

GREATER LONDON AUTHORITY

[REDACTED]
(By email)

Our Ref: MGLA271021-6236

22 November 2021

Dear [REDACTED]

Thank you for your request for information which the Greater London Authority (GLA) received on 25 October 2021. Your request has been dealt with under the Environmental Information Regulations (EIR) 2004.

You asked for:

1. *Since the original ULEZ scheme coming in to place in 2019 what have been the air pollution readings (by months compared to the year before ULEZ was introduced)?*
2. *How much has London Transport made from ULEZ charges (including fines to drivers)?*
3. *Why is ULEZ charged at £12.50 and not £1? What pricing strategies were used to come to the final cost of £12.50?*
4. *With the ULEZ charges and fines where is this money distributed?*
5. *What other pilot schemes were introduced before moving ahead with ULEZ?*
6. *What information was used to support the expansion of ULEZ (especially after lockdown was eased)?*
7. *With the £2000 grant for scrapping your old car, what type of ULEZ car can people buy (Tesla, Another expensive electric car)?*
8. *Which organisation does the Mayor's Office use to run its own private audit into the air pollution results and what have their finding been?*

Please note that the GLA does not hold the information to be able to respond to your questions in full. Transport for London (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.

Our response to your request is as follows:

1. Continuous monitoring of air pollution in London is undertaken mostly by the London Boroughs and the Corporation of London. This is supplemented by some monitoring stations operated by the Government, private companies (such as London's airports) and others. The data for the majority of monitoring stations is published online. The GLA has an online map that has links through to published data from all continuous monitors in London here: <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/london-air-quality-map>

2. TfL publishes details of income from all road user charging schemes 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>
3. This was published in the consultation documents on the TfL website which can be found here: <https://tfl.gov.uk/corporate/publications-and-reports/ultra-low-emission-zone>
4. 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.
5. Previous (and current) schemes include the Toxicity Charge and Central London Ultra Low Emission Zone (ULEZ) as well as the Low Emission Zone (LEZ) and Congestion Charge:
 - a. [GLA - Mayor's new &#pound;10 'T-Charge' starts today - Transport for London \(tfl.gov.uk\)](https://tfl.gov.uk/corporate/publications-and-reports/ultra-low-emission-zone)
 - b. [Congestion Charge \(Official\) - Transport for London \(tfl.gov.uk\)](https://tfl.gov.uk/corporate/publications-and-reports/ultra-low-emission-zone)
 - c. [Low Emission Zone - Transport for London \(tfl.gov.uk\)](https://tfl.gov.uk/corporate/publications-and-reports/ultra-low-emission-zone)
6. This information was published in the consultation documents on the TfL website which can be found here: <https://tfl.gov.uk/corporate/publications-and-reports/ultra-low-emission-zone>
7. There are no restrictions on what people do with the money from the scrappage scheme – this is in the published information and Terms & Conditions on the TfL website: [Scrappage scheme - Transport for London \(tfl.gov.uk\)](https://tfl.gov.uk/corporate/publications-and-reports/ultra-low-emission-zone)
8. As noted above monitoring is done by the Boroughs and others. It is up to the operator of the monitoring station to set up their own processes for Quality Control and Quality Assurance of the data.

Separately to this monitoring, the air quality impact of the central London ULEZ (before the pandemic) was set out in a number of reports which were peer reviewed by Dr Gary Fuller, now of Imperial College London. Further detail on method is set out in the report appendices. These reports are available at the following links:

- ULEZ 6 Month Report: <https://www.london.gov.uk/WHAT-WE-DO/environment/environment-publications/central-london-ulez-six-month-report>
- ULEZ 10 Month Report: <https://www.london.gov.uk/WHAT-WE-DO/environment/environment-publications/central-london-ulez-ten-month-report>

Additionally, in October 2020 the GLA published the Air Quality in London 2016-2020 report. This used data from London’s air quality monitoring network and modelling from King’s College London to assess the impact of the Mayor’s wider air quality policies. You can read this report here: <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/air-quality-london-2016-2020>

Further reports commissioned and published by the GLA on London’s air quality and the impact of the Mayor’s policies are available here: <https://www.london.gov.uk/WHAT-WE-DO/environment/environment-publications?order=DESC>

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

Yours sincerely

[REDACTED]

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: [Freedom of information | London City Hall](#)