

MAYOR OF LONDON

██████
(By email)

Our Ref: MGLA121121-7740

2 December 2021

Dear ██████

Thank you for your request for information which the GLA received on 12 November 2021. Your request has been dealt with under the Environmental Information Regulations (EIR) 2004.

You asked for;

- 1. Please publish the revenue projections from the ULEZ imposition to 2025 and also the intended use of the funding generated.*
- 2. Please provide SPECIFIC examples of where the funds are expected to provide benefit.*
- 3. Please explain how funding expected from ULEZ will be replaced when non ULEZ compliant vehicles are removed from the revenue stream.*
- 4. Please give a rational explanation how you expect one of the biggest cities in the world to function without cars. Not in the fantasy world, but now, and for the foreseeable future.*

Our response to your request is as follows:

Please note that the GLA does not hold the information to be able to respond to your questions in full. However, much of what you have requested is already publicly available. Where that is the case, I have included the links to these sources.

1. Transport for London (TfL) publishes details of income from all road user charging schemes, including the ULEZ, in its Annual Report and Statement of Accounts, which is available on the TfL website at: <https://tfl.gov.uk/corporate/publications-and-reports/annual-report>. Expected income for future years is published in TfL's Budget, Business Plan and Financial Sustainability Plan which is available here: <https://tfl.gov.uk/corporate/publications-and-reports/business-plan>

All revenue raised by road pricing must by law be used to implement the Mayor's Transport Strategy (<https://www.london.gov.uk/sites/default/files/mayors-transport-strategy-2018.pdf>). Therefore, income received from the ULEZ is reinvested by TfL into improving the transport network – including its roads, cycleways, buses and the Tube – and making London's air cleaner.

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2. TfL is the Mayor's transport authority and is responsible for implementing the Mayor's Transport Strategy, and for the day-to-day operational running of transport services. You may wish to send a further request to TfL at foi@tfl.gov.uk.
3. The Mayor would prefer for all drivers to use a compliant vehicle or walk, cycle or use public transport rather than pay the charge. Whilst the ULEZ is expected to make a surplus initially, it is not intended as a revenue-raising scheme and the surplus is expected to decline over time as more vehicles become compliant with the standards and do not have to pay the charge. In the week before launch, monitoring data showed that 87 per cent of vehicles operating in the zone met the standards meaning the majority of drivers will not need to pay the charge.
4. The Mayor's vision, aims and policies for London's transport network are set out in his Transport Strategy, which is available here: <https://www.london.gov.uk/what-we-do/transport/our-vision-transport/mayors-transport-strategy-2018>. Policy 1 in this document sets out the Mayor's commitment to reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.

However, the Mayor recognises that these modes may not be suitable for all journeys. This is why his Transport Strategy also includes policies to support car clubs and charging infrastructure for electric vehicles as ways to help minimise the environmental impact of the remaining 20 per cent of journeys.

If you have any further questions relating to this matter, please contact me, quoting the reference at the top of this letter.

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>