proposed PCN level was too high (74 per cent) compared to those aged 45 and under (64 per cent); and
- Those respondents who identified as Black, Asian and minority ethnic groups were more likely to think the proposed PCN level was too high (77 per cent) compared to 68 per cent of respondents who identify as White (including White British, Irish, Other).

3.8 Automatic Number Plate Recognition (ANPR) Data

3.8.1 Concerns about use of respondents' data and ANPR collecting information on vehicle movements

63 per cent of all respondents has some concern about the use of their personal data and the collection of ANPR data compared to 26 per cent who were unconcerned on some level.

Table 3.12 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 movement to enforce an expanded London-wide ULEZ? (%)

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder *
Very concerned	46	46 46		31
Concerned	17	17	17	21
No opinion	10	10	10	15
Unconcerned	17	17	17	24
Very unconcerned	9	9	9	7
Don't know	1	1	1	3
Total	41,264	41,146	41,136	118

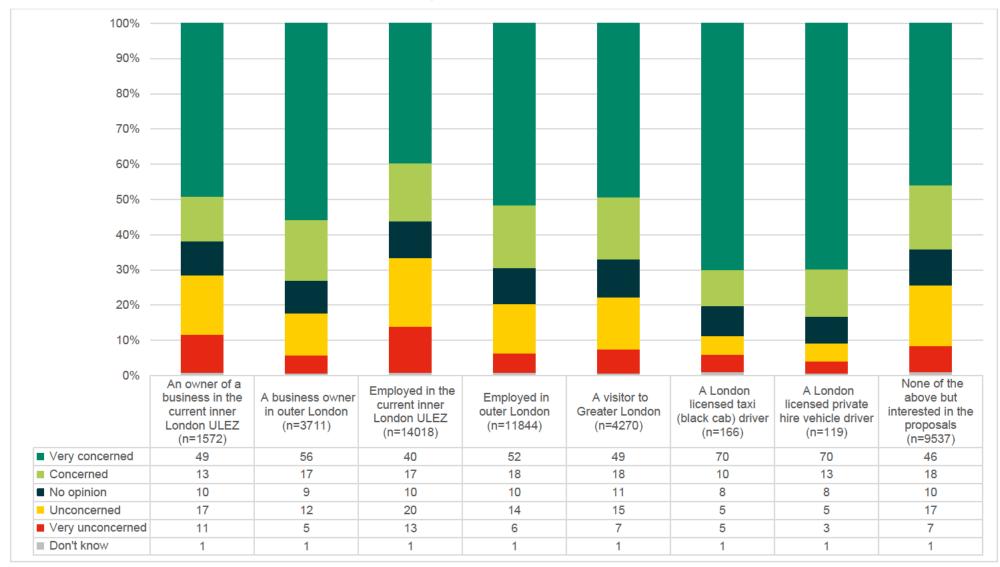
Base: all respondents (41,146 public; 118 stakeholders; 16,649 total did not answer this question)

^{*}Only 118 stakeholders answered this question therefore the percentages should be treated with caution

Respondent type

All respondent types were more likely to be concerned on some level about ANPR data, ranging from 56 per cent to 83 per cent. Smaller proportions of each respondent type felt unconcerned on some level (ranging from eight per cent to 33 per cent).

Figure 3.9 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 movement to enforce an expanded London-wide ULEZ?



Other statistically significant differences between sub-groups:

- 72 per cent of those who have vehicles that do not meet the required emissions standards and 63 per cent of those whose vehicles do meet the emissions standards felt concerned on some level about ANPR data, while 27 per cent of those who meet standards and 17 per cent of those who do not were unconcerned on some level;
- There is a link between the frequency respondents travel in Greater London and concern about ANPR data. Those who travel in every day were more likely to be concerned on some level (75 per cent) compared to those who never travel in (48 per cent):
- Older respondents were the more likely they were to be concerned about ANPR data on some level, with 65 per cent of those aged 66 and above being concerned on some level compared to 50 per cent of those aged 25 or under;
- 67 per cent of those who consider themselves to be disabled were more likely to be concerned on some level compared to 60 per cent of those who do not consider themselves disabled; and
- Those respondents who identified as Black, Asian and minority ethnic groups were more likely to be very concerned about ANPR data (53 per cent) compared to 40 per cent of respondents who identify as White (including White British, Irish, Other).

3.9 Auto Pay administration fee

3.9.1 Importance of removing the £10 Auto Pay administration fee per vehicle for ULEZ, LEZ and Congestion Charge

68 per cent of all respondents felt it was important on some level to remove the £10 Auto Pay administration fee, while 11 per cent felt it was unimportant on some level.

Table 3.13 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)? (%)

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder *
Very important	55	55	55	49
Important	13	13	13	17
No opinion	15	15	15	12
Unimportant	6	6	6	12
Very unimportant	5	5	5	7
Don't Know	6	6	6	4
Total	41,280	41,160	41,091	120

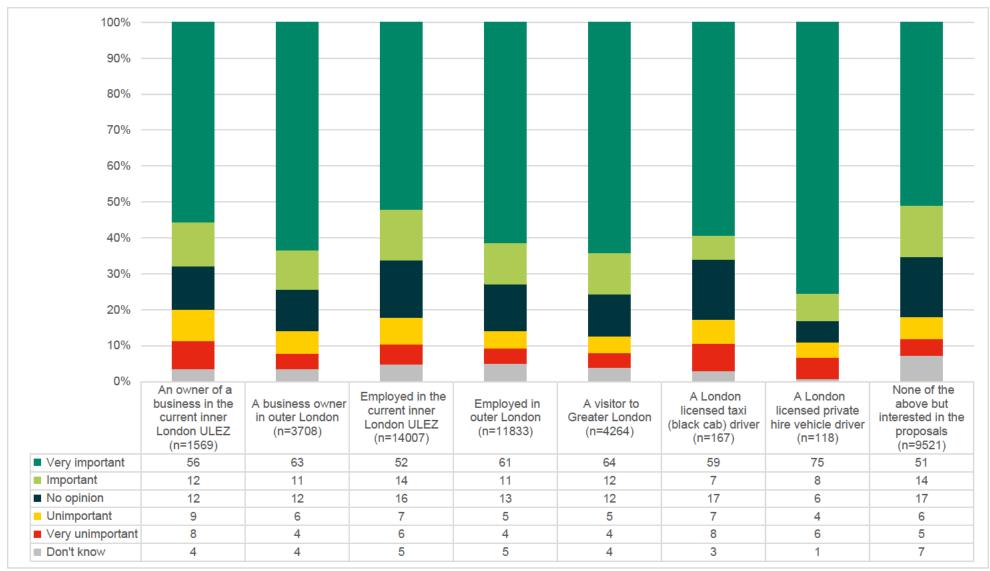
Base: all respondents (41,160 public; 120 stakeholders; 16,633 total did not answer this question)

Respondent type

All respondent types were more likely to think it was important on some level to remove the Auto Pay fee, ranging from 65 per cent to 83 per cent.

^{*}Only 120 stakeholders answered this question therefore the percentages should be treated with caution

Figure 3.10 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)?



Other statistically significant differences between sub-groups:

- Those who own vehicles that do not meet the required emissions standards (73 per cent) and those who have vehicles that do meet emission standards (72 per cent) felt it was important on some level to remove the auto pay administration fee; and
- There is a link between the frequency respondents travel in Greater London and how important they feel it is to remove the Auto Pay. Those who travel in every day were more likely to feel it was very important (65 per cent) down to those who never travel in (39 per cent).

3.10 Themes from comments about proposed expansion of the ULEZ and the day-to-day administration of Road User Charging schemes

This section shows the main themes that were mentioned in the comments provided about the ULEZ from all respondents. The full list of themes of comments about the ULEZ are provided in **Appendix C**.

3.10.1 Operation of the ULEZ

The following tables show the number of times respondents, including stakeholders, commented on the implementation date and the operation of the ULEZ. The main themes in the comments are shown in Table 3.14 and Table 3.15 below.

Table 3.14 Comments about the implementation date

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Proposed ULEZ expansion should be delayed (i.e. implemented later than 29th August 2023)	3,257	3,196	3,194	61
Proposed ULEZ expansion should be implemented sooner (i.e. sooner than 29th August 2023)	537	525	490	12
Other comments about implementation date of ULEZ expansion	168	166	166	2
Total number who commented on this topic	3,902	3,829	3,792	73

Table 3.15 Comments about the operation of ULEZ

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Other comments about the operation of the ULEZ	659	630	629	29
Concerns that the required standards to be compliant are too high / should be lower	595	593	593	2
ULEZ Charge should be lower (i.e. lower than £12.50 per day)	589	588	587	1
Concerns / comments about the time the ULEZ is in effect (i.e. 24/7, midnight to midnight)	237	234	234	3
ULEZ Charge should be higher (i.e. higher than £12.50 per day)	88	88	88	0
Total number who commented on this topic	2,018	1,984	1,982	34

3.10.2 The social and financial impact

The following table shows the number of times respondents, including stakeholders, commented about social and financial impacts. The main themes in the comments are shown in Table 3.16 and Table 3.17.

Table 3.16 Comments about social impact

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Does not consider the current cost of living crisis / financial crunch / bad timing / impacts from Covid-19	10,293	10,173	10,171	120
Will have detrimental impacts on people's lives	9,100	9,023	4,295	77
Public transport provisions are poor / not a viable alternative / safety concerns with using public transport (e.g. using at night)	6,923	6,825	6,818	98
Having and using a car is a necessity because of needs / cannot use other transport modes (e.g. public transport or active travel)	6,223	6,131	6,129	92
Will negatively impact on social / leisure activities / visiting friends, family/concerns about social isolation	4,207	4,149	4,146	58
Will push people into / towards poverty	2,318	2,309	2,309	9
Will negatively impact those living outside Greater London	1,920	1,868	1,868	52
Will have negative impacts on mental health	1,017	1,006	1,005	11
Other comments about social impacts	140	130	130	10
Total number who commented on this topic	25,237	25,034	20,296	204

Table 3.17 Comments about financial impact

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Cannot afford daily charge / to upgrade to a compliant vehicle / compliant vehicles are expensive / concerns about current vehicles being devalued	13,300	13,192	13,189	108
Will have detrimental impacts on London / London's economy / businesses	7,799	7,716	2,989	83
Will increase the cost of living (general comments)	7,778	7,736	3,007	42
Penalises people travelling for/to/from work	3,496	3,431	3,426	65
Funding / financial support should be provided to support the upgrading / replacing of vehicles to be compliant	1,789	1,739	1,736	50
Will force people out of employment / to change employment	1,728	1,707	1,705	21
Will have detrimental impacts on small businesses	1,417	1,367	1,367	50
Residents will relocate outside of London to avoid paying the charge	1,292	1,286	1,286	6
Will have a detrimental impact on my business/livelihood	817	801	801	16
ULEZ costs will be/are being passed onto residents/customers from businesses/services	635	622	620	13
Penalises tradespeople	632	618	616	14
Penalises key workers	597	562	561	35
Businesses will relocate outside of London to avoid paying the charge	273	267	267	6
Other comments about financial impacts	244	235	234	9
Total number who commented on this topic	24,627	24,422	19,684	205

3.10.3 Discounts and exemptions

The following table shows the number of times respondents, including stakeholders, commented about discounts and exemptions. The main themes in the comments are shown in Table 3.18 below.

Table 3.18 Comments about discounts and exemptions

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Support discounts / exemptions	5,238	5,216	200	22
Should be discounts / exemptions for disabled people (those without disabled class vehicles)	5,054	5,037	309	17
People who live in the ULEZ should not have to pay the charge / should be exempt	825	819	818	6
Other named groups / vehicles should receive exemptions / discounts	693	668	667	25
Should be discounts / exemptions for classic / historical vehicles	489	481	480	8
Other comments	351	333	332	18
NHS / key workers should receive discounts / exemptions	319	303	303	16
Should be discounts / exemptions for elderly / vulnerable people	224	220	220	4
Should be discounts / exemptions for those on low incomes / financially struggling / charging should take household income into account (e.g. means testing)	211	201	201	10
Oppose discounts / exemptions	161	160	159	1
Total number who commented on this topic	13,818	13,695	3,946	123

3.10.4 The scrappage scheme

The following table shows the number of times respondents, including stakeholders, commented about the scrappage scheme. The main themes in the comments are shown in Table 3.19 below.

Table 3.19 Comments about Scrappage scheme

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Scrapping vehicles is bad for the environment / scrapping perfectly good vehicles is counterproductive	2,864	2,852	2,851	12
Scrappage scheme will not provide enough money to subsidise replacing a vehicle / should be provided with money for scrapping to upgrade / change to a compliant vehicle	2,041	2,000	2,000	41
Unfair that will need to upgrade again after only upgrading recently but still being classed as non-compliant (e.g. previously upgraded due to government incentives but still non-compliant)	1,990	1,989	1,987	1
Eligibility for the scrappage scheme is unfair	1,332	1,278	1,278	54
Support scrappage scheme	486	439	439	47
Do not support scrappage scheme	432	432	431	1
Should not encourage car purchases / should encourage movement away from cars	407	397	385	10
Other comments about scrappage scheme	336	301	301	35
Suggest providing incentives to use sustainable transport / active travel as part of scrappage scheme or instead of a scrappage scheme	150	113	111	37
Total number who commented on this topic	7,948	7,812	7,798	136

3.10.5 The Penalty Charge Notice

The following table shows the number of times respondents, including stakeholders, commented about the PCN. The main themes in the comments are shown in Table 3.20 below.

Table 3.20 Comments about PCN

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Oppose proposed PCN increase (i.e. £180 rather than £160) / should be lower	625	617	617	8
Other comments about the PCN	225	218	217	7
The PCN should be means tested / dependent on income	153	151	151	2
Support proposed PCN increase (i.e. £180 rather than £160) / should be higher	78	67	67	11
Total number who commented on this topic	1,007	981	980	26

3.10.6 Automatic Number Plate Recognition (ANPR)

The following table shows the number of times respondents, including stakeholders, commented about respondent's data and ANPR collecting information on vehicle movements. The main themes in the comments are shown in Table 3.21 below.

Table 3.21 Comments about ANPR

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Concerns about data collection by ANPR (e.g. data privacy and personal data being collected and used)	5,109	5,103	377	6
Concerns about the enforcement of the ULEZ using ANPR / concerns about loopholes and ways to avoid the charge	105	105	105	0
No concerns about data collection by ANPR	34	28	28	6
Other comments about data collection by ANPR	33	29	29	4
Total number who commented on this topic	5,253	5,239	513	14

3.10.7 **Auto Pay**

The following table shows the number of times respondents, including stakeholders, commented about Auto Pay. The main themes in the comments are shown in Table 3.22 below.

Table 3.22 Comments about Auto Pay

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Support the removal of the Auto Pay administration fee	337	309	309	28
Oppose the removal of the Auto Pay administration fee	60	59	58	1
Other comments about the Auto Pay administration fee	51	45	45	6
Total number who commented on this topic	432	400	399	32

3.10.8 Other general comments received about ULEZ

Other general comments showing general support or opposition that could not be applied to more specific themes, were categorised in the general themes which are shown in Table 3.23 and Table 3.24 below.

Table 3.23 Comments in support of the ULEZ expansion

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Support the expansion of the ULEZ	3,876	3,783	1,574	93
Support / recognise a need for action to address / improve congestion / air quality / climate emergency	2,854	2,740	1,676	114
Support the ULEZ but feel that the proposed boundary should differ (e.g. which areas should and should not be included)	797	782	765	15
More needs to be done to achieve the aims / proposals need to go further (e.g. required standards to be compliant should be higher, should charge all vehicles)	868	825	765	43
Other general comments showing support	49	45	42	4
Total number who commented on this topic	6,527	6,373	4,038	154

Table 3.24 Comments in opposition of the ULEZ expansion

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Proposed changes just another tax/money-making scheme/money raised is not used to improve infrastructure	16,997	16,945	12,218	52
Oppose/disagree with the expansion of the ULEZ	15,515	15,470	10,738	45
Stop targeting/penalising motorists	2,722	2,711	2,709	11
ULEZ expansion is not necessary to address congestion/air quality/climate emergency/they are not issues	2,636	2,611	2,610	25
Other traffic measures cause congestion/not volume of traffic (e.g. traffic lights, LTNs, cycle lanes etc)	2,326	2,317	2,313	9
Concerns/doubts that the motives of the ULEZ expansion are to achieve the stated aims	2,129	2,116	2,116	13
Oppose the expansion of the ULEZ but agree congestion/air quality/climate emergency needs addressing	1,303	1,262	1,261	41
Oppose/disagree with the existing ULEZ in general/should be abolished	1,213	1,210	1,210	2
Waste of resources/money/time	771	765	765	6
Concerns about the cost of implementation/enforcement of ULEZ (e.g. that the cost will be too high)	614	593	593	21
Other opposing general comments	404	396	396	8
Total number who commented on this topic	27,282	27,155	22,417	127

3.10.9 The wider impacts associated with the ULEZ expansion

Respondents provided additional comments on the wider impacts associated with the ULEZ expansion, the main comment noted that the ULEZ expansion will have no impact to air quality, health or wellbeing of Londoners. Table 3.25 shows the number of times respondents, including stakeholders, commented about each theme.

Table 3.25: Comments about the wider impacts of the ULEZ expansion

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
ULEZ expansion will have no impact to air quality / health and wellbeing	2,015	1,981	1,978	34
ULEZ expansion will have a positive impact on air quality / health and wellbeing / will improve it	1,037	999	184	38
ULEZ expansion will have no impact to congestion	700	689	689	11
Concerns that the ULEZ will push congestion and pollution outside of the zone / make surrounding areas worse	710	680	676	30
ULEZ expansion will have a positive impact on climate emergency / impact to the environment	671	649	35	22
ULEZ expansion will have a positive impact on congestion/will reduce it	659	645	42	14
ULEZ expansion will have no impact on climate emergency / impact to the environment	487	468	467	19
ULEZ expansion will make air quality / pollution / health and wellbeing worse	322	320	318	2
ULEZ expansion will cause more congestion/increase it	279	277	275	2
ULEZ expansion will encourage more sustainable transport use	156	150	65	6
ULEZ expansion will make climate emergency / impact to the environment worse	82	80	80	2
Total number who commented on this topic	4,861	4,757	3,852	104

3.10.10 Mitigations and suggestions for the ULEZ expansion

Respondents provided additional comments on the ULEZ expansion, the main comment received was the need to invest and improve public transport. The main comments are shown in Table 3.26 with all comments provided in Appendix C.

Table 3.26 Comments about mitigation and suggestions for the ULEZ expansion

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Need to invest/improve public transport (e.g. more frequent, availability and accessibility in areas etc)	2,921	2,840	2,822	81
Need to encourage/incentivise more use of public transport (e.g. should make it cheaper)	1,963	1,980	1,893	55
Other mitigation comments and/or policy suggestions	1,961	1,902	1,892	59
Need to target other sources of air pollution (e.g. airports, new developments, wood burners)	1,859	1,837	1,833	22
Need to improve public transport in outer London	1,036	976	975	60
Needs to be more encouragement/investment in other transport schemes to improve air quality/congestion/environment	892	874	863	18
Suggest improving cycling infrastructure	850	809	771	41
Needs to be more encouragement/investment in other schemes/areas not specifically related to transport	756	753	753	3
Need to encourage/incentivise more use/switching to electric vehicles	750	725	721	25
Need to encourage/incentivise more use of active travel (walking, cycling, walking)	503	464	411	39
Total number who commented on this topic	10,964	10,787	10,635	177

4. Key findings: Addressing the triple challenges affecting London

Respondents were asked about the triple challenges affecting London, namely, improving air quality, tackling the climate emergency and reducing traffic congestion.

4.1 Importance of addressing the triple challenge affecting London

Respondents were asked about the importance of each of the challenges affecting London and in addition, the importance of taking further steps to improve the health of Londoners and address health inequality. All respondents were able to respond to the questions and their answers are shown in Table 4.1 to Table 4.4.

A total of 63 per cent of responses felt there was some level of importance that air pollution in London is tackled as seen in Table 4.1.

Table 4.1: How important is it to you that we take further steps to tackle air pollution in London? (%)

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder	
Very important	37	37	27	42	
Important	26	26	30	28	
No opinion	11	11	13	11	
Unimportant	14	14	16	9	
Very unimportant	10	11	12	8	
Don't know	1	1	1	2	
Total	47,550	47,434	40.849	116	

Base: all respondents (47,434 public; 116 stakeholders; 10,363 total did not answer this question)

Of the campaign responses, 6,585 felt it was important on some level to take further steps to tackle air pollution in London.

A total of 61 per cent of responses felt there was some level of importance to tackling the climate emergency by reducing emissions in London as seen in Table 4.2.

^{*}Only 116 stakeholders answered this question therefore the percentages should be treated with caution

Table 4.2: How important is it to you that we take further steps to tackle the climate emergency by reducing emissions in London? (%)

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Very important	37	37	27	44
Important	23	24	27	21
No opinion	11	11	13	12
Unimportant	15	15	17	15
Very unimportant	13	13	15	7
Don't know	1	1	1	2
Total	47,454	47,337	40,760	117

Base: all respondents (47,337 public;176 stakeholders; 10,459 total did not answer this question)

Of the campaign responses, 6,577 felt it was important on some level to take further steps to tackle the climate emergency by reducing emissions in London.

A total of 61 per cent of responses felt there was some level of importance to tackling traffic congestion in London as seen in Table 4.3.

Table 4.3: How important is it to you that we take further steps to tackle traffic congestion in London? (%)

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Very important	36	36	26	43
Important	25	25	29	28
No opinion	13	13	15	13
Unimportant	16	15	18	11
Very unimportant	9	9	11	3
Don't know	1	1	1	2
Total	47,473	47,358	40,779	115

Base: all respondents (47,358 public; 115 stakeholders; 10,440 total did not answer this question)

Of the campaign responses, 6,579 felt it was important on some level to take further steps to tackle traffic congestion in London.

A total of 66 per cent of responses felt there was some level of importance to improving the health of Londoners as seen in Table 4.4.

^{*}Only 117 stakeholders answered this question therefore the percentages should be treated with caution

^{*}Only 115 stakeholders answered this question therefore the percentages should be treated with caution

Table 4.4: How important is it to you that we take further steps to improve the health of Londoners? (%)

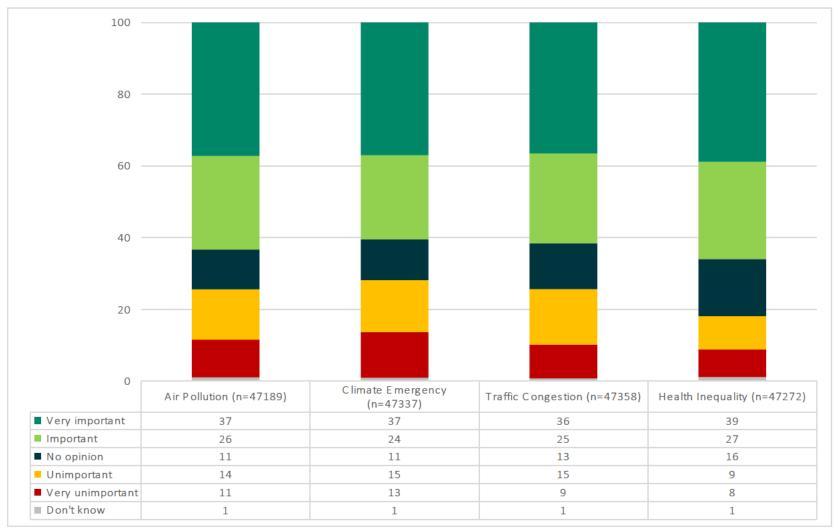
	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Very important	39	39	29	42
Important	27	27	32	32
No opinion	16	16	18	15
Unimportant	9	9	11	5
Very unimportant	8	8	9	3
Don't know	1	1	1	3
Total	47,385	47,269	40,698	116

Base: all respondents (47,269 public; 116 stakeholders; 10,525 total did not answer this question)

Of the campaign responses, 6,574 felt it was important on some level to take further steps to improve the health of Londoners.

^{*}Only 116 stakeholders answered this question therefore the percentages should be treated with caution

Figure 4.1: How important is it to address the challenges affecting London? (%)



4.1.1 Statistically significant findings

There is a link between the number of days a respondent drives in London and the level of importance they put on taking steps to address the challenges to London as shown in Table 4.5. The more often a respondent drives in Greater London, the less importance they give to addressing each challenge to London.

Table 4.5 Respondents who feel it is very important / important to address each challenge to London and frequency of driving in London (%)

	Never	Less than once a month	1-3 times a month	1-2 days a week	3-4 days a week	5-6 days a week	Every day	Base
Tackle air pollution	76	69	67	66	57	51	41	47,434
Tackle the climate emergency	74	67	63	63	53	47	37	47,337
Tackle traffic congestion	72	66	65	63	55	50	42	47,358
Improving the health of Londoners and address health inequality	78	71	69	67	60	54	46	47,272

There is a similar link between those who believe the timings for implementing the ULEZ should be earlier, is right, should be later or should not be implemented at all and whether they feel taking steps to address the challenges to London are very important as shown in Table 4.6. The earlier a respondent would like to see the ULEZ implemented, the more likely they are to feel each challenge is very important.

Table 4.6 Respondents who feel it is very important to address each challenge to London and views about the implementation date for the ULEZ (%)

	Should be earlier	It is the right date	Should be later	Should not be implemented at all	Base
Tackle air pollution	94	93	23	7	47,434
Tackle the climate emergency	92	92	25	7	47,337
Tackle traffic congestion	76	87	22	12	47,358
Improving the health of Londoners and address health inequality	90	92	27	10	47,272

Other statistically significant differences between sub-groups: Tackling air quality

- Respondents living in the current inner London ULEZ were more likely to say it was very important to tackle air quality, with 72 per cent compared to 25 per cent of respondents living in outer London; and
- Younger respondents (aged 45 and under) had a stronger feeling of importance regarding tackling air quality in London, with 41 per cent of respondents aged 25 and under stating

it was very important, and 36 per cent aged between 26 and 45. Compared to 23 per cent of respondents aged between 46 to 65 and 24 per cent aged 66 and above.

Other statistically significant differences between sub-groups: Tackling the climate emergency

- Respondents living in the current inner London ULEZ were more likely to say it was very important to tackle the climate emergency by reducing emissions, with 72 per cent compared to 25 per cent of respondents living in outer London; and
- Younger respondents (aged 45 and under) had a stronger feeling of importance regarding tackling the climate emergency, with 42 per cent of respondents aged 25 and under stating it was very important, compared to 35 per cent aged between 26 and 45, 23 per cent aged between 46 and 65 and 23 per cent aged 66 and above.

Other statistically significant differences between sub-groups: Traffic congestion

- Respondents living in the current inner London ULEZ were more likely to say it was very important to tackle traffic congestion, with 68 per cent compared to 25 per cent of respondents living in outer London; and
- Younger respondents (aged 45 and under) had a stronger feeling of importance regarding improving traffic congestion in London, with 35 per cent of respondents aged 25 and under stating it was very important, compared to 31 per cent aged between 26 and 45, 23 per cent aged between 46 and 65 and 25 per cent aged 66 and above.

Other statistically significant differences between sub-groups: Improving the health of Londoners and addressing health inequality in London

- Respondents living in the current inner London ULEZ were more likely to say it was very important to tackle traffic congestion, with 73 per cent compared to 27 per cent of respondents living in outer London; and
- Younger respondents (aged 45 and under) had a stronger feeling of importance regarding improving heath inequality in London, with 44 per cent of respondents aged 25 and under stating it was very important, and 38 per cent aged between 26 and 45. Compared to 25 per cent of respondents aged between 46 to 65 and 26 per cent aged 66 and above.

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5. Key findings: The future of road user charging

5.1 Level of importance for a new scheme to address identified challenges

Respondents were asked about the considerations that should be made to develop a future road user charging scheme to replace the existing schemes and how important it would be for the new scheme to address eight challenges; these challenges are listed below together with the level of importance in section 5.1.1.

5.1.1 Overall Summary

All eight challenges were considered to be important by at least 50 per cent of respondents. The top three challenges which respondents felt would be important to address are:

- Making roads safer for everyone (76 per cent);
- Improve bus journey times and reliability (71 per cent); and
- Improve health and wellbeing (65 per cent).

Table 5.1 shows the level of importance for each of the eight challenges, this table only shows responses provided by the public.

Table 5.1: Level of importance for each challenge - public only (%)

	Base	Important	No opinion	Unimportant
Tackle air pollution	46,846	62	13	24
Tackle the climate emergency by reducing emissions	46,471	58	13	27
Tackle traffic congestion	46,677	63	14	22
Improve health and wellbeing	46,420	65	16	18
Provide more space for walking and cycling	46,765	51	11	37
Improve bus journey times and reliability	46,782	71	11	16
Improve journey times and reliability for freight and servicing trips	46,716	57	22	19
Make roads safer for everyone	46,699	76	12	11

Campaign respondents' responses are included in Table 5.1.

100 80 60 % 40 20 0 Improve freight Improve bus Provide more Make roads safe Improve health Tackle air Tackle traffic Tackle the climate space for walking journey times and journey times and for everyone and well-being pollution congestion emergency relia bility relia bility and cycling (n=46699) (n=46420) (n=46846) (n=46677) (n=46471) (n=46782)(n=46716) (n=46765) ■ Very important 44 45 37 37 35 36 32 36 Important 31 26 28 25 28 23 25 15 ■ No opinion 12 11 16 13 14 13 22 11 Unimportant 6 8 9 13 13 14 10 17 ■ Very unimportant 8 6 8 11 9 13 8 20 2 2 ■ Don't know 1 1 1 1 2 1

Figure 5.1: Level of importance for a new scheme to address key challenges (%)

Campaign respondents' responses are included in Figure 5.1.

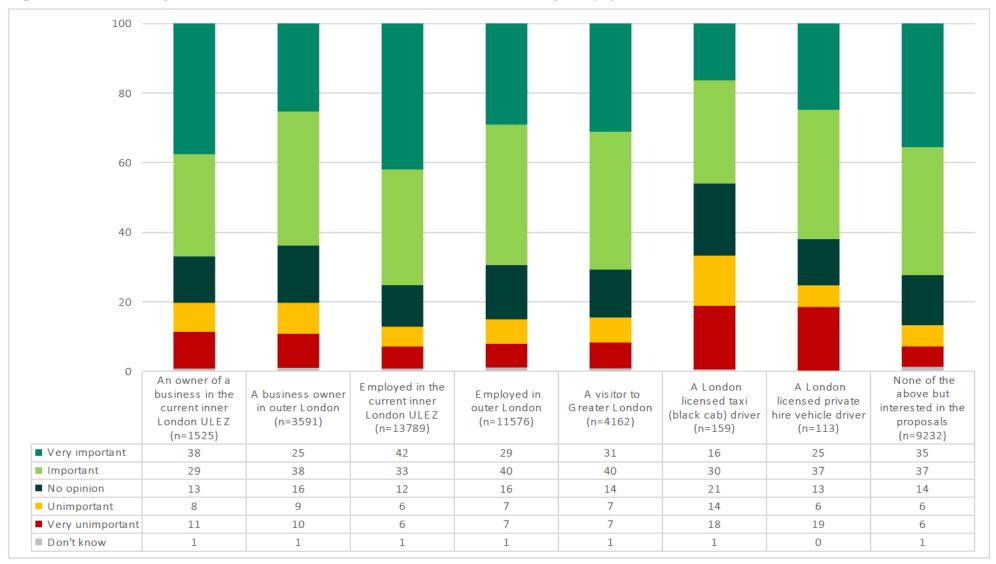
The following sections provide a summary of each of the challenges by order of importance.

Make roads safer for everyone

Business owners and those employed in the current inner London ULEZ were more likely to say it was very important to make roads safer for everyone, with 38 per cent and 42 per cent respectively. Compared with 8 per cent and 6 per cent saying it was very unimportant respectively.

London taxi and private hire vehicle drivers had the highest proportion of different types of respondents to say it was very unimportant to make roads safer for everyone, with 18 per cent and 19 per cent respectively.

Figure 5.2: Level of importance for a new scheme to make roads safer for everyone (%)



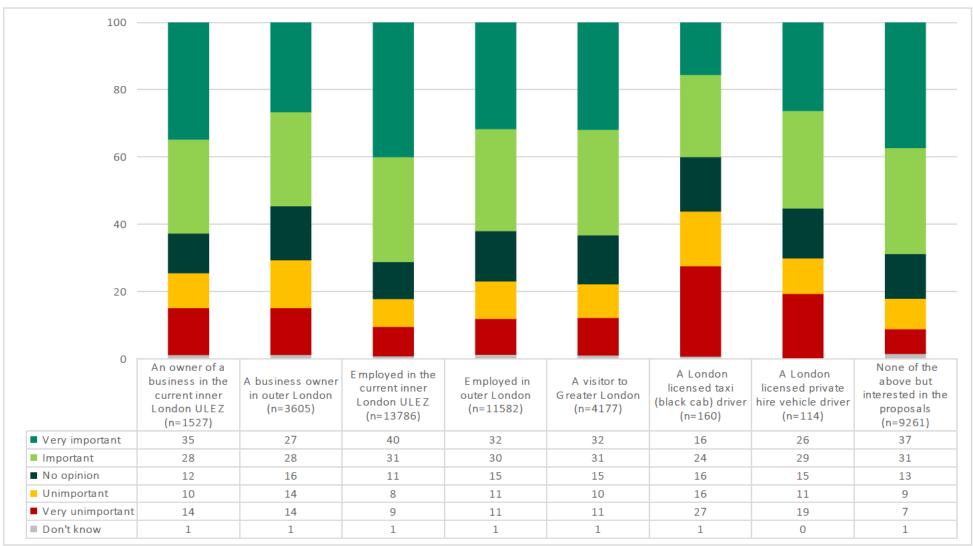
- There was a link between frequency of driving and how important respondents viewed the importance of safer roads for everyone in London, this ranged from those who never drive with 61 per cent who felt it was very important, down to 23 per cent of those who stated that they drove every day;
- Those who stated that they do not own a vehicle were more likely to say that it was very
 important to make roads safer for everyone (70 per cent) compared to those who own a
 vehicle which did or did not meet the emissions standards for the ULEZ (38 per cent and
 25 per cent respectively); and
- Younger respondents (aged 25 and under) had a stronger feeling of importance regarding making road safer for everyone, with 44 per cent saying it was very important compared to 35 per cent of those aged 66 and above.

Improve bus journey times and reliability

Respondents employed in the current inner London ULEZ were more likely to say there was some level of importance to improve bus journey times and reliability, with 71 per cent compared to 16 per cent who felt it was unimportant at some level.

27 per cent of London taxi drivers felt it was very unimportant to improve bus journey times and reliability.

Figure 5.3: Level of importance for a new scheme to improve bus journey times and reliability (%)



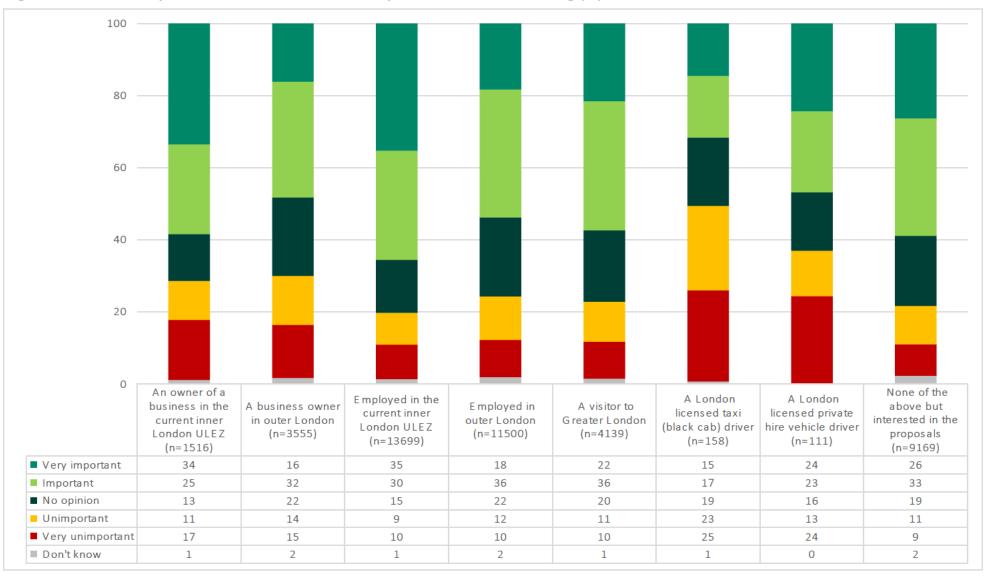
- There was a link between frequency of driving and how important respondents viewed the importance of improving bus journey times and reliability in London. Of those who stated that they never drive, 59 per cent felt it was very important compared with 26 per cent of those who stated that they drove every day;
- Those who stated that they do not own a vehicle were more likely to say that it was very
 important to improve bus journey times and reliability (63 per cent) compared to those who
 own a vehicle which did meet the emissions standards for the ULEZ (38 per cent) or did
 not meet the emissions standards (28 per cent); and
- Younger respondents (aged 25 and under) had a stronger feeling of importance regarding improving bus journey times and reliability, with 44 per cent saying it was very important.

Improve health and wellbeing

Those who are employed in the current inner London ULEZ (35 per cent) and business owners in the current inner London ULEZ (34 per cent) were more likely to feel that improving health and wellbeing in London was very important compared to other respondents (26 per cent or less).

London taxi drivers (25 per cent) and private hire drivers (24 per cent) were more likely to say it was very unimportant to improve health and wellbeing than other respondents.

Figure 5.4: Level of importance for a new scheme to improve health and wellbeing (%)



- There was a link between frequency of driving and how important respondents viewed the
 importance of improving health and wellbeing in London. Of those who stated that they
 never drive, 56 per cent felt it was very important compared with 13 per cent of those who
 stated that they drove every day;
- Those who stated that they do not own a vehicle were more likely to say that it was very
 important to improve health and wellbeing (69 per cent) compared to those who own a
 vehicle which did meet the emissions standards for the ULEZ (30 per cent) or did not meet
 the emissions standards (14 per cent); and
- Younger respondents (aged 25 and under) felt it was very important to improve health and wellbeing, with 39 per cent saying it was very important compared to 23 per cent of those aged 46 to 65 and 26 per cent of those aged 66 and above.

Tackle air pollution

Business owners and respondents employed in the current inner London ULEZ were more likely to feel it was very important to tackle air pollution than other types of respondents, 34 per cent and 38 per cent respectively compared to business owners and respondents employed in outer London (14 per cent and 16 per cent respectively).

Taxi and private hire drivers were more likely to feel it was very unimportant to tackle air pollution (33 per cent and 30 per cent respectively) than all other types of respondents.

Figure 5.5: Level of importance for a new scheme to tackle air pollution (%)



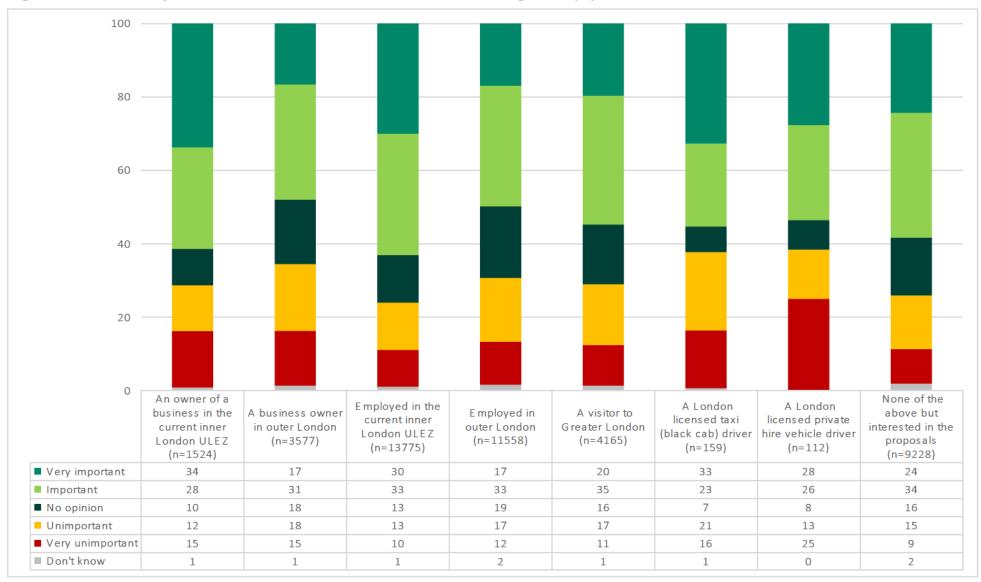
- There was a link between frequency of driving and how important respondents viewed the importance of tackling air pollution in London. Of those who stated that they never drive, 58 per cent felt it was very important compared with 10 per cent of those who stated that they drove every day
- Those who stated that they do not own a vehicle were more likely to say that it was very
 important to tackle air pollution (76 per cent) compared to those who own a vehicle which
 meets the emissions standards for the ULEZ (30 per cent) or does not meet the emissions
 standards (12 per cent); and
- Younger respondents (aged 25 and under) had a stronger feeling of importance regarding tackling air pollution, with 38 per cent saying it was very important compared 23 per cent of those aged 46 to 65 and those 66 and above (24 per cent).

Tackle traffic congestion

Business owners and those employed in the current inner London ULEZ were more likely to say that it was very important to tackle traffic congestion, (34 per cent and 30 per cent respectively) compared to business owners and employees in outer London (17 per cent for each).

Taxi and private hire vehicle drivers had a mixed view, with 55 per cent and 54 per cent feeling there was a level of importance to tackle traffic congestion and 37 per cent and 38 per cent feeling there was some level of it being unimportant respectively.

Figure 5.6: Level of importance for a new scheme to tackle the traffic congestion (%)



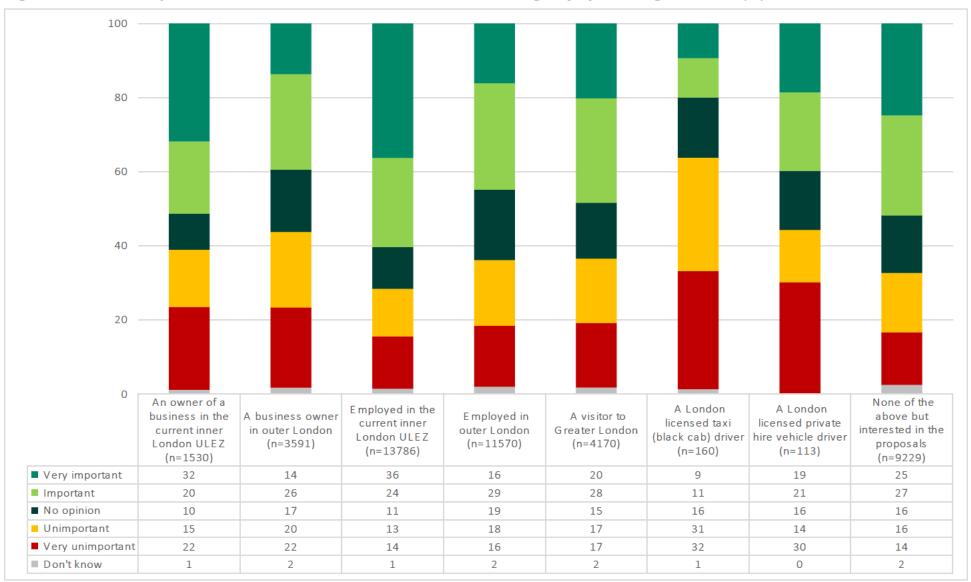
- There was a link between frequency of driving and how important respondents viewed the importance of tackling traffic congestion in London. Of those who stated that they never drive, 49 per cent felt it was very important compared with 15 per cent of those who stated that they drove every day; and
- Those who stated that they do not own a vehicle were more likely to say that it was very
 important to tackle traffic congestion (53 per cent) compared to those who own a vehicle
 which did meet the emissions standards for the ULEZ (27 per cent) or did not meet the
 emissions standards (14 per cent).

Tackle climate emergency

There were 51 per cent of business owner respondents and 60 per cent of respondents employed in the current inner London ULEZ who felt tackling the climate emergency by reducing emissions in London had some level of importance.

Taxi drivers were more likely to say that it was unimportant to tackle the climate emergency by reducing emissions in London with 63 per cent stating it was unimportant at some level. Other types of respondents who had a higher proportion feeling tackling the climate emergency was unimportant than important were business owners in outer London and private hire vehicle drivers.

Figure 5.7: Level of importance for a new scheme to tackle the climate emergency by reducing emissions (%)

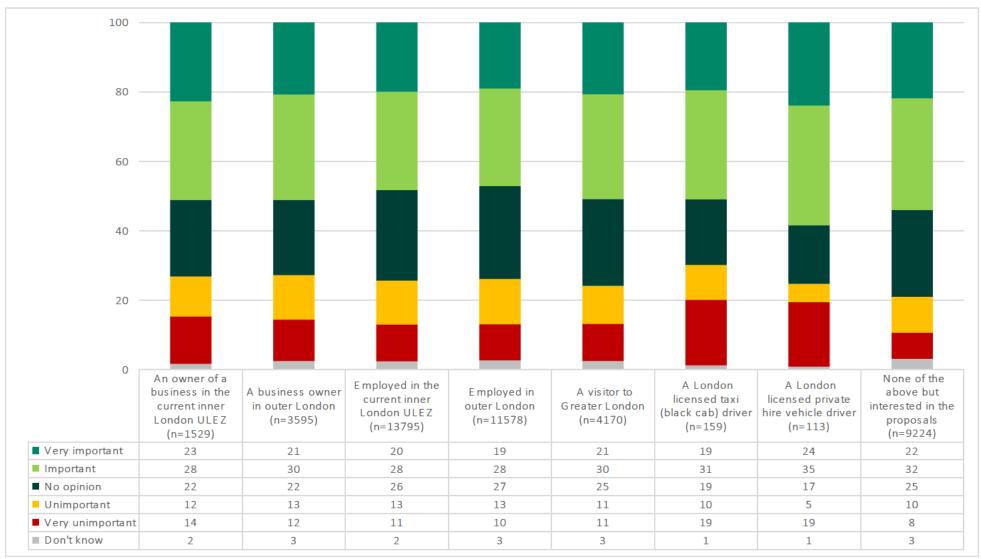


- There was a link between frequency of driving and how important respondents viewed the importance of tackling the climate emergency by reducing emissions in London. Of those who stated that they never drive, 58 per cent felt it was very important compared with 10 per cent of those who stated that they drove every day;
- Those who stated that they do not own a vehicle were more likely to say that it was very
 important to tackle the climate emergency by reducing emissions (75 per cent) compared
 to those who own a vehicle which did meet the emissions standards for the ULEZ (28 per
 cent) or did not meet the emissions standards (12 per cent); and
- Younger respondents (aged 25 and under) had a stronger feeling of importance regarding tackling the climate emergency by reducing emissions, with 44 per cent saying it was very important compared to those aged 46 to 65 (23 per cent) and those aged 66 and above (23 per cent).

Improve journey times and reliability for freight and servicing trips

Of private hire vehicle drivers, 35 per cent stated it was important, with 24 per cent stating it was very important to improve journey times and reliability for freight and servicing trips.

Figure 5.8: Level of importance for a new scheme to improve journey times and reliability for freight and servicing trips (%)



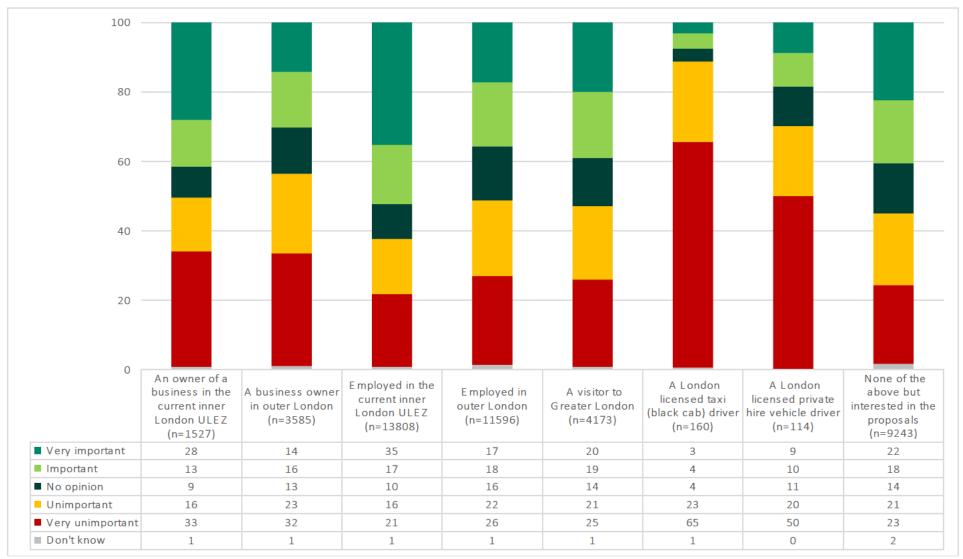
- There was a link between frequency of driving and how important respondents viewed the importance of improving freight journey times and reliability including service trips in London. Of those who stated that they never drive, 39 per cent felt it was very important compared with 19 per cent of those who stated that they drove every day; and
- Younger respondents (aged 25 and under) had a stronger feeling of importance regarding tackling the climate emergency by reducing emissions, with 25 per cent saying it was very important compared to 19 per cent of those aged 26 to 25 or 21 per cent for those aged 46 to 65.

Provide more space for walking and cycling

Of the respondents employed in the current inner London ULEZ, 52 per cent felt that it was important at some level to provide more walking and cycling space in London compared to business owners who are based in the current inner London ULEZ (30 per cent).

London taxi drivers were more likely to say that it was unimportant to provide more space for walking and cycling, with 65 per cent saying it was very unimportant and 23 per cent saying it was unimportant.

Figure 5.9: Level of importance for a new scheme to provide more space for walking and cycling (%)



- There was a link between frequency of driving and how important respondents viewed the
 importance to provide more space for walking and cycling in London. Of those who stated
 that they never drive, 56 per cent felt it was very important compared with 10 per cent of
 those who stated that they drove every day;
- Those who stated that they do not own a vehicle were more likely to say that it was very
 important to provide more space for walking and cycling (71 per cent) compared to those
 who own a vehicle which did meet the emissions standards for the ULEZ (25 per cent) or
 did not meet the emissions standards (14 per cent);
- Those who live in the current inner London ULEZ were more likely to feel that walking and cycling space was important that those who live elsewhere, 66 per cent felt it was important compared to 25 and 21 per cent of those who live in outer London or outside Greater London; and
- Younger respondents (aged 25 and under) had a stronger feeling of importance regarding
 providing more space for walking and cycling, with 38 per cent saying it was very important
 compared to those aged 46 to 65 (22 per cent) and those aged 66 and above (18 per
 cent).

5.2 Elements to consider for a future road user charging scheme

5.2.1 Overall Summary

Respondents were asked to identify which elements should be considered if a future road user charging scheme was to be developed. Respondents could choose as many of the ten options as they preferred. The top three considerations identified were:

- 55 per cent stated 'the type of vehicle';
- 53 per cent stated 'how polluting the vehicle is'; and
- 51 per cent stated 'the time of day'.

Table 5.2: Elements to be considered for future road user charging schemes (%)

Element	All responses	Public (includes campaigns)	Public (excludes campaigns	Stakeholder*
The type of vehicle (for example car, van, HGV)	55	55	49	66
How polluting the vehicle is	53	53	47	55
The time of day	51	51	44	54
Other costs of driving (fuel duty and Vehicle Excise Duty)	50	50	43	41
The distance driven	48	48	41	48
Household income	48	48	42	39
Where the vehicle is driven in London	46	46	39	51
The number of journeys driven each day, week or month	44	44	37	41
The alternatives available for walking, cycling or public transport	39	39	31	38
Ability to choose between daily charges and pay as you go	36	36	27	31
Total	42,923	42,818	37,878	105

Base: all respondents (42,818 public; 105 stakeholders; 14,987 total did not answer this question)

Campaign respondents' responses are included in Table 5.2.

Respondents who stated they lived in outer London felt the type of vehicle, other costs of driving, household income and where the vehicle is driven in London should be considered for future road user charging schemes, while respondents who stated that they currently live in the inner London ULEZ area felt how polluting the vehicle is and the type of vehicle as the two main points for consideration. Table 5.3 shows all the responses provided based on residency.

^{*}Only 105 stakeholders answered this question therefore the percentages should be treated with caution Respondents could choose more than one option and therefore percentages will not equal 100 per cent

Table 5.3: If a future road user charging scheme was to be developed to replace the existing schemes, what elements should be considered - residency (%)

Element	In the current inner London ULEZ	In outer London	Outside Greater London
How polluting the vehicle is	79	45	40
The type of vehicle (for example car, van, Heavy Goods Vehicle)	71	50	46
The time of day	64	46	46
The distance driven	62	43	39
The alternatives available for walking, cycling or public transport	59	32	32
The number of journeys driven each day, week or month	55	40	38
Household income	54	46	45
Where the vehicle is driven in London	53	43	42
Other costs of driving (fuel duty and Vehicle Excise Duty)	48	49	52
Ability to choose between daily charges and pay as you go	48	31	30
Base	10,550	26,587	5,185

Base: all respondents who answered the question and where residency could be determined Respondents could choose more than one option and therefore percentages will not equal 100 per cent

Other statistically significant differences between sub-groups:

- There were 61 per cent of respondents aged under 25 that stated household income should be a consideration compared to those aged 26 to 45 (47 per cent), those aged 46 to 65 (40 per cent); and
- For respondents who considered themselves to have a disability, the main considerations
 for future road charging schemes were household income at 54 per cent, and 51 per cent
 stating other costs of driving (fuel duty and Vehicle Excise Duty).

5.3 Themes from comments about the future of road user charging

This section shows the main themes that were mentioned in the comments provided about the future of road user charging from all respondents. There were a large number of different themes mentioned about the possible future of road user charging, therefore those most often mentioned are shown in this section and the full list of themes of comments about the future of road user charging are provided in **Appendix C**.

5.3.1 Public transport

Respondents also provided comments about investing and encouraging the use of public transport in London. The main comment received focused on the need to invest and improve

public transport in London. All respondents could provide a comment and are included in Table 5.4.

Table 5.4: Comments about Public Transport

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Need to invest/improve public transport (e.g. more frequent, availability and accessibility in areas etc)	1612	1602	1601	10
Need to improve public transport in central/inner London	16	16	16	0
Need to improve public transport in outer London	199	199	199	0
Need to encourage / incentivise more use of public transport (e.g. should make it cheaper)	931	930	930	1
Total number who commented on this topic	2301	2290	2289	11

5.3.2 Future road user charging scheme boundary

Respondents also provided comments about the boundary for future road user charging schemes in London. The main comment received felt that the boundary should only cover central and inner London. All respondents could provide a comment and are included in Table 5.5 below.

Table 5.5 Comments about Boundary for Future Road User Charging schemes

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
The boundary for charging schemes should only be central and inner London	619	617	617	2
Other comments / suggestions about the boundary for charging schemes	434	430	430	4
The boundary for charging schemes should cover all of London	25	25	25	0
Total number who commented on this topic	1,049	1,043	1,043	6

5.3.3 Active travel and health

Respondents also provided comments about the need to improve and encourage walking and cycling in London. All respondents could provide a comment and are included in Table 5.6 below.

Table 5.6 Comments about Active Travel and Health

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Suggest improving cycling infrastructure	426	424	422	5
Suggest improving the safety of cyclists	248	248	248	2
Suggest improving walking infrastructure	181	178	175	1
Need to invest / improve active travel (general comments)	176	171	170	3
Suggest improving safety of pedestrians	137	136	136	1
Need to encourage / incentivise more use of active travel	133	131	131	2
Need to improve physical activity / obesity	33	33	33	0
Need to improve / protect mental health	9	9	9	0
Total number who commented on this topic	962	951	948	11

5.3.4 Charges for a future road user scheme

Respondents also provided comments about how charges might be structured for any future road user charging scheme. All respondents could provide a comment and are included in Table 5.7.

Table 5.7 Charges for Future Road User Charging Schemes

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Charging should be based on emissions (e.g. worst polluters pay more)	648	624	620	24
Charges should be based on miles travelled	629	614	610	15
Other suggestions for charge amounts / structure	610	602	602	8
Charging should be based on vehicle size / weight/ type / safety of vehicle	491	482	482	9
Should have travel allowances (e.g. how many miles or how often a vehicle can be used before being charged)	305	299	299	6
Charge should be based on where it is being driven/ higher for areas with more congestion / worse air quality	262	248	248	14
Charges should only impact short journeys (e.g. less than five miles)	261	255	253	6
Charges should be based on the availability of walking/cycling/public transport alternatives	246	234	234	12
Charges should be based on frequency of vehicle use	203	202	202	1
Include all vehicles in charging regardless of emissions/Euro standards	202	201	200	1
Other road users should be charged (e.g. cyclists)	190	190	190	0
Charges should be based on time of day (e.g. higher during peak times and lower during off-peak)	185	171	171	14
Charges should be higher for businesses / delivery companies / vehicles	120	120	120	0
Charges should be pay-as-you- go/pay per journey (e.g. fixed charge per journey)	112	109	109	3
Total number who commented on this topic	3,424	3,375	3,364	49

5.3.5 Times of operation

Respondents also provided comments about timings when the charging schemes should come in to effect, for example suggesting specific times of day and/ or days of the week that charges should be applicable. Similarly, other suggestions were made for a charging period to be based on a 24 hour period rather than a set start and end time. All respondents could provide a comment and are included in Table 5.8 below.

Table 5.8 Comments made in relation to operating times

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Charging schemes should be in effect during specific times of the day/not all 24 hours of the day	105	104	104	1
Charging schemes should only be in effect during weekdays/weekends should not be included in the charging scheme	40	39	39	1
Charging schemes should be in effect/operation 24/7/all 24 hours of the day	21	21	21	0
Charging schemes should be in effect/operation all days of the week (weekdays and weekends)	4	4	4	0
Other comments/suggestions about when charging schemes are in effect	115	111	111	4
Total number who commented on this topic	273	267	267	6

5.3.6 Other charging schemes

Some respondents also suggested other changes to the Congestion Charge scheme and LEZ.

Table 5.9 Comments made in relation to other charging schemes

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Suggest other changes to the Congestion Charge scheme	104	100	100	4
Suggest other changes to the LEZ	12	12	12	0
Total number who commented on this topic	5,175	5,127	5,095	48

5.3.7 General Comments for the Future Road User Charging Scheme

Respondents provided general comments about future road user charging schemes, the main comment received was to oppose having a road user charging scheme. All respondents were able to respond to the question and are included in Table 5.10.

Table 5.10 General Comments for the Future Road User Charging Scheme

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Oppose having road user charging schemes (general comments)	3,242	3,234	3,234	8
Charging schemes are just another tax/money-making schemes/revenue raised will not be used to improve infrastructure	2,913	2,905	2,905	9
Stop targeting/penalising motorists	1,609	1,606	1,606	3
Future charging schemes need to be fair	932	921	921	11
Road user charging schemes are not necessary to address congestion/air quality/climate emergency/they are not issues	784	779	779	5
Support having road user charging schemes/they are needed (general comments)	660	616	600	44
Find alternative ways in which to charge (e.g. fuel tax)	412	411	411	1
Total number who commented on this topic	8,929	8,838	8,822	91

5.3.8 Future Exemptions and Discounts

Respondents provided comments on the consideration of exemptions and discounts for a future road user charging scheme, the main comment received stated that residents should not have to pay a charge. All respondents were able to respond to the question and are included in Table 5.11.

Table 5.11 Comments about Future Exemptions and Discounts

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
London residents should not have to pay charges/should be exempt	276	276	276	0
Should be discounts/exemptions for those on low incomes/charging should take household income into account	270	262	262	8
Other comments about discounts and exemptions	175	172	172	3
Other named groups/vehicles should receive exemptions/discounts	168	165	165	3
NHS/key workers should receive discounts/exemptions	124	123	123	1
Should be discounts/exemptions for disabled people	114	111	110	3
Should be discounts / exemptions for elderly / vulnerable people	107	107	107	0
Total number who commented on this topic	1,614	1,595	1,594	19

5.3.9 The Financial Impact of the Future for Road User Charging

Respondents provided comments about the financial impact considerations that may need to be considered as part of the development of a future road user charging scheme. The main comment received identified concerns over the ability to pay charges or upgrade their vehicle. All respondents were able to respond to the question and are included in Table 5.12.

Table 5.12 Comments about the Financial Impact of Future Road User Charging

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Concerns about ability to pay charges/upgrade vehicles to be complaint/concerns about vehicles being devalued	1,045	1,044	1,044	1
Concerns that charges will be unfair on those who have to travel to/from/for work	668	665	665	3
Will have detrimental impacts on London/London's economy/businesses	496	495	495	1
Funding/financial support should be provided to support the upgrading/replacing of vehicles	317	315	315	2
Other comments about financial impacts of future road charging schemes	282	281	281	1
Concerns that residents will relocate outside of London to avoid paying charges	257	257	257	0
Will have detrimental impacts on small businesses	151	151	151	0
Concerns that costs of charging schemes will be passed onto residents/customers from businesses/services	133	131	131	2
Will have a detrimental impact on my business/livelihood	75	75	75	0
Concerns that businesses will relocate outside of London to avoid paying charges	54	54	54	0
Total number who commented on this topic	2,900	2,890	2,890	10

5.3.10 The Social Impact of the Future for Road User Charging

Respondents provided comments about the possible social impacts that may need to be considered as part of the development of a future road user charging scheme. The main comment received noted that any future road user charging scheme should consider the impact associated with the rising cost of living. All respondents were able to respond to the question and are included in Table 5.13.

Table 5.13 Comments about Social Impact of Future Road User Charging

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Having and using a car is a necessity because of needs/cannot use other transport modes	983	981	981	2
Public transport provisions are poor/not a viable alternative/safety concerns with using public transport	918	915	915	3
Future charging schemes need to consider the cost of living/issues at the time impacting on finances	971	967	967	4
Concerns charging schemes will have detrimental impacts on people's lives	492	491	491	1
Concerns charging schemes will push people into/towards poverty	304	300	300	4
Will negatively impact on social/leisure activities/visiting friends and family/concerns about social isolation	319	318	318	1
Total number who commented on this topic	3,677	3,664	3,664	13

5.3.11 Reducing congestion, improving air quality and tackling the climate emergency

Respondents also provided comments about other ways to reduce congestion, improve air quality, and tackle the climate emergency in London. The main comment provided focused on the need to remove / amend traffic measures which respondents felt were contributing to the issue of congestion. All respondents could provide a comment and are included in Table 5.14 below.

Table 5.14: Comments about suggestions to reduce congestion, improve air quality, and tackle the climate emergency

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Need to remove/make changes to other traffic measures/schemes that cause congestion/air quality (e.g. bus lanes)	1,625	1,617	1,617	8
Other suggestion for improving congestion/air quality/climate emergency	1,129	1,125	1,142	4
Need more schemes to deter driving/promote use of alternatives	580	569	554	11
Need to target other sources of pollution (e.g. airports, new developments, wood burners)	553	550	550	3
Need more focus on improving existing road infrastructure (e.g. expanding capacity, improvements to junctions, routes)	535	528	527	7
Suggestions for other areas to focus on that are higher priority than congestion/air quality/climate emergency	310	310	310	0
Needs to be more investment in electric vehicles/EV infrastructure	291	290	290	1
Need to encourage/incentivise more use/switching to electric vehicles	252	252	252	0
Should ban non-compliant/most polluting vehicles instead of a charging them	237	236	229	1
Need to improve green space (e.g. plant more trees)	227	223	221	4
Total number who commented on this topic	5,175	5,127	5,095	48

6. Protected characteristics, other personal characteristics, and integrated impact assessment

Some respondents commented about the impact proposals would have on themselves directly or on others who have specific lifestyle or personal characteristics. Table 6.1 lists these types of characteristics and the number of comments provided by any respondent for each one.

Table 6.1 Comments about protected characteristics, other personal characteristics, and integrated impact assessment

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Comment refers to low incomes/financially struggling	13,108	12,972	8,238	136
Comment refers to age (younger and older people)	3,567	3,509	3,461	58
Comment refers to disabled people/mobility issues	1,909	1,854	1,830	55
Comment refers to vulnerable	737	700	509	37
Respondent identifies themselves as a sole trader/small business in their comment	532	527	527	5
Respondent identifies themselves as an NHS worker	226	224	221	2
Comment refers to gender/sex	147	139	139	8
Comment about the integrated impact assessment (IIA) carried out for the consultation (general comments)	99	65	65	34
Comment refers to ethnic groups/minorities	72	66	66	6
Comments about alternatives considered in the IIA	18	15	15	3
Comment refers to religion and/or belief	22	22	22	0
Comment refers to sexual orientation	16	14	14	2
Total number who commented on this topic	17,455	17,266	12,264	189

7. Comments on the consultation process and material

7.1.1 Summary

Respondents rated the quality of website accessibility highest, with 76 per cent considering it to be adequate, good, or very good. Respondents rated the quality of the consultation to be adequate, good, or very good in terms of written information (71 per cent) and website structure and ease of finding what they needed (72 per cent), with 22 per cent rating these components as poor or very poor. There were mixed opinions about the online survey format, with 73 per cent rating it as adequate, good, or very good but 24 per cent rating it as poor or very poor.

Table 7.1 What do you think about the quality of this consultation? (%)

Component of consultation	Very good	Good	Adequate	Poor	Very poor	N/A
Website structure & ease of finding what you needed	10	24	38	11	11	6
Written information	9	24	38	11	11	7
Maps, images & related diagrams	7	19	34	12	10	19
Online survey format	10	25	38	13	12	3
Website accessibility	9	28	39	8	7	9
Promotional material	4	12	30	12	13	29
Events and drop-in sessions	2	5	16	9	13	56

Base: Website 39,820, Written info 39,452, Maps 39,261, Online survey 39,524, Website accessibility 39,294, Promotional material 39,010. Events 38,929.

7.1.2 Themes showing criticisms of the consultation process

Some respondents chose to support or criticise the policy makers as shown in Table 7.2. The themes commented on most often are shown in the table, all the themes are shown in **Appendix C.**

Table 7.2 General Comments about the policy makers

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Negative comments / criticism of the Mayor	11,443	11,423	66,94	20
Negative comments / criticism of TfL	2,455	2.439	2,439	16
Negative comments / criticism of government	1,933	1,927	1,926	6
Comment / comparison to other country / city	1,235	1,221	1,207	14
Total number who commented on this topic	18,093	17,984	13,213	109

An additional 819 comments were made which were considered to be out of the scope of the consultation, of which 812 were from the public and 7 from stakeholders.

7.1.3 Themes from comments about the consultation

Respondents provided comments on the ULEZ expansion consultation process, the main comment received expressed negative feedback about the consultation as shown in Table 7.3 below.

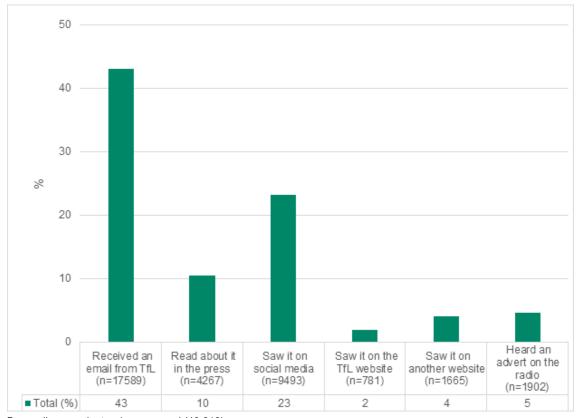
Table 7.3 Comments relating to the consultation

	All responses	Public (includes campaigns)	Public (excludes campaigns)	Stakeholder
Negative comments about consultation	1,901	1,874	1,872	27
Other comments about consultation	125	109	109	16
Positive comments about consultation	28	28	28	0
Comment about legally challenging the proposals	39	38	38	1
Total number who commented on this topic	18,093	17,984	13,213	109

7.1.4 How respondents heard of consultation

As part of a process to monitor and improve methods of communication to the public, TfL asked respondents how they heard about the consultation. Of those that responded, 43% had received an email from TfL inviting them to take part.

Figure 7.1 How did you hear about this consultation (the main way you heard)?



Base: all respondents who answered (40,818)

Appendix A - Questionnaire

1. Background

We are consulting on proposals to extend the Ultra Low Emission Zone (ULEZ) Londonwide from 29 August 2023. The current zone is within the North and South Circular Roads.

The ULEZ sets minimum emissions standards for "light" vehicles, such as cars, motorcycles and vans: drivers of vehicles that don't comply must pay a £12.50 daily charge to drive within the Zone unless an exemption or discount applies. Most drivers in Greater London already have compliant vehicles with more than four in five vehicles in outer London already meeting ULEZ standards.

These proposals are part of the commitment by the Mayor of London and TfL to help improve air quality and public health, tackle the climate emergency and reduce traffic congestion.

Please answer two background questions first.

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

Concern scale: very concerned/ concerned/ No opinion /unconcerned/very unconcerned/don't know [question type - radio button]

Q2. Does your vehicle(s) meet the emission standards required to drive in London without paying the ULEZ charge? Click here (link to checker) to check your vehicle if you are unsure.

- Yes my vehicle meets the standards
- Yes I have more than one vehicle, all of which meet the standards
- No my vehicle doesn't meet the standards
- No I have more than one vehicle, one or more of which do not meet the standards
- I don't know
- I don't own a vehicle

[question type - radio button]

2. Proposed expansion of the Ultra Low Emission Zone (ULEZ) London-wide in 2023 including changes to Auto Pay and Penalty Charge levels

The following questions are about our proposals for the expansion of the ULEZ Londonwide. These include questions on discounts, exemptions, reimbursements, and a vehicle scrappage scheme. There are also questions on changes to Auto Pay and Penalty Charge Notice levels for non-payment of the ULEZ and Congestion Charges. For full details please see the consultation materials.

Some drivers and vehicles qualify for a discount, exemption or reimbursement under the current inner London ULEZ and it is proposed that these arrangements would continue to apply in the expanded zone.

Full information is available here: **tfl.gov.uk/modes/driving/ultra-low-emission-zone/discounts-and-exemptions**

In addition, some vehicles qualified for a temporary 100 per cent ULEZ discount and it is proposed that these arrangements are extended to the dates indicated below to allow further time to adjust to the proposed expansion:

- Disabled and disabled passenger tax class vehicles (until 24 October 2027)
- Wheelchair accessible private hire vehicles (until 24 October 2027)
- Minibuses used for community transport (until 26 October 2025)

Q3. Are you registered for a discount or entitled to an exemption for the current ULEZ?

Yes/No/Don't know [question type - radio button] if yes selected please open to the choices. Below

Please indicate the relevant discount or exemption

- Vehicles for disabled people (with 'disabled' or 'disabled passenger vehicle' tax class)
- Minibuses used for community transport registered for discount
- Wheelchair-accessible private hire vehicles
- Other exempt vehicles, such as specialist agricultural vehicles, military vehicles, nonroad going vehicles and mobile cranes
- Taxis
- Historic vehicles
- Showman's vehicles registered for discount
- Other (please use the comments box at the end of this section of the questionnaire to let us know)

[question type – check box and skip logic]

Some drivers and vehicles can claim a reimbursement of the ULEZ daily charge under an NHS patient reimbursement scheme. Full information is available here: https://tfl.gov.uk/modes/driving/reimbursements-of-the-congestion-charge-and-ulez-charge

Q4. Have you claimed a reimbursement of the ULEZ charge under the NHS patient reimbursement scheme?

Yes/No/Don't know [question type - radio button]

Q5. How important do you consider it is to continue to have these existing discounts and exemptions and reimbursements for the ULEZ?

Importance scale (very important important/no opinion/unimportant/very unimportant/don't know)

[question type - radio button]

Please use the comments box at the end of this section of the questionnaire to let us know of any views you have on this issue.

Q6. Do you think we should provide any further discounts, exemptions or reimbursements for the ULEZ?

Yes/No/don't know [question type - radio button]

Please use the comments box at the end of this section of the questionnaire to let us know any views you have on this issue.

Q7. We are proposing to expand the ULEZ London-wide on 29 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
- I don't know

[question type - radio button]

Please use the comments box at the end of this section of the questionnaire to let us know of any views you have on this issue

For the London-wide ULEZ proposal the Mayor is considering a large-scale and targeted vehicle scrappage scheme to support Londoners, including, for example, those on low incomes, disabled people, charities and businesses.

Q8. How important is it that the proposed expansion of the ULEZ is supported by a scrappage scheme?

Importance scale

[question type - radio button]

Please use the comments box at the end of this section of the questionnaire to let us know of any views you have on this issue.

To ensure that Penalty Charge Notices (PCNs) remain an effective deterrent, we are proposing to increase the PCN for the ULEZ from £160 to £180 for people with a non-compliant vehicle who do not pay the daily charge from 30 January 2023. We are also proposing to increase the PCN for the Congestion Charge, by the same amount, at the same time. If paid within 14 days, the amount would reduce by half.

Q9. 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
- Do not know
- No opinion

[question type - radio button]

Please use the comments box at the end of this section of the questionnaire to let us know of any views you have on this issue.

Q10. 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)?

The proposed removal of this fee would take place from 30 January 2023.

Importance scale [question type - radio button]

Please use the comments box at the end of this section of the questionnaire to let us know of any views you have on this issue.

There are strict rules in place controlling the use of personal information. We have completed a Data Protection Impact Assessment available on our website. This sets limits on how this information can be used.

Q11. 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?

Concern scale [question type - radio button]

Please use the comments box at the end of this section of the questionnaire to let us know of any views you have on this or anything else related to the use of personal information in an expanded ULEZ scheme.

Q12. If you own a vehicle(s) that is not currently compliant with emissions standards and if we proceed with our proposals to expand the ULEZ to outer London, what do you intend to do?

(if your vehicle is compliant or you do not own a vehicle skip this question). Please tick all that apply.

- Walk or cycle more
- Use public transport more
- Use taxis or private hire vehicles more
- Use a car club
- Trade the vehicle in for a compliant one
- Get rid of the vehicle
- Pay the charge when I use the vehicle
- Not make journeys I would have done
- I would do something else not listed
- Don't know

[question type – check box]

Please use the comments box at the end of this section of the questionnaire to let us know of any views you have on this issue.

Q13. Please use this space to give us any comments about these proposals or impacts identified as part of the Integrated Impact Assessments. If you have identified any impacts, please let us know any suggestions to mitigate or enhance these.

[question type – open]

3. Revision of the Mayor's Transport Strategy (MTS)

The Mayor's Transport Strategy (MTS) is a document that sets out the Mayor's vision for transport in London.

In the current MTS, Proposal 24 sets out that the ULEZ will be expanded to inner London in 2021, which happened in October 2021.

We now need a supplementary proposal and text to explain the importance of road user charging schemes, including the proposed London-wide ULEZ, to address the triple challenges of toxic air pollution, the climate emergency and traffic congestion as well as other MTS objectives.

These changes are described in a supporting document for the proposed amendments to the Mayor's Transport Strategy, and the draft amendment

Q14. Please use this space to give us any comments about the proposed revision to the Mayor's Transport Strategy.

[question type – open]

Prepared for: Transport for London AECOM

Shaping the future of road user charging in London

Scene setting

Please let us know how important you think it is for us to take steps to address the triple challenges affecting London of improving air quality, tackling the climate emergency and reducing traffic congestion.

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

Importance scale

[question type – radio button]

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

Importance scale [question type - radio button]

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

Importance scale [question type - radio button]

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

Importance scale [question type - radio button]

Each element of the triple challenges is complex and cannot be comprehensively addressed by any one measure. Reducing traffic is key; road user charging schemes have proven to be successful in achieving this and will need to be part of the solution.

New technology could be used to integrate existing schemes such as the Congestion Charge, LEZ and ULEZ into a smarter, simpler and fair scheme that would charge motorists on a per mile basis. Different charging rates would apply depending on variables such as how polluting a vehicle is, the level of congestion in the area and access to public transport.

For any new road user charging scheme to be effective, we would also need to continue to make improvements to walking, cycling and public transport. If we do all of these things together, we could reduce traffic, making room for essential car journeys, improving journey times for buses, emergency services and freight and servicing trips as well as cutting the number of hours spent stuck in traffic and its associated costs. We are now starting to explore the potential for future road user charging.

Any potential scheme would be subject to further public and stakeholder consultation on detailed proposals at a later date.

More information is available in the document "Our Proposals to help improve air quality, tackle the climate emergency, and reduce congestion by expanding the ULEZ Londonwide and other measures"

Please answer three questions to help shape the future of road user charging in London.

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?

Challenges	Very important	Important	No opinion	Unimportant	Very unimportant	Don't know
Tackle air pollution					•	
Tackle the climate emergency by reducing emissions						
Tackle traffic congestion						
Improve health and wellbeing						
Provide more space for walking and cycling						
Improve bus journey times and reliability						
Improve journey times and reliability for freight and servicing trips						
Make roads safer for everyone						

[question type – likert] Use matrix style question with challenges in the vertical column and importance scale on the horizontal – example format shown in notes

Please use the comments box at the end of this section of the questionnaire to let us know of any views you have on this issue.

Q20. If we develop a future road user charging scheme to replace existing schemes, what elements should be considered? (select all that apply)

- The distance driven
- The time of day
- The type of vehicle (for example car, van, Heavy Goods Vehicle)
- How polluting the vehicle is
- Where the vehicle is driven in London
- The alternatives available for walking, cycling or public transport
- Household income
- Ability to choose between daily charges and pay as you go
- The number of journeys driven each day, week or month
- Other costs of driving (fuel duty and Vehicle Excise Duty)

[question type – check box]

Please use the comments box at the end of this section of the questionnaire to let us know of any views or suggestions you have to help shape the future of Road User charging.

Q21. Please use this space to give us any comments or suggestions you have about shaping the future of road user charging in London.

Open question

About you:

Demographics are asked when registering on the portal Q22. Are you a resident:

- In the current inner London ULEZ (the area within the North and South Circular)
- In outer London
- Neither of the above
- Don't know

[question type - radio button]

Q23. Please confirm your postcode

Q24. Are you please tick all that apply (profile of respondent)

- An owner of a business in the current inner London ULEZ (the area within the North and South Circular)
- A business owner in outer London
- Employed in the current inner London ULEZ
- Employed in outer London
- A visitor to Greater London
- A London licensed taxi (black cab) driver
- A London licensed private hire vehicle driver
- None of the above but interested in the proposals

Other (please specify) [question type - checkbox]

Q25. How often do you drive in Greater London?

Never/ less than once a month/ 1-3 times a month/ 1-2 days a week/ 3-4 days a week/ 5-6 days a week/ every day [question type - radio button]

Q26. If you are responding as an official representative of an organisation then please provide your organisational name _____

Q27. What do you think about the quality of this consultation?

Very good/good/adequate/poor/very poor/not applicable

- · Website structure and ease of finding what you needed
- Written information
- Maps, images and related diagrams
- Online survey format
- Website accessibility
- Promotional material

No open question for the quality of consultation [question type – likert]

Appendix B – Campaign responses

The full text of each response provided as part of a campaign are shown below. This is the standard text and responses that were provided and all respondents were able to change the text or answers offered as standard text before submitting.

Campaign

Standard Text

We oppose the expansion of the ULEZ to cover the outer London Boroughs. It will cause financial problems for a significant number of businesses and

Fair fuel UK

residents in, around and visiting London. The hit on businesses will increase living costs for poorer Londoners whom the Mayor admits are already suffering real problems coping. Shockingly, the Mayor has even refused to exempt the charity 'Dogs on the Streets' and disabled Londoners will only get a temporary exemption.

We oppose amendments to the Mayor's Transport Strategy to enable him to charge us for driving virtually anywhere in Greater London. This 'tax on moving' is blatantly there to make money out of us. We also oppose having our movements tracked on privacy grounds.

Please drop these plans immediately.

Living Streets

To whom it may concern, I am writing in response to the ongoing consultation on the London-wide expansion of the Ultra Low Emissions Zone (ULEZ). I support proposals to expand ULEZ to 33 London boroughs, and the use of road user charging in the delivery and implementation of the ULEZ. In January 2022 a report 'Analysis of a Net Zero 2030 Target for Greater London', commissioned by the Mayor, stated that in order to meet the climate change targets, car traffic must reduce by at least 27% by 2030. Fewer cars on London's roads will also reduce air pollution, cut congestion and achieve Transport for London's Visions Zero target to eradicate deaths and serious injuries on roads in the capital. I agree with Living Streets, the UK charity for everyday walking, when it says that the ULEZ will be instrumental in helping to secure both these outcomes.

London Friends of the Earth Network (via Action Network)

Please accept this email as my response to the consultation on proposals to extend the Ultra Low Emission Zone (ULEZ) London-wide from 29 August 2023. I agree with the proposed amendments to the Mayor's Transport Strategy.

I agree with the extension for disabled and disabled passenger tax class vehicles (until 24 October 2027), wheelchair accessible private hire vehicles (until 24 October 2027) and minibuses used for community transport (until 26 October 2025).

Please accept this email as my response to the consultation on proposals to extend the Ultra Low Emission Zone (ULEZ) London-wide from 29 August 2023. I agree with the proposed amendments to the Mayor's Transport Strategy.

Wearepossible. org

I agree with the extension for disabled and disabled passenger tax class vehicles (until 24 October 2027), wheelchair accessible private hire vehicles (until 24 October 2027) and minibuses used for community transport (until 26 October 2025)

Appendix C – Coding Tables

C.1 ULEZ Codes

Topic	Theme	All respondents Count	Public Count	Stakeholder Count
	Support the expansion of the ULEZ	3876	3783	93
General Support	Support the ULEZ but feel the proposed boundary should differ	797	782	15
	Support/recognise a need for action to address/improve congestion/air quality/climate emergency	2854	2740	114
	More needs to be done to achieve the aims/proposals need to go further	868	825	43
	Other general comments showing support	49	45	4
	Proposals do not provide a long-term solution to address air quality/climate emergency/traffic congestion long-term	252	242	10
	Oppose/disagree with the expansion of the ULEZ	15515	15470	45
	Oppose/disagree with the existing ULEZ in general/should be abolished	1213	1210	3
	Oppose the expansion of the ULEZ but agree congestion/air quality/climate emergency needs addressing	1303	1262	41
	Concerns/doubts that the motives of the ULEZ expansion are to achieve the stated aims	2129	2116	13
General	Proposed changes just another tax/money-making scheme/money raised is not used to improve infrastructure	16997	16945	52
Oppose	Stop targeting/penalising motorists	2722	2711	11
General Oppose	Waste of resources/money/time	771	765	6
	Concerns about the cost of implementation/enforcement of ULEZ (e.g. that the cost will be too high)	614	593	21
	ULEZ expansion is not necessary to address congestion/air quality/climate emergency/they are not issues	2636	2611	25
	Other traffic measures cause congestion/not volume of traffic (e.g. traffic lights, LTNs, cycle lanes etc)	2326	2317	9
	Other opposing general comments	404	396	8
	ULEZ Charge should be lower	589	588	1
	ULEZ Charge should be higher	88	88	0
Operation	Comments about the time the ULEZ is in effect/concerns about multiple charges within a 24-hour period	237	234	3
	Concerns that the required standards to be compliant are too high/should be lower	595	593	2
	Other comments about the operation of the ULEZ	659	630	29

Prepared for: Transport for London

	ULEZ expansion will have no impact to air quality/health and wellbeing	2015	1981	34
	ULEZ expansion will have a positive impact on air quality/health and wellbeing/will improve it	1037	999	38
	ULEZ expansion will make air quality/pollution/health and wellbeing worse	322	320	2
	ULEZ expansion will have no impact on climate emergency/impact to the environment	487	468	19
Wider	ULEZ expansion will have a positive impact on climate emergency/impact to the environment	671	649	22
Impacts	ULEZ expansion will make climate emergency/impact to the environment worse	82	80	2
	ULEZ expansion will have no impact to congestion	700	689	11
	ULEZ expansion will have a positive impact on congestion/will reduce it	659	645	14
	ULEZ expansion will cause more congestion/increase it	279	277	2
	Concerns that the ULEZ will push congestion and pollution outside of the zone/make surrounding areas worse	710	680	30
	ULEZ expansion will encourage more sustainable transport use	156	150	6
	Penalises people travelling for/to/from work	3496	3431	65
	Penalises key workers	597	562	35
	Penalises tradespeople	632	618	14
	Will have detrimental impacts on London / London's economy/businesses	7799	7716	83
	Will have a detrimental impact on my business/livelihood	817	801	16
	Will have detrimental impacts on small businesses	1417	1367	50
	Will force people out of employment/to change employment	1728	1707	21
Financial	ULEZ costs will be/are being passed onto residents/customers from businesses/services	635	622	13
Impacts	Will increase the cost of living	7778	7736	42
	Cannot afford daily charge/to upgrade to a compliant vehicle/concerns about current vehicles being devalued	13300	13192	108
	Funding / financial support should be provided to support the upgrading/replacing of vehicles to be compliant	1789	1739	50
	Businesses will relocate outside of London to avoid paying the charge	273	267	6
	Residents will relocate outside of London to avoid paying the charge	1292	1286	6
	Other comments about financial impacts	244	235	9
	Having and using a car is a necessity because of needs/cannot use other transport modes	6223	6131	92
	Public Transport provisions are poor/not a viable alternative/safety concerns with using public transport	6923	6825	98
	Does not consider the current cost of living crisis/financial crunch/bad timing/impacts from Covid-19	10293	10173	120
Social	Will have detrimental impacts on people's lives	9100	9023	77
Impacts	Will push people into/towards poverty	2318	2309	9
	Will negatively impact those living outside of Greater London	1920	1868	52
	Will have negative impacts on mental health	1017	1006	11
	Will negatively impact on social/leisure activities/visiting friends and family/concerns about social isolation	4207	4149	58
	· · · · · · · · · · · · · · · · · · ·			

	Support discounts/exemptions	5238	5216	22
	Oppose discounts/exemptions	161	160	1
	Suggest period for temporary discounts / exemptions should be extended / made permanent	58	49	9
	Suggest period for temporary discounts/exemptions should be reduced	6	6	0
	People who live in the ULEZ should not have to pay the charge/should be exempt	825	819	6
	NHS/key workers should receive discounts/exemptions	319	303	16
	NHS patients should receive discounts/reimbursements/exemptions	110	94	16
	Oppose taxis/black cabs not being charged/should not be exempt	161	154	7
	Support taxis/black cabs not being charged/should be exempt	22	20	2
	Oppose Private Hire Vehicles (PHVs) being charged/should be exempt	26	26	0
	Support Private Hire Vehicles (PHVs) being charged/should not be exempt	27	27	0
Discounts	Should be discounts/exemptions for emergency service workers	75	73	2
and Exemptions	Should be discounts / exemptions for small / local businesses / sole traders / tradespeople / delivery vehicles	135	129	6
	Should be discounts/exemptions for charities	68	52	16
	Should be discounts/exemptions for businesses (general comments)	32	29	3
	Should be discounts/exemptions for disabled people (those without disabled class vehicles)	5054	5037	17
	Should be discounts / exemptions for elderly / vulnerable people	224	220	4
	Should be discounts/exemptions for those with informal family care arrangements	86	83	3
	Should be discounts/exemptions for those on low incomes/charging should take household income into account	211	201	10
	Should be discounts/exemptions for vehicle-sharing/car-sharing	25	22	3
	Other named groups/vehicles should receive exemptions/discounts	693	668	25
	Other comments about discounts and exemptions	351	333	18
	Should be discounts/exemptions for classic/historical vehicles	489	481	8
	Should be discounts/exemptions for motorcycles	92	89	3
	Should be discounts/exemptions for caravans/campervans	55	53	2
	Proposed ULEZ expansion should be implemented sooner	537	525	12
Date	Proposed ULEZ expansion should be delayed	3257	3196	61
	Other comments about implementation date of ULEZ expansion	168	166	2
	Support scrappage scheme	486	439	47
	Do not support scrappage scheme	432	431	1
	Scrappage scheme will not provide enough money to subsidise replacing a vehicle	2041	2000	41
Scrappage Scheme	Scrapping vehicles is bad for the environment/scrapping perfectly good vehicles is counterproductive	2864	2852	12
	Should not encourage car purchases/should encourage movement away from cars	407	397	10
	Unfair that will need to upgrade again after only upgrading recently but still being classed as non-compliant	1990	1989	1
	Eligibility for the scrappage scheme is unfair/should be available to all	1332	1278	54
	Other comments about scrappage scheme	336	301	35

	Suggest providing incentives to use sustainable transport/active travel as part of/instead of scrappage scheme	150	113	37
5011	Support proposed PCN increase/should be higher	78	67	11
PCN	Oppose proposed PCN increase/should be lower	625	617	8
	The PCN should be means tested/dependent on income	153	151	2
	Other comments about the PCN	225	218	7
	Support the removal of the Auto Pay administration fee	337	309	28
Auto Pay	Oppose the removal of the Auto Pay administration fee	60	59	1
•	Other comments about the Auto Pay administration fee	51	45	6
	Concerns about data collection by ANPR (e.g. data privacy)	5109	5103	6
	No concerns about data collection by ANPR	34	28	6
ANPR	Concerns about the enforcement of the ULEZ using ANPR/concerns about loopholes and ways to avoid the charge	105	105	0
	Other comments about data collection by ANPR	33	29	4
	Need to invest/improve public transport (e.g. more frequent, availability and accessibility in areas etc)	2921	2840	81
	Need to encourage/incentivise more use of public transport (e.g. should make it cheaper)	1963	1908	55
	Needs to be more investment in active travel (walking, cycling, infrastructure, pedestrianisation)	217	188	29
	Need to encourage/incentivise more use of active travel (walking, cycling, walking)	503	464	39
	Needs to be more encouragement/investment in other transport schemes to improve air quality/congestion/environment	892	874	18
	Needs to be more investment in electric vehicles/EV infrastructure	1558	1518	40
Suggestions	Need to encourage/incentivise more use/switching to electric vehicles	750	725	25
and	Needs to be more investment in alternative fuel sources	177	173	4
Mitigations	Needs to be more encouragement/investment in other schemes/areas not specifically related to transport	756	753	3
	Other mitigation comments and/or policy suggestions	1961	1902	59
	Need to target other sources of air pollution (e.g. airports, new developments, wood burners)	1859	1837	22
	Suggest improving cycling infrastructure	850	809	41
	Suggest improving the safety of cyclists	383	369	14
	Suggest improving walking infrastructure	291	255	36
	Suggest improving safety of pedestrians	154	146	8
	Need to improve public transport in central / inner London	45	44	1
	Need to improve public transport in outer London	1036	976	60
	Need to target/reduce noise pollution (e.g. noise from traffic)	108	106	2
	ULEZ charges should be based on miles travelled/charged per mile	339	335	4
	Total	48453	48134	319

C.2 Future of Road User Charging Codes

Topic	Theme	All Respondents Count	Public Count	Stakeholder Count
Topic General Operation	Support having road user charging schemes/they are needed (general comments)	660	616	44
	Oppose having road user charging schemes (general comments)	3242	3234	8
	Road user charging schemes are not necessary to address congestion/air quality/climate emergency/they are not issues	784	779	5
	Road user charging schemes are a waste of resources/money/time	179	179	0
	Stop targeting/penalising motorists	1609	1606	3
	Future charging schemes need to be fair	932	921	11
General	Future charging schemes need to be simple/easy to understand and apply	188	164	24
	Find alternative ways in which to charge (e.g. fuel tax)	412	411	1
	Charging schemes are just another tax/money-making schemes/revenue raised will not be used to improve infrastructure	2913	2905	8
	Technology should be used to provide solutions to congestion/air quality/climate emergency	23	21	2
	Action is needed at a global level to reduce emissions/address air quality/climate emergency	19	15	4
	Other charges/costs of driving should be reduced/removed (e.g. road tax, fuel duty, VED)	110	108	2
	Charging schemes should be in effect/operation 24/7/all 24 hours of the day	21	21	0
	Charging schemes should be in effect during specific times of the day/not all 24 hours of the day	105	104	1
Operation	Charging schemes should be in effect/operation all days of the week (weekdays and weekends)	4	4	0
	Charging schemes should only be in effect during weekdays/weekends should not be included in the charging scheme	40	39	1
	Other comments/suggestions about when charging schemes are in effect	115	111	4
	The boundary for charging schemes should only be central and inner London	619	617	2
Boundary	The boundary for charging schemes should cover all of London	25	25	0
	Other comments / suggestions about the boundary for charging schemes	434	430	4

	Include all vehicles in charging regardless of emissions/Euro standards	202	201	1
	Should have travel allowances (e.g. how many miles or how often a vehicle can be used before being charged)	305	299	6
	Charging should be based on vehicle size / weight/ type / safety of vehicle	491	482	9
	Charging should be based on emissions (e.g. worst polluters pay more)	648	624	24
	Charges should be based on miles travelled	629	614	15
	Charges should be based on time of day (e.g. higher during peak times and lower during off-peak)	185	171	14
	Charge should be based on where it is being driven/ higher for areas with more congestion / worse air quality	262	248	14
Future Charging	Charges should be based on the availability of walking/cycling/public transport alternatives	246	234	12
amounts / structures	Charges should be pay-as-you-go/pay per journey (e.g. fixed charge per journey)	112	109	3
	Charges should be higher for delivery drivers/vehicles/businesses	63	63	0
	Charges should be higher for businesses / delivery companies / vehicles	120	120	0
	Charges should be based on frequency of vehicle use	203	202	1
	Charges should only impact short journeys (e.g. less than five miles)	261	255	6
	Charge should be similar/lower than public transport prices	12	12	0
	Charge should be higher than public transport prices	34	34	0
	Other suggestions for charge amounts / structure	610	602	8
	Charges should be a daily charge / pay once per day (i.e. only pay once per day regardless of how many journeys made)	59	56	3
	Other road users should be charged (e.g. cyclists)	190	190	0
	Need to invest/improve public transport (e.g. more frequent, availability and accessibility in areas etc)	1612	1602	10
Public	Need to improve public transport in central/inner London	16	16	0
Transport	Need to improve public transport in outer London	199	199	0
	Need to encourage/incentivise more use of public transport (e.g. should make it cheaper)	931	930	1
	Need to invest/improve active travel (general comments)	176	171	5
	Suggest improving cycling infrastructure	426	424	2
	Suggest improving the safety of cyclists	249	248	1
Active	Suggest improving walking infrastructure	181	178	3
Travel	Suggest improving safety of pedestrians	137	136	1
	Need to encourage/incentivise more use of active travel	133	131	2
	Need to improve physical activity/obesity	33	33	0
<u> </u>	Need to improve/protect mental health	9	9	0

	Should ban non-compliant/most polluting vehicles instead of a charging them	237	236	1
	Need to encourage/incentivise more car clubs/vehicle sharing	86	81	5
	Needs to be more investment in electric vehicles/EV infrastructure	291	290	1
	Need to encourage/incentivise more use/switching to electric vehicles	252	252	0
	Need more schemes to deter driving/promote use of alternatives	580	569	11
	Need to reduce the amount of parking available in London/increase the cost of parking/reduce accessibility	109	104	5
	Need more focus on improving existing road infrastructure (e.g. expanding capacity, improvements to junctions, routes)	535	528	7
Future	Needs to be more investment in other transport related schemes to improve air quality/congestion/environment	157	156	1
Charging Schemes Other	Need to remove/make changes to other traffic measures/schemes that cause congestion/air quality (e.g. bus lanes)	1625	1617	8
	Need to target other sources of pollution (e.g. airports, new developments, wood burners)	553	550	3
	Need to improve green space (e.g. plant more trees)	227	223	4
	Suggestions for other areas to focus on that are higher priority than congestion/air quality/climate emergency	310	310	0
	Need more funding/investment in outer boroughs not just central London	36	35	1
	Stop Silvertown tunnel project	105	98	7
	Other suggestion for improving congestion/air quality/climate emergency	1129	1125	4
	Need to target/reduce noise pollution (e.g. noise from traffic)	53	53	0
	Suggest other changes to the Congestion Charge scheme	104	100	4
	Suggest other changes to the LEZ	12	12	0

	Charging schemes should include discounts/exemptions (general comments)	45	45	0
	Charging schemes should not include discounts/exemptions (general comments)	44	43	1
	London residents should not have to pay charges/should be exempt	276	276	0
	NHS/key workers should receive discounts/exemptions	124	123	1
	NHS patients should receive discounts/reimbursements/exemptions	29	29	0
	Should be discounts/exemptions for taxis/black cabs	15	15	0
	Should be no discounts/exemptions for taxis/black cabs	36	36	0
	Should be discounts/exemptions for Private Hire Vehicles (PHVs)	6	6	0
	Should be no discounts/exemptions for Private Hire Vehicles (PHVs)	18	18	0
	Should be discounts/exemptions for tradespeople	92	92	0
Discounts	Should be discounts/exemptions for delivery vehicles	60	60	0
and Exemptions	Should be discounts/exemptions for small/local businesses/sole traders	63	63	0
	Should be discounts/exemptions for charities	12	10	2
	Should be discounts/exemptions for businesses (general comments)	48	48	0
	Should be discounts/exemptions for disabled people	114	111	3
	Should be discounts / exemptions for elderly / vulnerable people	107	107	0
	Should be discounts/exemptions for those with informal family care arrangements	42	42	0
	Should be discounts/exemptions for those on low incomes/charging should take household income into account	270	262	8
	Should be discounts/exemptions for vehicle-sharing/car- sharing/charges should be higher for single-occupant-vehicles	73	73	0
	Other named groups/vehicles should receive exemptions/discounts	168	165	3
	Other comments about discounts and exemptions	175	172	3
	Should be discounts/exemptions for classic/historical vehicles	67	66	1
	Concerns that charges will be unfair on those who have to travel to/from/for work	668	665	3
	Will have detrimental impacts on London/London's economy/businesses	496	495	1
	Will have a detrimental impact on my business/livelihood	75	75	0
	Will have detrimental impacts on small businesses	151	151	0
	Concerns that costs of charging schemes will be passed onto residents/customers from businesses/services	133	131	2
Financial Impact	Funding/financial support should be provided to support the upgrading/replacing of vehicles	317	315	2
·	Concerns about ability to pay charges/upgrade vehicles to be complaint/concerns about vehicles being devalued	1045	1044	1
	Concerns that businesses will relocate outside of London to avoid paying charges	54	54	0
	Concerns that residents will relocate outside of London to avoid paying charges	257	257	0
	Other comments about financial impacts of future road charging schemes	282	281	1

	Total	18794	18643	151
	Other comments about social impacts	144	143	1
Impacts	Will negatively impact on social/leisure activities/visiting friends and family/concerns about social isolation	319	318	1
	Concerns about data collection by ANPR/other data privacy concerns	136	136	0
	Concerns charging schemes will have negative impacts on mental health	132	131	1
	Concerns charging schemes will negatively impact those living outside of Greater London	59	59	0
	Concerns charging schemes will force people out of employment/to change employment	120	120	0
Social	Concerns charging schemes will push people into/towards poverty	304	300	4
	Concerns charging schemes will have detrimental impacts on people's lives	492	491	1
	Future charging schemes need to consider the cost of living/issues at the time impacting on finances	971	967	4
	Public transport provisions are poor/not a viable alternative/safety concerns with using public transport	918	915	3
	Having and using a car is a necessity because of needs/cannot use other transport modes	983	981	2

C.3 Protected characteristics, other personal characteristics, and integrated impact assessment

Topic	Theme	All Respondents	Public	Stakeholder
		Count	Count	Count
	Comments about alternatives considered in the IIA	18	15	3
	Comment refers to disabled people/mobility issues	1909	1854	55
Protected Characteristics Personal Characteristics Integrated Impact Assessment	Comment refers to age (younger and older people)	3567	3509	58
	Comment refers to ethnic groups/minorities	72	66	6
	Comment refers to low incomes/financially struggling	13108	12972	136
	Comment refers to vulnerable	737	700	37
	Comment refers to religion and/or belief	22	22	0
	Comment refers to sexual orientation	16	14	2
	Comment refers to gender/sex	147	139	8
	Comment refers to gender reassignment	3	3	0
	Comment refers to pregnancy and/or maternity	14	11	3
Personal	Respondent identifies themselves as a sole trader/small business in their comment	532	527	5
Protected Characteristics Personal Characteristics Integrated Impact	Respondent identifies themselves as an NHS worker	226	224	2
•	Comment about the integrated impact assessment (IIA) carried out for the consultation (general comments)	99	65	34
•	Comment about the integrated impact assessment (IIA) carried out for the Mayor's Transport Strategy	18	14	4
	Total	17455	17266	189

C.4 Comments about the consultation

Topic	Theme	All Respondents	Public	Stakeholder
		Count	Public Count 11423 64 104 1927 39 2439 40 1221 230 2301 812 28 1874 109 38 17984	Count
	Negative comments/criticism of the Mayor	11443	11423	20
Comments about the policy makers General comments about	Positive comments/support of the Mayor	65	64	1
	Unfair to expand the ULEZ after the Mayor previously said this would not happen	106	104	2
	Negative comments/criticism of government	1933	1927	6
	Positive comments/support of government	39	39	0
	Negative comments/criticism of TfL	2455	2439	16
	Positive comments/support or TfL	43	40	3
	Comment/comparison to other country / city	1235	1221	14
	Confusion/uncertainty whether vehicle/s will be impacted and charged by ULEZ	230	230	0
	Other comments (relevant but do not fit into code frame)	2346	2301	45
Comments about the policy makers	Other out of scope comments	819	812	7
	Positive comments about consultation	28	28	0
comments	Negative comments about consultation (e.g. criticism)	1901	1874	27
	Other comments about consultation	expand the ULEZ after the Mayor previously said this thappen ecomments/criticism of government 1933 comments/support of government 39 comments/criticism of TfL 2455 comments/support or TfL 43 comments/support or TfL 43 comments/support or University 1235 com/uncertainty whether vehicle/s will be impacted and by ULEZ comments (relevant but do not fit into code frame) 2346 comments about consultation 28 comments about consultation 1901 comments about consultation 125 comments about consultation 125 comments about consultation 125 comments about consultation 125	109	16
	Comment about legally challenging the proposals	39	38	1
	Total	18093	Count 11423 64 104 1927 39 2439 40 1221 230 2301 812 28 1874 109 38	109

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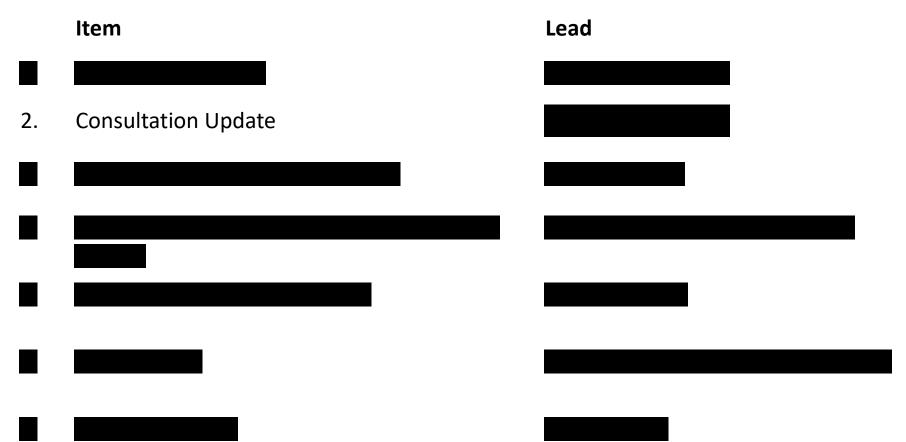
MAYOR OF LONDON

Air Quality Implementation Group

13 September 2022



Agenda



MAYOR OF LONDON

2. Consultation Update

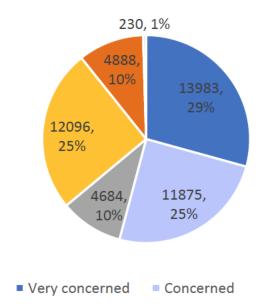
Background

- 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.



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

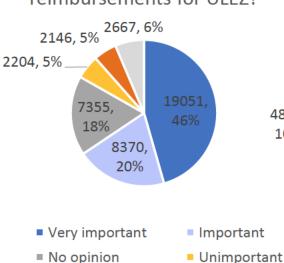
Q1: How concerned about air quality where you live?



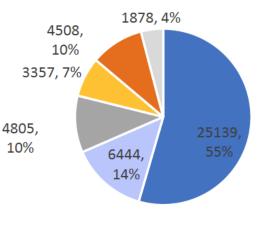
■ Very unconcerned ■ Don't know

Unconcerned

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



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.

Very unimportant

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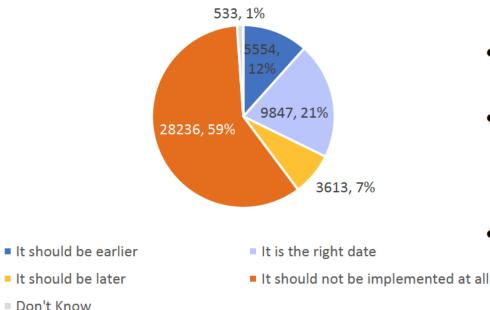
Don't know



■ No opinion

Consultation survey results – ULEZ implementation date

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



- 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).

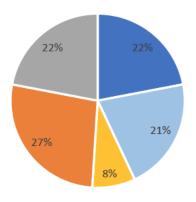
Q8 includes campaign responses.



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?



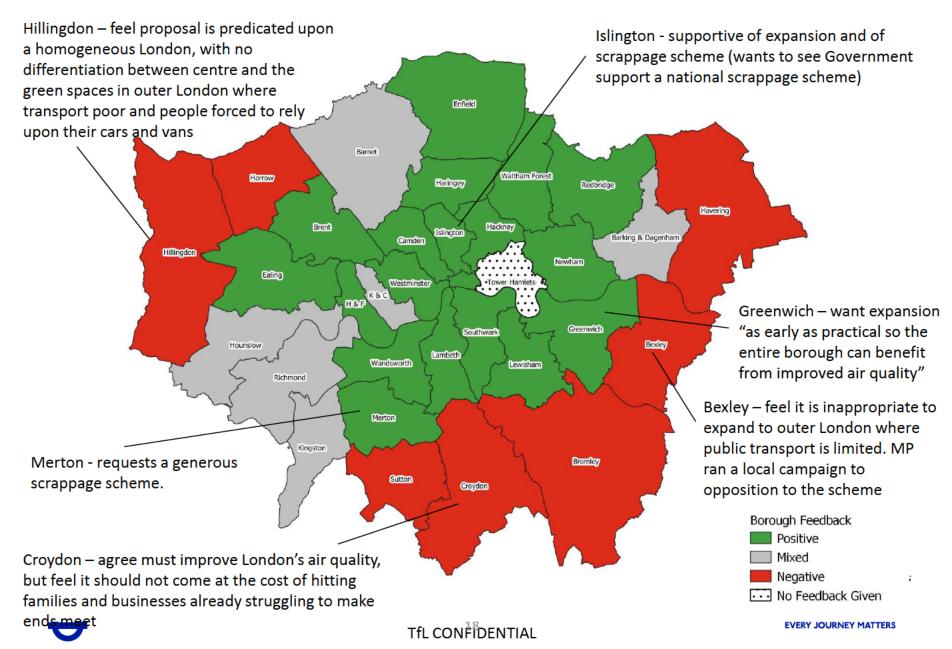
- It should be earlier
- It should be later
- Don't know

- 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.

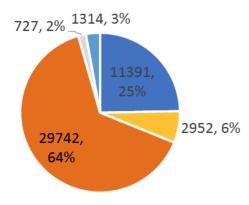


Response from London Borough Councils on ULEZ proposals

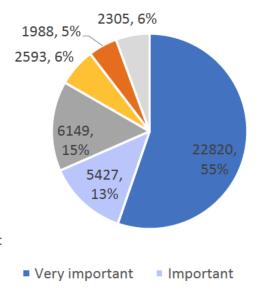


Consultation survey results – PCN increase, Autopay and privacy

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

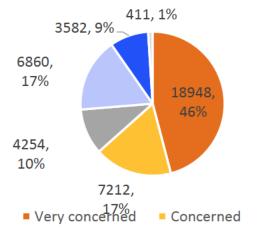


Q11: How important is it that we remove the annual £10 Auto Pay administration fee per vehicle (for the ULEZ, the Low Emission Zone (LEZ), and the Congestion Charge)?



■ Very unimportant ■ Don't know

■ No opinion



Very unconcerned Don't know

No opinion

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?

- Not high enough to act as an effective deterrent

Sufficient to act as an effective deterrent

- Too high
- Don't know
- No opinion

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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Unimportant



Unconcerned

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

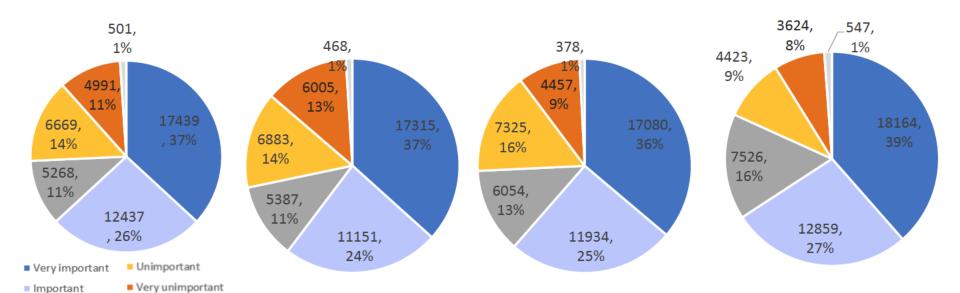
Q15: How important is it to you that we take further steps to tackle air pollution in London??

Don't know

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).

Q15, Q16, Q17 & Q18 include campaign responses.

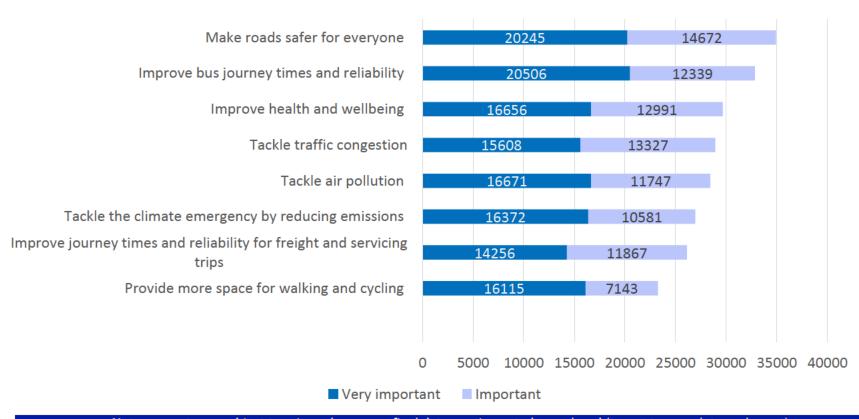
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■ No opinion

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?



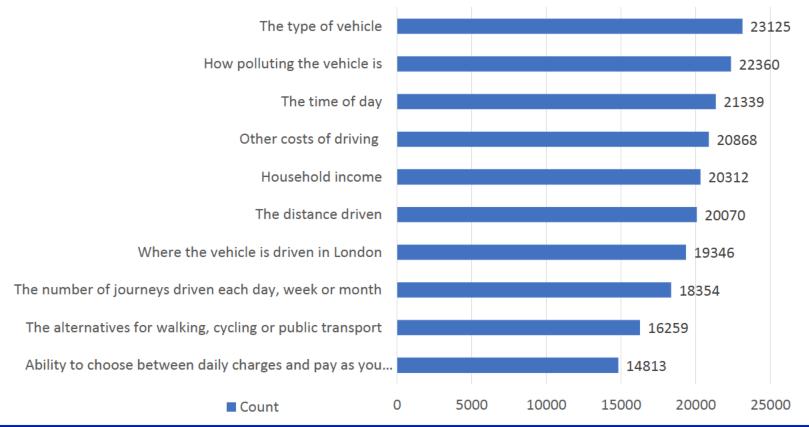
Note percentages subject to minor changes as final data continues to be analysed (target to complete early sept).

Q19 includes campaign responses.



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).



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.

This document reflects ongoing work and discussions within TFL and is not intended to reflect or represent any formal TfL or GLA views of policy. Proposals

Extend the grace period for Wheelchair Accessible PHVs to all wheelchair accessible vehicles.

cited may be subject to public consultation and Mayoral approval. Its contents are confidential and legally privileged and should not be disclosed to any unauthorised persons

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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 nonpayment 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.



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



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.



Transport for London



Mayor's Meeting with Transport for London Commissioner & Executive Committee members

Thursday 29 September

14:00 - 15:00, Video conference via Microsoft Teams

Potential Attendees:

•	Mayor of London (Sadiq Khan), David Bellamy,	
		1940

Ref	Item	TfL lead
1	Road User Charging - ULEZ consultation	
1		
1		
1		
1		

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 (I) the MTS revision and (2) the ULEZ expansion and other RUC proposals.



Background to proposals

The case for change:



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





Road transport accounts for:

44% 31% 28%

NO_x PM_{2.5} CO₂
emissions emissions emissions



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

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

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







Reduce NOx emissions from cars and vans in outer London Reduce NOx 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



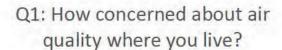
Further reduction in the remaining most polluting cars by 29,000 - 44,000 per day through behaviour change

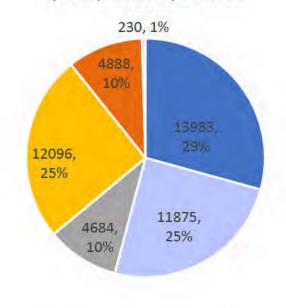
Note – impacts on emissions and trips based on our central compliance scenario. Impact on car volumes based on our range of compliance scenarios

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



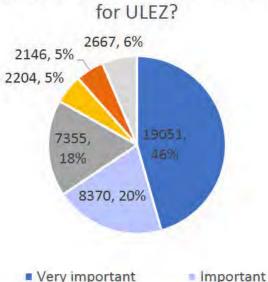


Very unconcerned Don't know

Concerned

Unconcerned

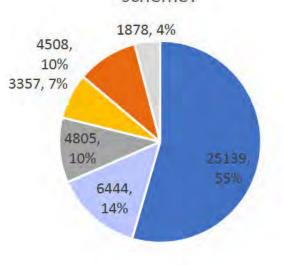
Q6: How important do you consider it is to continue to have these existing discounts and exemptions and reimbursements



■ No opinion

Very unimportant

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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Unimportant

Don't know

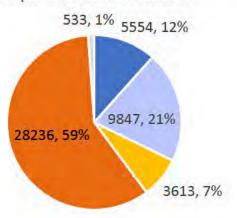


Very concerned

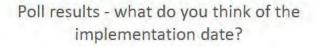
■ No opinion

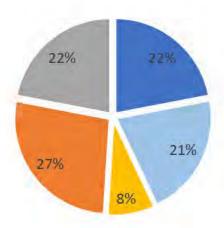
Consultation results and YouGov poll – ULEZ implementation date

Q8: We are proposing to expand the ULEZ Londonwide 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

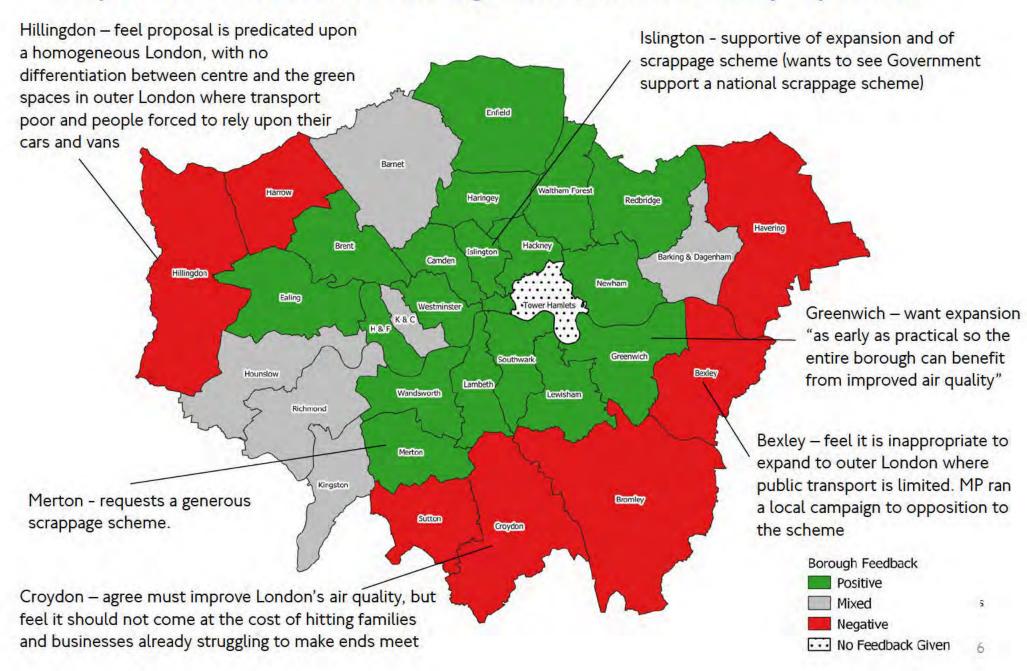




- The GLA commissioned YouGov to carry out a poll in July 2022 with 1,245 London residents aged 18+.
- Figures have been weighted to be representative of all London adults, in line with industry best practice.
- Responses indicate that 51% of Londoners support ULEZ implementation.
- These results will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

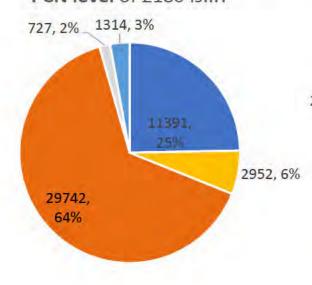


Response from London Borough Councils on ULEZ proposals

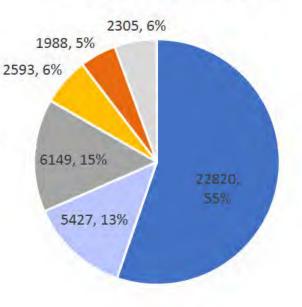


Consultation survey results – PCN increase, Autopay and privacy

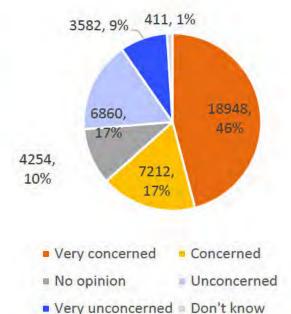
Q10: Do you consider the proposed **PCN level** of £180 is...?

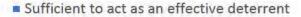


Q11: How important is it that we remove the annual £10 Auto Pay administration fee per vehicle (for the ULEZ, the Low Emission Zone (LEZ), and the Congestion Charge)?



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 ULET?





Not high enough to act as an effective deterrent

Too high

Don't know

No opinion



changes as final data continues to be analysed (target to o

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

Q10 includes campaign responses.



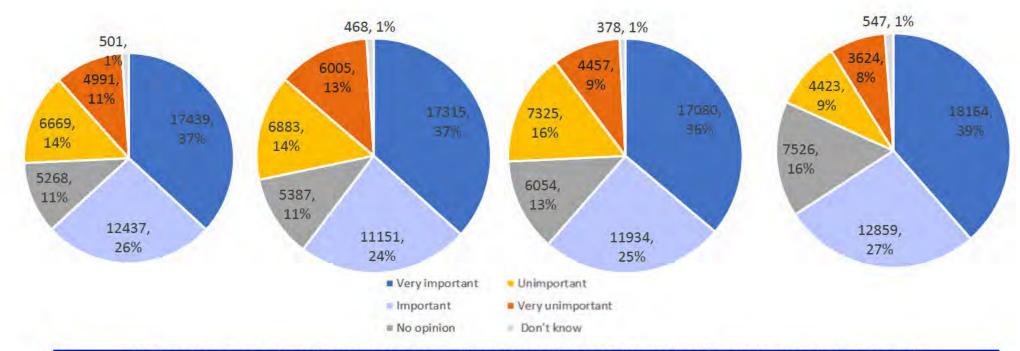
Consultation survey results – importance of climate emergency, traffic congestion, health and health inequality

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?

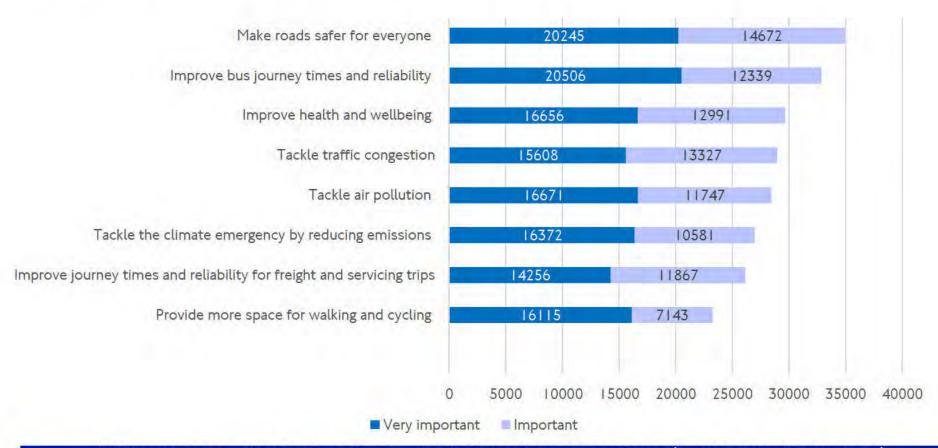


Note percentages subject to minor changes as final data continues to be analysed (target to complete early sept). Q15, Q16, Q17 & Q18 include campaign responses.



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?

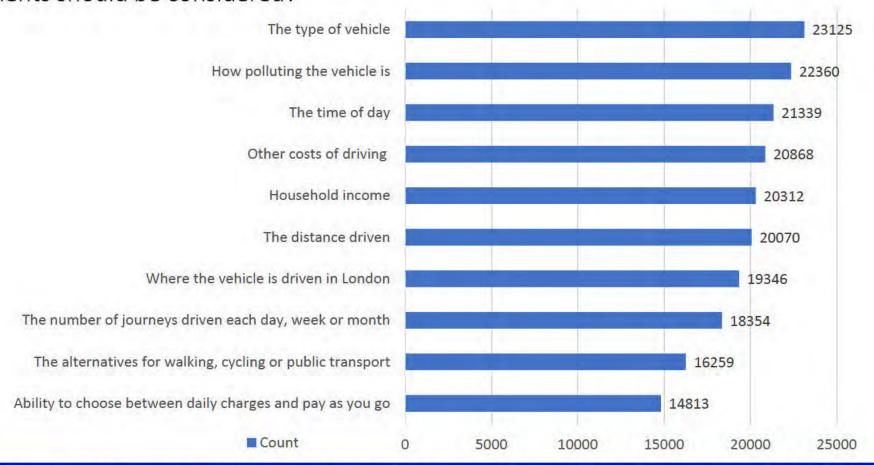


Note percentages subject to minor changes as final data continues to be analysed (target to complete early sept). Q19 includes campaign responses.



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).



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.

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)



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).



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).



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 nonpayment 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.



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.



Next steps

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

^{*}implementation dates are subject to Mayoral Decision

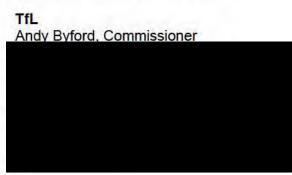
We will also develop a comprehensive stakeholder plan to proactively communicate any decision to key stakeholders on the day of the announcement.



From: Sent: 13 October 2022 15:43 To: Transport Team; +Corporate Affairs; Cc: Agreed meeting note - Mayor/TfL meeting 29 September 2022 Subject: All, Please see for records the above mentioned meeting note, below. Meeting note Mayor/ TfL meeting 29 September 2022 1. Road User charging - ULEZ consultation 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.

Attendees Sadiq Khan, Mayor of London GLA David Bellamy





NHS health information and advice about coronavirus can be found at nhs.uk/coronavirus

The GLA stands against racism. Black Lives Matter.

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Leak reveals two-thirds oppose Sadiq Khan's Ulez expansion

Blow to London mayor as plans plunged into turmoil following consultation

By Oliver Gill, CHIEF BUSINESS CORRESPONDENT

30 September 2022 • 7:19pm













<u>Sadiq Khan's plans</u> to impose an ultra-low emission zone (Ulez) <u>across all of Greater</u> <u>London</u> have been plunged into turmoil after leaked consultation results reveal two-thirds of respondents oppose the controversial expansion.

The Telegraph has seen "restricted" Transport for London (TfL) documents that show 66pc of Londoners oppose the mayor's plans to combat air pollution in the outer

hamaraha aftha amital

27/09/2023, 08:26

porougns of the capital.

The count was circulated among senior TfL officials shortly after the consultation closed on Jul 29 and before responses were evaluated by project teams, senior TfL sources said.

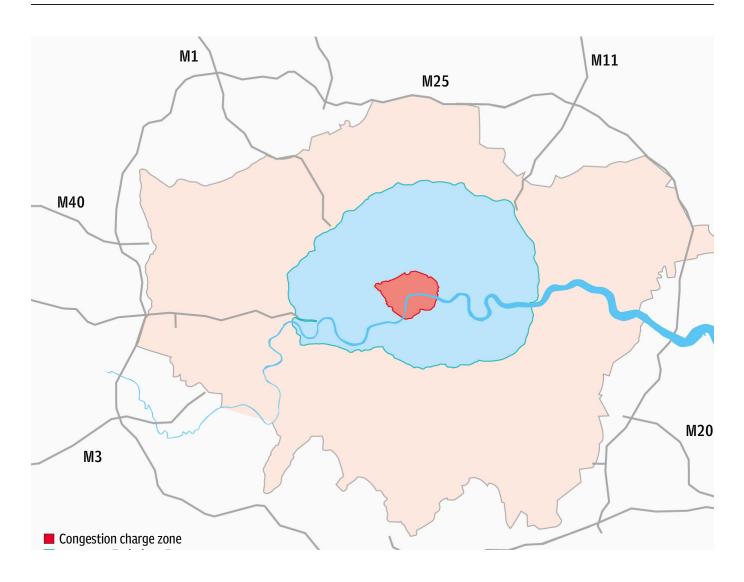
Separate slides circulated by officials in August, also seen by this newspaper, provide greater clarity on voting following interim screening of responses.

While outright opposition fell to around 60pc, a further 7.6pc said the introduction of a levy should be delayed until "later".

Only 31.8pc of respondents said expansion of Ulez should go ahead according to the August TfL memorandum, with the remaining votes for "Don't know".

In May, Mr Khan announced plans for an expansion of the Ulez zone to the outskirts of the capital, leaving tens of thousands of drivers at risk of <u>having to pay a £12.50-a-day</u> charge to use their car. The scheme is due to come into force in August 2023.

LONDON'S EMISSION ZONE EXPANSION





Seen as the Labour mayor's flagship legacy project, the Ulez expansion followed the death of Ella Adoo-Kissi-Debrah, a nine-year-old girl who was the first to have air pollution listed as a cause of death following an asthma attack.

Ulez critics, however, say that the £250m cost of building a network of cameras across the capital to enforce the scheme will do little to reduce pollution and will unfairly impact lower income households - whose cars are older and more likely to be non-compliant.

They also argue that an estimated more than four in five cars are already Ulezcompliant, meaning it would have negligible impact on air quality in areas where public transport is far less prevalent compared with inner London.

Nevertheless, Mr Khan has vowed to press ahead with Ulez expansion unless the public overwhelmingly rejects his proposals.

He said earlier this year: "It's a genuine consultation – as were the previous two consultations in relation to the central London Ultra-Low Emission Zone and the expansion. I hope Londoners who care about the health of their families will respond."

The leaked document suggests Mr Khan may be forced to abandon the policy given the public response.

Questions remain as to the precise definition of "overwhelming", however.

The figures seen by the Telegraph are understood to have changed between the end of July and middle of August because previously uncounted votes were added, and responses deemed duplicate or not genuine were removed as a review process is conducted.

Earlier this month, Janet Daby, Labour MP for Lewisham East, accused motorist groups of "dirty tricks" to skew voting.

TfL insiders said that pre-filled one-click templates - at the heart of Ms Daby's accusations - were being used by campaigners on both sides of the argument.

The reduction in the opposition vote in the figures leaked to the Telegraph risks Mr Khan facing claims that more stringent screening of one-click templates was being

applied to opposition votes.

Bob Blackman, Conservative MP for Harrow East, whose constituency will be dragged into the proposed Ulez expansion, called on Mr Khan to show the public that the consultation had not been pre-determined in any way.

"We need complete transparency about the reasons votes are being filtered out and what oversight there is to ensure that the consultation is being conducted fairly," he said.

"The mayor must publish the unfiltered voting results and explain how many votes were subsequently removed - and for what reasons - when the final outcome is published."

A spokesman for Mr Khan denied the mayor would influence the results of the consultation.

They added: "Independent consultation analysis is ongoing and a full consultation report will be published in due course.

"The Mayor is proud of tackling the capital's toxic air, which currently leads to 4,000 Londoners dying early every year and millions more suffering from asthma and other respiratory illnesses.

"It's clear this has been the focus of a coordinated campaign of opposition by drivers' groups... from thousands of people who do not live or work in London.

"It's important that the views of all Londoners are taken into account as we move forward."

A spokesman for TfL said: "We take our responsibility to run robust and legally compliant consultations extremely seriously.

"We are using an independent third party to analyse every consultation response we have received, a process that is still ongoing.

"The results will help to shape any scheme that is taken forward. When finalised we will publish a full report that will set out our response to the issues raised by those that took part."

London Assembly Member Nick Rogers, transport spokesman for the Conservatives, said: "Sadiq Khan's Ulez expansion would have had a negligible effect on air quality, but would have been devastating for small businesses and low income families.

"I am not surprised that an overwhelming 66pc voted against his cost of living charge, which will force him to drop the policy. Londoners will be shocked by the Telegraph's revelations on the Ulez expansion consultation.

"Sadiq Khan must reassure them by confirming he will now scrap the Ulez expansion and address the serious integrity concerns raised by the investigation."

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More from Business

Subject: RE: ULEZ consultation complaint - investigation report

Date: Wednesday, 22 November 2023 at 15:46:21 Greenwich Mean

Time

From: Nicholas Rogers

To:

Attachments: image001.png, image002.png, image003.png

Dear

Many thanks again for sending through your draft report.

In terms of a comment, the only thing I'd say is that in terms of the Plenary on 17th November, it very much did matter that the Mayor was misleading in his comments. At that meeting the Assembly was due to decide whether or not to alter a binding Mayoral Strategy, upon which there had been the largest consultation in TfL's history, whose preliminary results were known and on which the Mayor had seen a 'working summary'. These preliminary results were highly relevant to the decision the Assembly was being asked to make and had the Mayor acknowledged that he had seen a 'working summary' of this, entirely new avenues of questioning would have been opened up, the outcomes of which could have had a material impact on the Assembly's ultimate decision.

I would say that the significance of this is enough to push this from being 'technically' misleading to being 'seriously' misleading, per your classifications in paragraph 54b. It does not matter what the controversy of that particular day happened to be; the Mayor's answers to Peter Fortune's questions – which, as you acknowledge, were misleading – effectively closed off entire lines of highly relevant questions that could have had a material impact on a rare Assembly decision.

The question I think you need to ask is this – if the Mayor had acknowledged that he had seen a working summary of the consultation results, would that have opened the possibility of a change to the Assembly decision on the MTS and therefore on the Mayor's ability to implement ULEZ expansion? The answers is clearly that it would have done, because Assembly Members would then have been able to ask further questions on the working summary the Mayor had seen, eliciting otherwise undiscovered information that could have changed the way Members voted. That the Mayor was not open about this is, in my view, a serious issue.

Kind regards,

Nick

From:

Sent: 09 November 2023 17:35

To: Nicholas Rogers <

Co:

Subject: ULEZ consultation complaint - investigation report

CAUTION: This email originated from outside this organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear AM Rogers,

I have now completed my investigation of your complaint about the Mayor.

My draft report and appendices are attached.

Please note that the findings in the report are provisional and the report itself is confidential. If you wish to make any comment on the report, I will take into account any comments received by the end of the day on 23 November 2023.

Kind regards,



I am not available on Fridays due to childcare responsibilities.

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MAYOR OF LONDON

Cornerstone Barristers	
Email:	Date: 8 December 2023

Dear

Thank you for your email on 9 November, and the opportunity to comment on your draft ULEZ consultation complaint investigation report. Thank you also for your clarification of the wording originally provided at paragraph 59 of the draft report.

The Mayor has asked me to reply on his behalf. I'm pleased that your investigation found that none of the allegations made in the complaint have been made out and that the Mayor did not breach the Code of Conduct.

Aside from welcoming your overall findings, I have some comments on the draft report.

I do not recall describing the paperwork associated with the ULEZ consultation as "impenetrable" – that does not reflect my view of the documentation, and I would request that you remove that word from paragraph 28.

We do not accept, as you have drafted at paragraph 53, that any statements the Mayor made at the London Assembly Plenary session on 13 October and 17 November 2022 were either 'misleading' or 'not completely accurate'. You accept at paragraph 50 of your draft report that the information presented to the Mayor on 29 September 2022 was 'not the *final* results' of the consultation, and also that it was not 'the detailed qualitative and quantitative analysis of the responses that the Mayor would need (and was in due course given) to make a properly-informed decision'.

Using the word 'misleading' or stating that the Mayor's statements were not completely accurate could imply that the Mayor had deliberately made a statement in order to lead others to believe something that was not true. Such a characterisation of the Mayor's statements is unfair and is inconsistent with your other findings of fact in relation to the conduct of the Mayor.

At paragraph 54(b) of your report, you find that the Mayor was not aware from the information presented to him on 29 September 2022 of how TfL might deal in its final analysis with the consultation responses, including those that were opposed to the ULEZ expansion, which suggests that you are satisfied that the briefing the Mayor received was not final. You also find in your draft report that the Mayor's answers did not conceal anything relating to the allegations that were the

MAYOR OF LONDON

real context for the questions asked by AM Fortune, which is inconsistent with any suggestion that the Mayor's responses were misleading.

It is not clear how information that is not final and did not cover a large proportion of the information submitted by the public during the consultation process could be considered to represent the 'results' of the consultation, regardless of how that slide pack was labelled.

In addition, characterising the Mayor's statements as misleading or not accurate does not take into account your comments at paragraph 54(c) in which you say that the Mayor is entitled to be given allowance in the way he responds to oral questions bearing in mind the context.

For the reasons set out above, we maintain that that information did not represent the 'results' of the consultation, but a working summary of the progress TfL had made on the consultation responses at that point, and that the Mayor's responses when asked about the results on 13 October and 17 November were not 'misleading' or 'not entirely accurate'.

We welcome your finding at paragraph 58 that organised responses were properly represented in TfL's Report to the Mayor. I would just add (as I mentioned when we met) that this matter was considered as part of the judicial review claim against the Mayor and TfL you refer to in your draft response, but was refused permission by the High Court both on the papers and further to an oral permission hearing.

We do not accept, as you have drafted at paragraph 65, that statements the Mayor made at the London Assembly Plenary session on 17 November 2022 in response to AM Pidgeon were 'to some extent – misleading'. AM Pidgeon raised quite specific questions about potential mitigations that could be introduced in connection with the ULEZ expansion, asking the Mayor about 'the sort of things [the Mayor would] be considering as part of [his] decision-making process'. The Mayor responded that those issues should be covered in the Report, and that he would be surprised if they were not, although he had not yet seen the Report so did not know.

Two of the issues AM Pidgeon raised – the scrappage scheme and the lead-in time – were covered to some extent in the information presented to the Mayor on 29 September 2022, but the Mayor did not know whether and how those issues would be covered in a Report he had yet to see. One of the issues AM Pidgeon raised – more investment in public transport in outer London – was not covered in the information presented to the Mayor on 29 September 2022.

The principle was, however, that any issue raised in consultation responses would be included in TfL's Report to the Mayor, so the Mayor responded on that basis that all three issues would likely be included in the Report. AM Pigeon did not ask the Mayor what he had and had not seen at any prior stage, but what he would be considering at a future stage. This consideration would be based on TfL's Report to the Mayor, and the Mayor accurately responded that he expected those issues to be included in that Report, but that he had not seen that Report at that time.

On that basis, we do not accept that anything the Mayor said to AM Pidgeon was misleading. As mentioned above, categorising the Mayor's statement to AM Pigeon as being misleading suggests he deliberately told her something in order to lead her to believe something that was untrue. You acknowledge that the Mayor had not seen the report and therefore did not know for sure what proposed mitigations would be included. It is not therefore correct to suggest that the statement was misleading.

Thank you again for sharing your draft report. I hope these comments are helpful.

MAYOR OF LONDON

Yours sincerely,



David Bellamy Chief of Staff