

GREATER LONDON AUTHORITY

Emma Best AM
Andrew Boff AM

Our Ref: MGLA021122-2566

22 December 2022

Dear Emma and Andrew

Thank you for your further correspondence which the Greater London Authority (GLA) received on the 2 November 2022.

You have expressed dissatisfaction with the way the GLA has responded to a request for information that you have made. I am now responding to you under the GLA's internal review procedure in relation to our response to case.

Background

On 3 October 2022, you submitted the following requests for information MGLA031022-0422 and MGLA031022-0402:

Any correspondence or communications involving the Mayoral Director of Political and Public Affairs Felicity Appleby, the Mayoral Director of Communications Sarah Brown, or the Mayoral Director of Operations Ali Picton (and involving the Mayor of London Sadiq Khan, the Deputy Mayor for Transport Seb Dance, the Deputy Mayor for Environment and Energy Shirley Rodrigues, the Mayor's Chief of Staff David Bellamy, or the Mayor's Deputy Chief of Staff Richard Watts), from 1st July 2022 until 2nd October 2022 in relation to any of the following matters:

- The TfL ULEZ consultation response memorandum circulated among senior TfL officials shortly after 29th July 2022, which stated 66% of consultation respondents voted against the ULEZ expansion and 24% voted in favour.
- The TfL ULEZ consultation response memorandum circulated by TfL officials in August 2022, which stated 59.4% of consultation respondents voted "Not At All" in response to the ULEZ expansion, 7.6% said it should be "Later", 20.1% said it was the "Right Date", 11.7% said it should be "Earlier" and 1.1% said "Don't Know".
- Any views expressed by the Mayor of London or members of his office as to the criteria that should be set for determining whether the TfL ULEZ consultation responses are deemed "duplicate" or "not genuine," whether they should be excluded, or whether multiple responses should be counted as one entry.
- Any views expressed by the Mayor of London or members of his office as to how the ULEZ consultation report should be drafted or how responses should be counted.
- Janet Daby MP's remarks regarding the ULEZ expansion allegedly being subjected to "dirty tactics" to "manipulate the outcome," published in the Evening Standard 6th

September 2022 and 7th September 2022, and on BBC News on the 7th September 2022.

- The Telegraph report on leaked ULEZ consultation data, published online on the 30th September 2022 and in print on the 1st October 2022.

The GLA responded to you on 28 October, providing you with some of the information within the scope of your request (see pages 4-21 of the above referenced responses), and advising you that further information held within the scope of your request was exempt by virtue of the disclosure-exception provisions found under regulation 12(4)(d) of the EIR (Material in the course of completion, unfinished documents or incomplete data).

Your complaint

With regards to our response(s), you have submitted the following complaint(s):

Under regulation 11 of the EIR, please could we request an internal review into your decisions to apply a regulation 12(4)(d) exemption to MGLA031022-0422 and MGLA031022-0402?

We believe that the exemption has been applied improperly, as the public interest weighs in favour of disclosure.

As stated before, these requests follow an investigation by The Daily Telegraph newspaper (1st October 2022), which has raised serious questions about the integrity of the consultation process for Sadiq Khan's proposed Ultra Low Emissions Zone (ULEZ) expansion.

There is a strong public interest case for disclosure, given the need for public scrutiny of relevant parts of the consultation process in light of the Telegraph's revelations, to ensure it has been conducted fairly and in a legally compliant manner.

Your public interest test, as set out in your response, has not taken into account these concerns.

Since the requests, the Mayor of London has publicly denied having received any briefings on the results of the ULEZ consultation. If the Mayor's office received briefings or has directed TfL to apply unfair criteria when filtering out responses, this would strengthen the case for disclosure of what would be highly unethical behaviour.

Of course, if the Mayor's office has acted entirely fairly and lawfully in its handling of the ULEZ consultation, it is in the public interest for these concerns to be addressed so that the public can have confidence in the final report when it is published.

The desire by the Mayor's office to avoid giving a 'running commentary' on the ULEZ consultation process as you put it does not outweigh these considerations.

Internal review

The Freedom of Information Act and Environmental Information Regulations give you rights to access official information. Internal reviews are handled by the Information Governance team. We are responsible for reviewing any decision and the material (if held).

This internal review is conducted by someone who was not involved in the handling of the original request. I will now respond to each point of your request in turn:

- Re-evaluation of the public interest test

Within your complaint you commented that our response had not taken into account the concerns raised by The Daily Telegraph newspaper (1st October 2022), about the integrity of the consultation process for the proposed Ultra Low Emissions Zone (ULEZ) expansion.

There is of course always a general public interest in disclosing environmental information, derived from the purpose of the EIR, particularly when there may be an argument for informing public debate on the particular environmental issue that the information relates to. Our response took into consideration that we were able to provide you with some information within scope of your request, particularly the drafting of our response to the concerns raised in the Telegraph article.

The timing of your request was key to our argument in the application of Regulation 12(4)(d), and this is supported by the ICO in their guidance:

In such cases the public authority may argue that it needs a 'safe space' in which to do this away from public scrutiny, and that disclosing this material would harm that safe space. This is an argument about protecting the integrity of the decision making process. Whether it carries any significant weight in the public interest test will depend very much on the timing of the request. If the process of formulating policy on the particular issue is still going on when the request is received, it may be that disclosure of drafts and unfinished documents at that stage would make it difficult to bring the process to a proper conclusion. However, if the process is effectively complete (for example if the public authority has made a policy announcement or published a final version of draft documents), then it is more difficult to argue that the safe space is still needed.

Our response in turn put this public interest argument into context, our rationale for which was that release of this information at the time of your request would divert attention and resources away from the task at hand and towards responding to external requests whilst discussions are still ongoing:

Following the closure on 29th July of the consultation on the proposals to expand the ULEZ London-wide, TfL has been preparing a comprehensive report to enable the Mayor to make a decision on next steps. The report will include analysis of the responses submitted during the consultation, the Integrated Impact Assessment, and other materials relevant to the Mayor's decision. The report will be published following the Mayor's decision on whether to go ahead with the proposals, with or without modifications.

TfL expects to share the reports for the Mayor's consideration in the coming months, with the Mayor's subsequent decisions published before the end of the year, as well as laying the MTS revision before the Assembly. It would not be appropriate to side-step due process by providing a running commentary on the analysis that is underway.

Of course, now that this process has effectively been finalised, our rationale for the public interest in non-disclosure no longer applies.

Outcome

In reviewing your complaint, I consider that the GLA no longer considers the information you are seeking exempt from disclosure. The further information we hold within the scope of your request is attached:

- TfL ULEZ weekly summary report
- Air Quality Implementation Group papers
- Deputy Mayor/Commissioner paper for Transport Liaison Meeting (6 September 2022)
- TfL ULEZ consultation slides for the Mayor (20 September 2022). Please note that this presentation was defer to the 29 September 2022.

The redactions made to this disclosure relate to the names of junior level officers and subject matter unrelated to your request.

I trust I have addressed your concerns. However, if you remain dissatisfied you may take your complaint to the Information Commissioner at the following address:

*Information Commissioner's Office
Wycliffe House
Water Lane
Wilmslow
SK9 5AF
<http://www.ico.org.uk/complaints>*

Yours sincerely

Sylvia Edohasim
Information Governance Manager

[REDACTED]

From: Alex Williams
Sent: 01 July 2022 17:13
To: Shirley Rodriques; Seb Dance; [REDACTED]
Cc: [REDACTED]
Subject: 2022 ULEZ consultation weekly summary report 30th June 2022
Attachments: 2022 ULEZ weekly summary report 30 June 2022_ (002).docx

Colleagues

See attached summary of the latest consultation results up until yesterday.

We now have over 30,000 responses and the attached document provides an analysis of the closed questions.

We can discuss this at the next AQIG and also the engagement with the environment NGO's

Kind regards

Alex Williams | Director of City Planning

Transport for London | 9th Floor, 5 Endeavour Square, Westfield Avenue, Stratford, London E20 1JN

[REDACTED]



Our proposals to help improve air quality, tackle the climate emergency and reduce congestion.

Report Date 30 June 2022

The consultation closes 29th July 2022

There have been approximately **30082** responses to date.

Headlines from online survey.

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

	Actual Number	Percentage
Very Concerned	5209	19
Concerned	8182	29
No opinion	3071	11
Unconcerned	8116	29
Very unconcerned	3347	12
Don't know	137	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	10078	36
Yes – I have more than one vehicle, all of which meet the standards	1527	5

No – my vehicle doesn't meet the standards	7912	28
No – I have more than one vehicle, one or more of which do not meet the standards	4720	17
I don't know	486	2
I don't own a vehicle	3322	12

Q3. Are you registered for a discount or entitled to an exemption for the current ULEZ?

	Actual Number	Percentage
Yes	514	2
No	25472	91
I don't know	1995	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)	215
Minibuses used for community transport registered for discount	4
Wheelchair-accessible private hire vehicles	4

Taxis	37
Historic vehicles	66
Showman's vehicles registered for discount	4
Other	187
Other exempt vehicles	4

Q5 Have you claimed a reimbursement of the ULEZ charge under the NHS patient reimbursement scheme?

	Actual Number	Percentage
Yes	51	Less than 1
No	27503	99
I don't know	326	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	12583	45
important	5523	20
No opinion	5073	18
Unimportant	1577	6
Very unimportant	1545	6
Don't know	1715	6

Q7. Do you think we should provide any further discounts, exemptions or reimbursements for the ULEZ?

	Actual Number	Percentage
Yes	16453	59
No	5955	21
Don't know	5509	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
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It should be earlier	4083	15
It is the right date	2518	9
It should be later	2430	9
It should not be implemented at all	18658	66
Don't know	400	1

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

	Actual Number	Percentage
Very important	13760	49
Important	4529	16
No opinion	3227	11
Unimportant	2304	8
Very unimportant	3080	11
Don't know	1138	4

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

	Actual Number	Percentage
Sufficient to act as an effective deterrent	4699	17
Not high enough to act as an effective deterrent	2195	8
Too high	19882	71
Don't know	449	2
No opinion	849	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	15577	56
important	3750	13
No opinion	4150	15
Unimportant	1779	6
Very unimportant	1393	5
Don't know	1395	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	12622	45
Concerned	4884	17
No opinion	2849	10
Unconcerned	4830	17
Very unconcerned	2639	9
Don't know	242	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	1661
Use public transport more	2148
Use taxis or private hire vehicles more	877
Use a car club	361
Trade the vehicle in for a compliant one	3963
Get rid of the vehicle	2586

Pay the charge when I use the vehicle	4455
Not make journeys I would have done	4651
I would do something else not listed	4259
Don't know	5202

**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	7791	28
Important	8285	30
No opinion	3445	12
Unimportant	4504	16
Very unimportant	3461	13
Don't know	294	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	7635	28
Important	7449	27
No opinion	3555	13
Unimportant	4620	17
Very unimportant	4184	15
Don't know	276	1

Q18. How important to you is it that we take further steps to tackle traffic congestion in London?

	Actual Number	Percentage
Very important	7568	27
Important	8066	29
No opinion	3924	14
Unimportant	4922	18
Very unimportant	3037	11
Don't know	211	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	8296	30
Important	8583	31
No opinion	4951	18
Unimportant	3015	11
Very unimportant	2505	9
Don't know	319	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	7522	7915	3834	4102	3568	501
Tackle the climate emergency by reducing emissions	7201	7141	3936	4287	4297	472
Tackle traffic congestion	6707	9104	4150	4073	2907	377
Improve health and well-being	7364	8719	4937	2886	2759	458
Provide more space for walking and cycling	6980	4847	3428	5268	6530	331
Improve bus journey times and reliability	9839	8550	3529	2686	2510	294
Improve journey times and reliability for freight and servicing trips	5486	8144	6967	3362	2666	738
Make roads safer for everyone	9834	9903	3739	1777	1808	308

Q21. 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	10667
The time of day	11682
The type of vehicle (for example car, van, Heavy Goods Vehicle)	12925
How polluting the vehicle is	12612
Where the vehicle is driven in London	9912

The alternatives available for walking, cycling or public transport	7989
Household income	10352
Ability to choose between daily charges and pay as you go	7141
The number of journeys driven each day, week, or month	9417
Other costs of driving (fuel duty and Vehicle Excise Duty)	10790

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	18628	66
In the current inner London ULEZ	6029	22
Neither of the above	3157	11
Don't know	279	1

Q24. Postcode

Q25. Are you?

	Actual Number
An owner of a business in the current inner London ULEZ (the area within the North and South Circular)	1199
A business owner in outer London	2495

Employed in the current inner London ULEZ	10457
Employed in outer London	7325
A visitor to Greater London	2882
A London licensed taxi (black cab) driver	126
A London licensed private hire vehicle driver	87
None of the above but interested in the proposals	6499

Q26. How often do you drive in Greater London?

	Actual Number	Percentage
Every day	5494	20
5-6 days a week	3378	12
3-4 days a week	3909	14
1-2 days a week	4100	15
1-3 times a month	3411	12
Less than once a month	3536	13
Never	3992	14

[REDACTED]

From: Alex Williams
Sent: 07 July 2022 08:54
To: Seb Dance
Cc: [REDACTED]
Subject: RE: Air Quality Implementation Group - papers (8 July 2022)

Seb
Ahead of tomorrow's AQIG meeting here is a short summary of the key issues. Note I will be on leave tomorrow, so the meeting will be covered by Christina and Lucy

Consultation update

A total of 30,082 received so far. 64 from stakeholders. No significant changes in the sentiment of those replying. Note we have also pulled together a separate note for Sarah Coombs on what we plan to do in the last few remaining weeks of the consultation. We will run through this at the 1 to 1 with Andy next week.

[REDACTED]

Kind regards

Alex Williams | Director of City Planning

Transport for London | 9th Floor, 5 Endeavour Square, Westfield Avenue, Stratford, London E20 1JN



From: [REDACTED]
Sent: 01 July 2022 17:19
To: Shirley Rodrigues; Seb Dance; Williams Alex

[REDACTED]; Steer Tim

[REDACTED] Will Norman

[REDACTED]; Emma Strain

[REDACTED] Sarah Brown

[REDACTED] Felicity Appleby

[REDACTED] David Bellamy

Cc:

Subject: RE: Air Quality Implementation Group - papers (8 July 2022)

Dear all

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

Have a lovely weekend.

Head of Air Quality

GREATERLONDONAUTHORITY

169 Union Street, London, SE1 0LL

london.gov.uk

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

The GLA stands against racism. Black Lives Matter.

From: Alex Williams
Sent: 14 July 2022 17:58
To: Shirley Rodriques; Seb Dance; [REDACTED]
[REDACTED]
Subject: 2022 ULEZ consultation weekly summary report - 14th June 2022
Attachments: 2022 ULEZ weekly summary report 14 July 2022 FINAL.docx

Colleagues

See attached summary of the latest consultation results up until today.

We now have over 35,000 responses and the sentiment is largely the same as before

We have also carried out further analysis of the answers to question 8 by age group and these are provided below

Kind regards

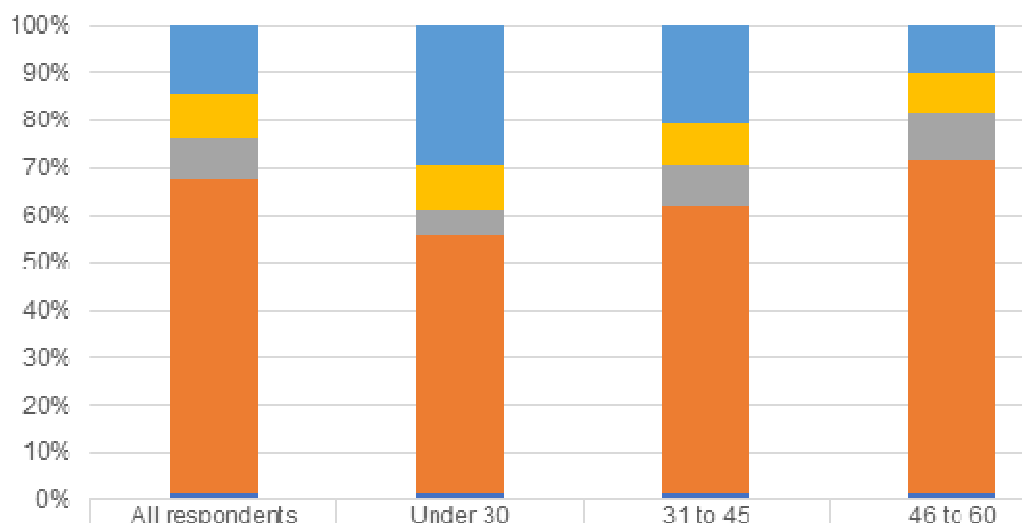
Alex Williams | Director of City Planning

Transport for London | 9th Floor, 5 Endeavour Square, Westfield Avenue, Stratford, London E20 1JN

Telephone Number: [REDACTED]



What do you think of the implementation date?



	All respondents	Under 30	31 to 45	46 to 60
■ It should be earlier	14%	29%	20%	10%
■ It is the right date	9%	10%	9%	8%
■ It should be later	9%	5%	9%	10%
■ It should not be implemented at all	66%	55%	61%	70%
■ I don't know	1%	1%	1%	1%

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.

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Petitions

Known petitions (7):

Source	Start date	Title	Signatures 14 July	Link
Change.org	1 June 22	ULEZ Proposed expansion upto M25 Started	480	Link
Change.org	May 22	Stop the expansion of ULEZ to Greater London Started	2612	Link
Change.org	June 22	Stop the ULEZ Expansion to include the whole of Greater London by 2023	3902	Link
Louie French MP	3 May 22	Stop Sadiq Khan's plans to expand ULEZ to Old Bexley and Sidcup.	Unknown	Link
GLA Conservatives	June 22	Say NO to Sadiq Khan's London Wide ULEZ Sign the petition to stop the ULEZ expansion.	Unknown	Link
Elliot Colburn MP	May 22	Stop Ulez	Over 2500 (according to twitter page)	Link
Gareth Bacon MP	May 22	Stop ULEZ to Orpington	Unknown	Link

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
London Cycling Campaign	Email sent to Members asking them to respond to consultation	A standard email has been sent for people to change post code. Then send in to us. 14 July 670 responses	Link

Source	Headline	Notes/ activity	Link
	Positive intentions		
Living Streets	Email sent to members with text to support email to TfL The same text is on all emails	14 July 123 responses	Link
Possible.org	Social media campaign with completed emails that are sent to the consultation inbox they support the proposals	14 July 700 responses	Link

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
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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
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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)

	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

15 July 2022 18:27

Shirley Rodrigues; Seb Dance; Alex Williams; Tim Steer;

Philip Graham; Will Norman; Will Norman; Emma Strain; Sarah Br; ; Felicity Appleby; Rich

; Felicity Appleby; Richard

Watts; David Bellamy

1. **Introduction:** The document discusses the importance of maintaining accurate records of all transactions, including sales, purchases, and expenses, for financial reporting and tax purposes. It emphasizes the need for a systematic approach to record-keeping and the use of appropriate accounting methods.

2. **Record-Keeping Requirements:** The document outlines the specific requirements for maintaining records, including the need to retain records for a minimum of six years. It also discusses the importance of using reliable and accurate sources of information, such as bank statements and receipts, to support the records.

3. **Accounting Methods:** The document discusses the different accounting methods available, including the cash method and the accrual method. It explains the differences between these methods and the implications for financial reporting and tax purposes.

4. **Financial Reporting:** The document discusses the importance of preparing accurate financial statements, including the balance sheet, income statement, and cash flow statement. It explains the different components of these statements and the importance of using appropriate accounting methods to calculate the figures.

5. **Tax Implications:** The document discusses the tax implications of various transactions and the importance of keeping accurate records to support the tax return. It explains the different tax rates and deductions available and the importance of consulting with a tax professional for advice.

6. **Conclusion:** The document concludes by emphasizing the importance of maintaining accurate records and using appropriate accounting methods for financial reporting and tax purposes. It encourages businesses to adopt a systematic approach to record-keeping and to consult with a professional for advice.

RE: Air Quality Implementation Group - papers (20 July 2022)

AQIG-220720-FINAL.pdf

Follow up

Flagged

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

Have a lovely weekend.

GREATER LONDON AUTHORITY
169 Union Street, London, SE1 0LL

MAYOR OF LONDON

Air Quality Implementation Group

20 July 2022



LTL RESTRICTED

Agenda

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

2. Consultation update

Consultation update - 14 July

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

Consultation overview to 14 July

We have now received responses from

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

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

[REDACTED]

From: Alex Williams
Sent: 18 July 2022 15:53
To: Seb Dance
Cc: [REDACTED]
Subject: RE: Air Quality Implementation Group - papers (20 July 2022)

Seb
I hope you are well and coping with the heat. Ahead of Wednesdays AQIG meeting, set out below is a short note on the key issues.

[REDACTED]

Consultation update

The number of responses received for the consultation is 35,161 as of 14 July. A snapshot of responses received so far and stakeholder activity is provided. Note we are also seeing Sarah Brown this week and we will update her on the additional work we discussed at the last 1 to 1 with the Commissioner.

[REDACTED]

Kind regards

Alex Williams | Director of City Planning

Transport for London | 9th Floor, 5 Endeavour Square, Westfield Avenue, Stratford, London E20 1JN

Telephone Number: [REDACTED]



[REDACTED]

From: Alex Williams
Sent: 22 July 2022 13:06
To: Shirley Rodriques; Seb Dance; [REDACTED] [REDACTED] [REDACTED]
[REDACTED] David Bellamy; Richard Watts; Will Norman; Sarah Brown; [REDACTED]
Cc: [REDACTED]
Subject: 2022 ULEZ consultation weekly summary report - 21st June 2022
Attachments: 2022 ULEZ weekly summary report 21 July 2022_.docx

Colleagues

See attached summary of the latest consultation results up until yesterday

We now have over 39,000 responses. The campaigns appear to be having a positive impact and there is a slight swing in percentages supporting the scheme but only by 2-3% thus far.

Kind regards

Alex Williams | Director of City Planning

Transport for London | 9th Floor, 5 Endeavour Square, Westfield Avenue, Stratford, London E20 1JN

Telephone Number: [REDACTED]



Our proposals to help improve air quality, tackle the climate emergency and reduce congestion.

Report Date 21 July 2022

The consultation closes 29th July 2022

There have been approximately **39009** responses to date.

Campaigns

Known campaigns (4)

Source	Headline	Notes/ activity	Link
London Cycling Campaign	Email sent to Members asking them to respond to consultation Positive intentions	A standard email has been sent for people to change post code. Then send in to us. 21 July 773 responses	Link
Living Streets	Email sent to members with text to support email to TfL The same text is on all emails	21 July 303 responses	Link
Possible.org	Social media campaign with completed emails that are sent to the consultation inbox they support the proposals	21 July 1376 responses	Link
Action Network	Social media campaign with completed emails that are sent to the consultation inbox they support the proposals	21 July 589 responses	Link

Headlines from online survey.

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

	Actual Number	Percentage
Very Concerned	7817	22
Concerned	9830	28
No opinion	3823	11
Unconcerned	10042	28
Very unconcerned	4111	11
Don't know	176	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	11872	35
Yes – I have more than one vehicle, all of which meet the standards	1837	5
No – my vehicle doesn't meet the standards	9970	29
No – I have more than one vehicle, one or more of which do not meet the standards	6004	18
I don't know	625	2
I don't own a vehicle	3890	11

Q3. Are you registered for a discount or entitled to an exemption for the current ULEZ?

	Actual Number	Percentage
Yes	613	2
No	31009	91
I don't know	2486	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)	262
Minibuses used for community transport registered for discount	6
Wheelchair-accessible private hire vehicles	4
Taxis	39
Historic vehicles	73
Showman's vehicles registered for discount	4
Other	218
Other exempt vehicles	7

Q5 Have you claimed a reimbursement of the ULEZ charge under the NHS patient reimbursement scheme?

	Actual Number	Percentage
Yes	64	Less than 1
No	33520	99
I don't know	402	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	15361	45
important	6657	20
No opinion	6205	18
Unimportant	1897	6
Very unimportant	1856	5
Don't know	2175	6

Q7. Do you think we should provide any further discounts, exemptions or reimbursements for the ULEZ?

	Actual Number	Percentage
Yes	20328	58
No	7799	22
Don't know	6726	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	4711	13
It is the right date	4484	13
It should be later	2999	8
It should not be implemented at all	23116	64
Don't know	454	1

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

	Actual Number	Percentage
Very important	17601	50
Important	5378	15
No opinion	3994	11
Unimportant	2813	8
Very unimportant	3819	11

Don't know	1456	4
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Q10. Do you consider the proposed PCN level of £180 is?

	Actual Number	Percentage
Sufficient to act as an effective deterrent	6378	18
Not high enough to act as an effective deterrent	2538	7
Too high	24483	70
Don't know	570	2
No opinion	1067	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	18991	56
important	4540	13
No opinion	5080	15
Unimportant	2156	6
Very unimportant	1665	5
Don't know	1751	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	15603	45
Concerned	5941	17
No opinion	3491	10
Unconcerned	5766	17
Very unconcerned	3102	9
Don't know	316	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	1960
Use public transport more	2531
Use taxis or private hire vehicles more	1022
Use a car club	426
Trade the vehicle in for a compliant one	4779
Get rid of the vehicle	3193
Pay the charge when I use the vehicle	5414
Not make journeys I would have done	5829
I would do something else not listed	5417
Don't know	6543

**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.
Comments raised more than 150 times

ULEZ Expansion codes	TOTAL 5 July	TOTAL 18 July
General Comments - Oppose		
Oppose / disagree with the expansion of the ULEZ	239	564
Proposed changes just another tax / money-making scheme / concerns that money raised from charging schemes is not used to improve transport infrastructure	344	665
Stop targeting / penalising motorists	83	171
Financial Impact		
Penalises people travelling for/to/from work	69	152
Cannot afford daily charge / to upgrade to a compliant vehicle / compliant vehicles are expensive / concerns about current vehicles being devalued	286	671
Social Impact		
Having and using a car is a necessity because of needs / cannot use other transport modes (e.g. public transport or active travel)	142	350
Public Transport provisions are poor / not a viable alternative / safety concerns with using public transport (e.g. using at night)	143	268
Does not consider the current cost of living crisis / financial crunch / bad timing / impacts from Covid-19	228	541
Will have detrimental impacts on people's lives	94	162
Will negatively impact on social / leisure activities / visiting friends and family / concerns about social isolation	69	152
Implementation Date		
Proposed ULEZ expansion should be delayed (i.e. implemented later than 29th August 2023)	73	156
Scrappage Scheme		

Scrapping vehicles is bad for the environment / scrapping perfectly good vehicles is counterproductive	87	160
--	----	-----

Q15. Please use this space to give us any comments about the proposed revision to the Mayor's Transport Strategy.

Commented on at least 50 times

MTS codes	TOTAL 5 JULY	TOTAL 18 JULY
MTS revisions		
Support / agree with the revisions to the MTS (general comments)	49	115
Support / agree with the revisions to the MTS to expand the ULEZ	37	55
Oppose / disagree with the revisions to the MTS (general comments)	134	331
Oppose / disagree with the revisions to the MTS to expand the ULEZ	76	187
MTS - Triple Challenges to Address		
Support / agree that air quality/health and wellbeing is an important topic / needs to be improved	25	63

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

	Actual Number	Percentage
Very important	10780	30
Important	10171	29
No opinion	4284	12
Unimportant	5585	16
Very unimportant	4229	12
Don't know	383	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	10623	30
Important	9092	26
No opinion	4432	13
Unimportant	5752	16

Very unimportant	4082	14
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	10518	30
Important	9829	28
No opinion	4887	14
Unimportant	6125	17
Very unimportant	3719	11
Don't know	287	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	11406	32
Important	10552	30
No opinion	6162	17
Unimportant	3732	11
Very unimportant	3053	9
Don't know	427	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	10449	9679	4804	5108	4331	632
Tackle the climate emergency by reducing emissions	10118	8696	4915	5333	5236	598
Tackle traffic congestion	9547	11028	5170	5066	3572	475

Improve health and well-being	10373	10650	6121	3576	3344	567
Provide more space for walking and cycling	9909	5872	4274	6495	7968	413
Improve bus journey times and reliability	13398	10314	4402	3315	3153	365
Improve journey times and reliability for freight and servicing trips	8214	9858	8490	4108	3298	920
Make roads safer for everyone	13333	12150	4614	2191	2223	391

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	13766
The time of day	14919
The type of vehicle (for example car, van, Heavy Goods Vehicle)	16397
How polluting the vehicle is	15817
Where the vehicle is driven in London	12975
The alternatives available for walking, cycling or public transport	10432
Household income	13661
Ability to choose between daily charges and pay as you go	9393
The number of journeys driven each day, week, or month	12262
Other costs of driving (fuel duty and Vehicle Excise Duty)	14182

Q22. Please use this space to give us any comments or suggestions you have about shaping the future of road user charging in London.

Future of Road User Charging codes	TOTAL 5 JULY	TOTAL 18 JULY
Future Road User Charging Schemes - General Comments		
Support having road user charging schemes / they are needed (general comments)	50	88
Oppose having road user charging schemes (general comments)	106	229
Stop targeting / penalising motorists	41	81
Concerns / doubts the motives of charging schemes are to achieve stated aims / they are just another tax / money-making schemes / concerns expressed that revenue raised from road user charging schemes will not be used to improve transport infrastructure	56	231
Future Road User Charging Schemes - Charging		
Charges should be based on miles travelled	23	63
Other suggestions for charge amounts / structure	28	58
Public transport		
Need to invest / improve public transport (general comments) (e.g. more frequent, more routes, availability and accessibility in areas etc)	28	112
Need to encourage / incentivise more use of public transport (e.g. should make it cheaper)	32	85
Other Suggestions to Reduce Congestion, Improve Air Quality, and Tackle the Climate Emergency		
Need to remove / make changes to other traffic measures / schemes that cause congestion / air quality (e.g. cycle lanes, bus lanes, LTNs)	37	125
Other suggestion for improving congestion / air quality / climate emergency	27	71
Social Impact of Future Charging Schemes		
Having and using a car is a necessity because of needs / cannot use other transport modes	24	65
Public Transport provisions are poor / not a viable alternative	30	64
Future charging schemes need to consider the cost of living / issues at the time impacting on finances	32	58

About you

Q23. Are you a resident:

	Actual Number	Percentage
In outer London	23163	67
In the current inner London ULEZ	7066	20
Neither of the above	4040	12
Don't know	361	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)	1388
A business owner in outer London	3147
Employed in the current inner London ULEZ	12177
Employed in outer London	9250
A visitor to Greater London	3550
A London licensed taxi (black cab) driver	142
A London licensed private hire vehicle driver	105
None of the above but interested in the proposals	8021

Q26. How often do you drive in Greater London?

	Actual Number	Percentage
Every day	6897	20
5-6 days a week	4167	12
3-4 days a week	4806	14
1-2 days a week	4931	14
1-3 times a month	4180	12
Less than once a month	4436	13
Never	5039	15

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

[REDACTED]

From: Alex Williams
Sent: 29 July 2022 16:37
To: Shirley Rodriques; Seb Dance; [REDACTED] [REDACTED] [REDACTED]
[REDACTED] David Bellamy; Richard Watts; Will Norman; Sarah Brown; [REDACTED]
Cc: Calderato Christina; [REDACTED]
Subject: 2022 ULEZ consultation weekly summary report - 29th July 2022
Attachments: 2022 ULEZ weekly summary report 28 July 2022 .docx

Colleagues

See attached summary of the latest consultation results up until yesterday

We now have over 45,000 responses, including 140 stakeholder responses. This report summarises the position on the stakeholders and also the key campaigns.

Compared to last week there is a small swing in percentages supporting the scheme.

Note whilst the consultation closes today, we will continue to accept late responses, indeed we expect more from the stakeholders in the next week.

Kind regards

Alex Williams | Director of City Planning

Transport for London | 9th Floor, 5 Endeavour Square, Westfield Avenue, Stratford, London E20 1JN

Telephone Number: [REDACTED]



Our proposals to help improve air quality, tackle the climate emergency and reduce congestion.

Report Date 28 July 2022

The consultation closes 29th July 2022

There have been approximately **45563** responses to date.

Contents

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Stakeholder replies

Stakeholder Response Record 27 July 2022 (140)

Black text no specific view offered

MTS column is if stakeholder has mentioned the MTS revision

Future RUC Column is if stakeholder has commented on Future scheme

Stakeholder	View	Comment on MTS	Comment on Future RUC
Political Reps & Organisations			
Chris Grayling MP (Epsom and Ewell)	Oppose	No	No
Cllr Chris Frost (Epsom & Ewell)	Oppose	No	No
Cllr Ayten Guzel - LB Enfield	Support	No	No
Jon Cruddas MP (Dagenham and Rainham)	Oppose	No	No
Cllr Alasdair Stewart (LB Croydon)	Oppose	No	No
Cllr Margaret Mullane (LB Barking and Dagenham)	Oppose	No	No
Gareth Johnson MP (Dartford)	Oppose	No	No
Dartford Labour Group	Neutral/change request	No	No
GLA Conservatives	Oppose	No	No
Cllr Malcolm Clark (LB Lambeth)	Support	No	No
Bexley Conservatives	Oppose	No	No
Shaun Bailey AM	Oppose	Yes	Yes
Harrow Labour Group	Neutral/change request	No	No
Cllr Viddy Persaud (Havering)	Oppose	Yes	Yes

Boroughs			
Westminster	Support		
Lewisham	Support		
Brent	Support	No	No
Bexley	Oppose		
Bromley	Oppose		
Harrow	Oppose		
Barking and Dagenham	Oppose		
Camden	Support		
Neighbouring Local Authorities			
Tandridge District Council	Neutral/change request	No	Yes
Elmbridge Borough Council	Neutral/change request	No	No
Tatsfield Parish Council	Oppose	No	No
Claygate Parish Council	Oppose	No	No
Knockholt Parish Council	Oppose	No	No
Businesses (large or vehicle focused)			
Centurion Traffic Management	Oppose	No	No
Practical Car & Van Rental	Oppose	No	No
The Little Bus Company	Neutral/change request	No	No
Boleyn Recovery & Fleet Services Ltd	Oppose	No	Yes
EcuTek Technologies Ltd	Oppose	No	Yes
Emergency Services Solutions Ltd	Oppose	No	Yes
City Clean Air Technologies	Neutral/change request	No	No
Nicholas Group	Support	Yes	Yes
Federation of Master Builders London Board	Neutral/change request	No	No
Love Wimbledon Ltd (BID)	Neutral/change request	No	No
Purley Bid	Oppose	Yes	Yes
Freight and Emergency Services			
Metcalfe Farms Haulage	Neutral/change request	No	No
Bristol Ambulance EMS	Neutral/change request	No	No
East Sussex Medical Event Service	Oppose	No	No
Fox Transport	Neutral/change request	No	Yes
PIPER TRANSPORT SERVICES LTD	Neutral/change request	Yes	Yes
Charities			
Friends of London Fire Brigade Museum	Oppose	No	No

RSPCA Wimbledon, Wandsworth & Sutton District Branch	Oppose	No	No
Croydon Explorer Scouts	Oppose	No	No
South Norwood Community Kitchen	Oppose	No	No
London Inner City Kitties	Neutral/change request	No	Yes
Crisis	Neutral/change request	No	No
Cats Protection	Oppose	No	No
XLP	Neutral/change request	No	No
Lewisham YBC	Oppose	No	No
Chicken Shed Theatre Trust	Oppose	No	No
Greenwich Co-operative Development Agency	Neutral/change request	No	No
Woodcraft Folk (Bromley)	Neutral/change request	No	No
Royal Air Force Air Cadets	Oppose	No	No
Bexley Citizens Advice	Oppose	No	No
Havering Volunteer Centre	Neutral/change request	No	No
Friends of Crayford retired greyhounds	Oppose	Yes	No
Havering Volunteer Centre	Neutral/change request	No	No
Heathrow Special Needs Centre	Oppose	Yes	No
Barnet Borough District Scout Council	Neutral/change request	No	Yes
Watford Recycling Arts Project	Oppose	Yes	No
Transport and Road User Groups			
Friends of Capital Transport & Campaign	Support	Yes	Yes
Harrow Community Transport	Neutral/change request	No	Yes
Wandsworth Community Transport	Support	No	Yes
Potters Bar & St Albans Bus User Group	Neutral/change request	No	Yes
Lambeth Living Streets	Support	No	No
London Cycling Campaign	Support	Yes	Yes
Freedom for Drivers Foundation	Oppose	No	Yes
Future Transport London	Support	No	Yes
London Travel Watch	Neutral/change request	No	Yes
Historical & Classical Car Alliance	Neutral/change request	No	Yes
Enfield and District Veteran Vehicle Society	Neutral/change request	No	No
Confederation of Passenger Transport	Oppose	Yes	Yes

Sutton Community Transport	Neutral/change request	No	No
Four Pot Classics	Oppose	Yes	Yes
Haringey Cycling Campaign	Support	No	Yes
Brent Cycling Campaign	Support	Yes	Yes
Motor Cycle Action Group London	Oppose	Yes	Yes
Disabled Motoring UK	Neutral/change request	No	No
RAC	Neutral/change request	No	Yes
Better Streets for Havering	Support	No	Yes
Hillingdon Community Transport	Oppose	Yes	No
Catford Active Travel	Support	No	No
Liveable Streatham Wells	Support	No	No
Health			
Shooting Star Children's Hospice	Neutral/change request	No	Yes
Britton Price Group	Support	No	No
Medical Despatch Event Services Ltd	Oppose	No	No
SERV Herts and Beds Bloodbikes	Neutral/change request	No	No
St Francis Hospice	Neutral/change request	No	No
North Central London Integrated Care System - Greener NHS Programme	Neutral/change request	No	No
Community Organisations			
Residents association of Emerson Park	Oppose	No	No
Belmont and South Cheam Residents Association	Oppose	No	No
Biggin Hill Residents Association	Oppose	No	Yes
Ruislip Residents Association	Oppose	No	Yes
Torrington Park Residents Association	Oppose	No	No
Highgate Society	Neutral/change request	Yes	No
Young Lewisham Project	Oppose	No	No
Cuddington Residents Association	Oppose	No	No
Goodmayes Residents Association (GRASS)	Oppose	No	No
Hartley & District Residents' Association	Neutral/change request	No	Yes
Erith Veterans Club	Oppose	No	No
West Wickham Residents Association	Oppose	No	Yes
Cudham Residents Association	Neutral/change request	No	No
Bexley Village Community Group	Support	No	No
London Forum of Amenity and Civic Societies	Support	No	Yes
Northwood Residents Association	Oppose	No	No

Life Spring Romanian Fellowship	Oppose	No	No
Friends of Herne Hill Velodrome	Support	No	No
Malden Rushett Residents Association	Oppose	No	No
West Beckenham Residents Association	Neutral/change request	No	Yes
Pepys Community Forum	Oppose	Yes	Yes
Bellingham Community Project	Neutral/change request	Yes	Yes
Battersea Society	Neutral/change request	Yes	Yes
Environmental Groups			
Eltham Enviro	Support	No	No
Camden Friends of the Earth	Support	Yes	Yes
Air Quality Brentford	Support	Yes	Yes
Brent Friends of the Earth	Support	No	No
Epping Forest Heritage Group	Support	Yes	No
Hillingdon Friends of the Earth	Neutral/change request	No	Yes
Richmond and Twickenham Friends of the Earth	Support	No	No
Other			
Sutton Christian Centre	Neutral/change request	No	Yes
Sunnyhill Primary School	Neutral/change request	No	No
Save Our Rights UK	Oppose	No	No
WWT London Wetland Centre	Oppose	No	Yes
Be People Smart	Oppose	Yes	Yes
Ming-Ai Association	Oppose	Yes	No
Barnet District of National Education Union	Oppose	Yes	Yes
Inclusion London	Neutral/change request	No	Yes
Office of the Biometrics and Surveillance Camera Commissioner	Neutral/change request	No	No
Sutton Bowling Club	Neutral/change request	Yes	Yes

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	81,759	Link
Change.org	1 June 22	ULEZ Proposed expansion upto M25 Started	481	Link
Change.org	May 22	Stop the expansion of ULEZ to Greater London Started	2,614	Link

Source	Start date	Title	Signatures 28 July	Link
Change.org	June 22	Stop the ULEZ Expansion to include the whole of Greater London by 2023	4,373	Link
Louie French MP	3 May 22	Stop Sadiq Khan's plans to expand ULEZ to Old Bexley and Sidcup.	Unknown	Link
GLA Conservatives	June 22	Say NO to Sadiq Khan's London Wide ULEZ Sign the petition to stop the ULEZ expansion.	Unknown	Link
Elliot Colburn MP	May 22	Stop Ulez	Over 2,500 (according to twitter page)	Link
Gareth Bacon MP	May 22	Stop ULEZ to Orpington	11,736	Link
Merton Conservatives	June 22	Say NO to Sadiq Khan's London Wide ULEZ!	Unknown	Link

We can not find the number of response to a couple 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	A standard email has been sent for people to change post code. Then send in to us. 28 July 1295 responses	Link
Living Streets	Email sent to members with text to support email to TfL The same text is on all emails	28 July 484 responses	Link
Possible.org	Social media campaign with completed emails that are sent to the consultation inbox they support the proposals	21 July 1376 responses	Link
Action Network	Social media campaign with completed emails that are sent to the consultation inbox they support the proposals	28 July 659 responses	Link
Fairfuel.com and British Drivers	Please help to stop the ULEZ extending further in and around London and maybe we can halt those similar cash grabs planned for other UK cities too	28 July 4,387 responses	https://fairfueluk.eaction.org.uk/Fight-ULEZs

Upcoming Engagement Meetings w/c 25/7

TFL RESTRICTED

Headlines from online survey.

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

	Actual Number	Percentage
Very Concerned	10,044	24
Concerned	11,147	27
No opinion	4,359	10
Unconcerned	11,360	27
Very unconcerned	4,603	11
Don't know	207	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	13,331	35
Yes – I have more than one vehicle, all of which meet the standards	2,052	5
No – my vehicle doesn't meet the standards	11,440	29
No – I have more than one vehicle, one or more of which do not meet the standards	6,744	18
I don't know	761	2
I don't own a vehicle	4,303	11

Q3. Are you registered for a discount or entitled to an exemption for the current ULEZ?

	Actual Number	Percentage
Yes	691	2
No	35,002	91

I don't know	2,838	7
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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)	298
Minibuses used for community transport registered for discount	6
Wheelchair-accessible private hire vehicles	5
Taxis	43
Historic vehicles	84
Showman's vehicles registered for discount	5
Other	241
Other exempt vehicles	7

Q5 Have you claimed a reimbursement of the ULEZ charge under the NHS patient reimbursement scheme?

	Actual Number	Percentage
Yes	74	Less than 1
No	37,851	99
I don't know	469	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	17,726	46
important	7,542	19
No opinion	6,914	18

Unimportant	2,077	5
Very unimportant	2,035	5
Don't know	2,469	6

Q7. Do you think we should provide any further discounts, exemptions or reimbursements for the ULEZ?

	Actual Number	Percentage
Yes	23,279	58
No	9,571	24
Don't know	7,534	18

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	5,227	12
It is the right date	6,255	15
It should be later	3,385	8
It should not be implemented at all	26,358	63
Don't know	511	1

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

	Actual Number	Percentage
Very important	20,879	51
Important	6,054	15
No opinion	4,511	11
Unimportant	3,131	8
Very unimportant	4,282	11
Don't know	1,706	4

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

	Actual Number	Percentage
Sufficient to act as an effective deterrent	8,058	20
Not high enough to act as an effective deterrent	2,789	7
Too high	27,808	68
Don't know	674	2
No opinion	1,221	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	21,425	55
important	5,070	14
No opinion	5,750	15
Unimportant	2,419	6
Very unimportant	1,871	5
Don't know	2,094	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	17,704	46
Concerned	6,747	17
No opinion	3,983	10

Unconcerned	6,449	17
Very unconcerned	3,397	9
Don't know	375	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	2,161
Use public transport more	2,818
Use taxis or private hire vehicles more	1,150
Use a car club	470
Trade the vehicle in for a compliant one	5,350
Get rid of the vehicle	3,559
Pay the charge when I use the vehicle	6,089
Not make journeys I would have done	6,633
I would do something else not listed	6,177
Don't know	7,620

**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.

Comments raised more than 150 times. We are not expecting any updated information from these tables until after the consultation has closed

ULEZ Expansion codes	TOTAL 5 July	TOTAL 18 July
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TFL RESTRICTED

General Comments - Oppose		
Oppose / disagree with the expansion of the ULEZ	239	564
Proposed changes just another tax / money-making scheme / concerns that money raised from charging schemes is not used to improve transport infrastructure	344	665
Stop targeting / penalising motorists	83	171
Financial Impact		
Penalises people travelling for/to/from work	69	152
Cannot afford daily charge / to upgrade to a compliant vehicle / compliant vehicles are expensive / concerns about current vehicles being devalued	286	671
Social Impact		
Having and using a car is a necessity because of needs / cannot use other transport modes (e.g. public transport or active travel)	142	350
Public Transport provisions are poor / not a viable alternative / safety concerns with using public transport (e.g. using at night)	143	268
Does not consider the current cost of living crisis / financial crunch / bad timing / impacts from Covid-19	228	541
Will have detrimental impacts on people's lives	94	162
Will negatively impact on social / leisure activities / visiting friends and family / concerns about social isolation	69	152
Implementation Date		
Proposed ULEZ expansion should be delayed (i.e. implemented later than 29th August 2023)	73	156
Scrappage Scheme		
Scrapping vehicles is bad for the environment / scrapping perfectly good vehicles is counterproductive	87	160

Q15. Please use this space to give us any comments about the proposed revision to the Mayor's Transport Strategy. We are not expecting any updated information from these tables until after the consultation has closed

Commented on at least 50 times

MTS codes	TOTAL 5 JULY	TOTAL 18 JULY
MTS revisions		
Support / agree with the revisions to the MTS (general comments)	49	115
Support / agree with the revisions to the MTS to expand the ULEZ	37	55
Oppose / disagree with the revisions to the MTS (general comments)	134	331
Oppose / disagree with the revisions to the MTS to expand the ULEZ	76	187
MTS - Triple Challenges to Address		
Support / agree that air quality/health and wellbeing is an important topic / needs to be improved	25	63

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

	Actual Number	Percentage
Very important	13,320	32
Important	11,629	28
No opinion	4,908	12
Unimportant	6,261	15
Very unimportant	4,715	11
Don't know	455	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	13,193	32
Important	10,402	25
No opinion	5,043	12
Unimportant	6,471	16
Very unimportant	5,662	14
Don't know	428	1

Q18. How important to you is it that we take further steps to tackle traffic congestion in London?

	Actual Number	Percentage
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Very important	13,303	31
Important	11,171	27
No opinion	5,641	14
Unimportant	6,854	17
Very unimportant	4,198	10
Don't know	349	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	14,008	34
Important	12,044	29
No opinion	7,006	17
Unimportant	4,158	10
Very unimportant	3,419	8
Don't know	503	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	12,932	11,027	5,537	5,694	4,866	744
Tackle the climate emergency by reducing emissions	12,630	9,912	5,661	5,945	5,832	693
Tackle traffic congestion	11,959	12,489	5,953	5,671	4,008	558
Improve health and well-being	12,889	12,168	6,961	3,999	3,739	638
Provide more space for walking and cycling	12,394	6,699	4,919	7,319	8,915	475
Improve bus journey times and reliability	16,490	11,602	5,001	3,690	3,536	415
Improve journey times and reliability for	10,645	11,130	9,607	4,558	3,685	1,044

freight and servicing trips						
Make roads safer for everyone	16,285	13,750	5,246	2,465	2,492	435

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	16,409
The time of day	17,699
The type of vehicle (for example car, van, Heavy Goods Vehicle)	19,325
How polluting the vehicle is	18,639
Where the vehicle is driven in London	15,703
The alternatives available for walking, cycling or public transport	12,802
Household income	16,549
Ability to choose between daily charges and pay as you go	11,492
The number of journeys driven each day, week, or month	14,800
Other costs of driving (fuel duty and Vehicle Excise Duty)	17,137

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

Future of Road User Charging codes	TOTAL 5 JULY	TOTAL 18 JULY
Future Road User Charging Schemes - General Comments		
Support having road user charging schemes / they are needed (general comments)	50	88
Oppose having road user charging schemes (general comments)	106	229
Stop targeting / penalising motorists	41	81
Concerns / doubts the motives of charging schemes are to achieve stated aims / they are just another tax / money-making schemes / concerns expressed that revenue raised from road user charging schemes will not be used to improve transport infrastructure	56	231
Future Road User Charging Schemes - Charging		
Charges should be based on miles travelled	23	63
Other suggestions for charge amounts / structure	28	58
Public transport		
Need to invest / improve public transport (general comments) (e.g. more frequent, more routes, availability and accessibility in areas etc)	28	112
Need to encourage / incentivise more use of public transport (e.g. should make it cheaper)	32	85
Other Suggestions to Reduce Congestion, Improve Air Quality, and Tackle the Climate Emergency		
Need to remove / make changes to other traffic measures / schemes that cause congestion / air quality (e.g. cycle lanes, bus lanes, LTNs)	37	125
Other suggestion for improving congestion / air quality / climate emergency	27	71
Social Impact of Future Charging Schemes		

Having and using a car is a necessity because of needs / cannot use other transport modes	24	65
Public Transport provisions are poor / not a viable alternative	30	64
Future charging schemes need to consider the cost of living / issues at the time impacting on finances	32	58

About you

Q23. Are you a resident:

	Actual Number	Percentage
In outer London	26,136	66
In the current inner London ULEZ	7,774	20
Neither of the above	5,081	13
Don't know	409	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)	1,514
A business owner in outer London	3,538
Employed in the current inner London ULEZ	13,336
Employed in outer London	10,929
A visitor to Greater London	4,062
A London licensed taxi (black cab) driver	154
A London licensed private hire vehicle driver	115

None of the above but interested in the proposals	8,993
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Q26. How often do you drive in Greater London?

	Actual Number	Percentage
Every day	7,689	20
5-6 days a week	4,733	12
3-4 days a week	5,588	14
1-2 days a week	5,692	14
1-3 times a month	4,785	12
Less than once a month	5,033	13
Never	5,999	15

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

[REDACTED]

From: Calderato Christina
Sent: 05 August 2022 18:19
To: Shirley Rodriques; Seb Dance; [REDACTED] [REDACTED] [REDACTED]
[REDACTED] David Bellamy; Richard Watts; Will Norman; Sarah Brown; [REDACTED]
Cc: Alex Williams; [REDACTED]
Subject: FINAL 2022 ULEZ consultation weekly summary report - 5th Aug 2022
Attachments: 2022 ULEZ weekly summary report 5 August 2022_.docx

All

Please see attached the final weekly summary of the consultation results.

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).

In this week's report, the key stat to be aware of is that the respondents answering Q8 have shifted in the last 7 days. Last week 63% of respondents to Q8 thought the ULEZ expansion 'should not be implemented at all'. This week that figure has dropped to 59%, which is a significant shift and the headline of the week.

We have also seen a big increase, as expected, in stakeholder responses. To date we have received **330** stakeholder responses, an increase of 190 responses from the previous week. This may continue to creep up over the next week or so and we will start analysis of those responses next week and report back.

Thanks,

Christina

Christina Calderato

Director of Transport Strategy and Policy | City Planning | Transport for London
4th Floor, Palestra, 197 Blackfriars Road, London SE1 8NJ

[REDACTED]

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

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How we process campaign responses	3
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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	Link
Change.org	1 June 22	ULEZ Proposed expansion upto M25 Started	483	Link
Change.org	May 22	Stop the expansion of ULEZ to Greater London Started	2,616	Link
Change.org	June 22	Stop the ULEZ Expansion to include the whole of Greater London by 2023	4,556	Link
Louie French MP	3 May 22	Stop Sadiq Khan's plans to expand ULEZ to Old Bexley and Sidcup.	Unknown	Link
GLA Conservatives	June 22	Say NO to Sadiq Khan's London Wide ULEZ Sign the petition to stop the ULEZ expansion.	Unknown	Link

Source	Start date	Title	Signatures 28 July	Link
Elliot Colburn MP	May 22	Stop Ulez	Over 2,500 (according to twitter page)	Link
Gareth Bacon MP	May 22	Stop ULEZ to Orpington	11,736	Link
Merton Conservatives	June 22	Say NO to Sadiq Khan's London Wide ULEZ!	Unknown	Link

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	Link
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	Link
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	Link
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://fairfueluk.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 **are** 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 **not** 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?

	Very Important	Important	No opinion	Unimportant	Very unimportant	Don't know
Tackle air pollution	16,671	11,747	5,951	6,093	5,159	798
Tackle the climate emergency by reducing emissions	16,372	10,581	6,081	6,347	6,170	738
Tackle traffic congestion	15,608	13,327	6,420	6,038	4,259	597
Improve health and well-being	16,656	12,991	7,438	4,279	3,945	683
Provide more space for walking and cycling	16,115	7,143	5,297	7,810	9,474	499
Improve bus journey times and reliability	20,506	12,339	5,391	3,925	3,747	446
Improve journey times and reliability for freight and servicing trips	14,256	11,867	10,300	4,864	3,899	1,103
Make roads safer for everyone	20,245	14,672	5,618	2,634	2,645	458

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

[REDACTED]

From: [REDACTED]
Sent: 02 September 2022 12:29
To: Seb Dance
Cc: Will Norman; [REDACTED]
Subject: MEETING PAPER: Deputy Mayor/Commissioner - 06 September
Attachments: Final pack - 6 September 2022.pdf

Seb,

Please find attached the papers for your regular meeting with Andy B on Tuesday 5 September.

The main paper is an update on the London-wide ULEZ consultation that is due to go to the Mayor next on 20 September. TfL has already made some amends but I expect it will need tightening up further before it goes to the Mayor. They are looking for an initial discussion/steer on five key themes (see p18) : start date, scrappage, impact on disabled people, outer London, and PCNs. The considerations are detailed in p19-23, which we can discuss ahead of the meeting.

[REDACTED]

[REDACTED]

[REDACTED]



Last updated: 31 08 2022

TfL Commissioner / Deputy Mayor for Transport Liaison Meeting

6 September 2022, 10:30-12:00

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

Expected Attendees:

- Andy Byford, Gareth Powell, Andy Lord, [REDACTED], Howard Carter, Alex Williams, Christina Calderato, [REDACTED] (TfL)
- Seb Dance, [REDACTED] [REDACTED] (GLA)

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

Road User Charging – ULEZ consultation



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

Briefing for the Deputy Mayor for Transport

6 September 2022

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TfL CONFIDENTIAL

Background

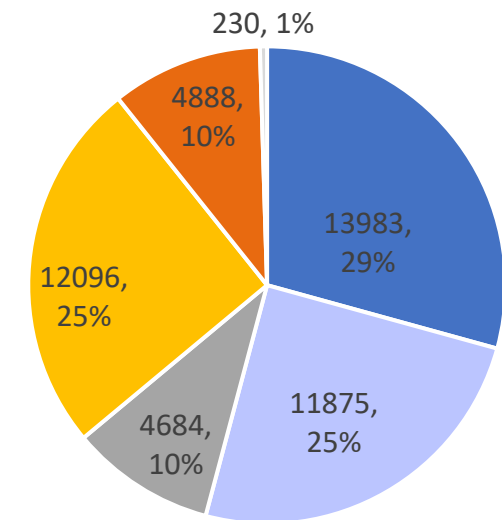
- Public consultation on proposals to help improve air quality, tackle climate change and reduce traffic congestion took place between 20 May and 29 July 2022.
- Proposals consulted on include:
 - Expanding the ULEZ London-wide in August 2023
 - Removing the AutoPay £10 annual registration fee for Congestion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

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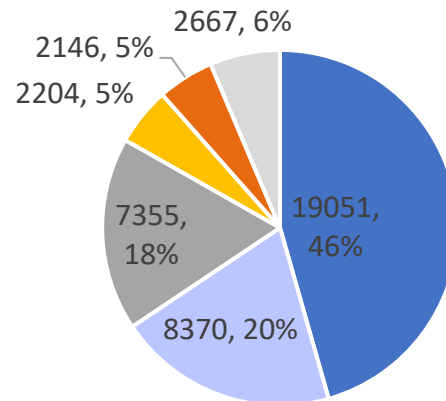
Consultation survey results – concern about air quality and ULEZ discounts, exemptions and mitigations

Q1: How concerned about air quality where you live?



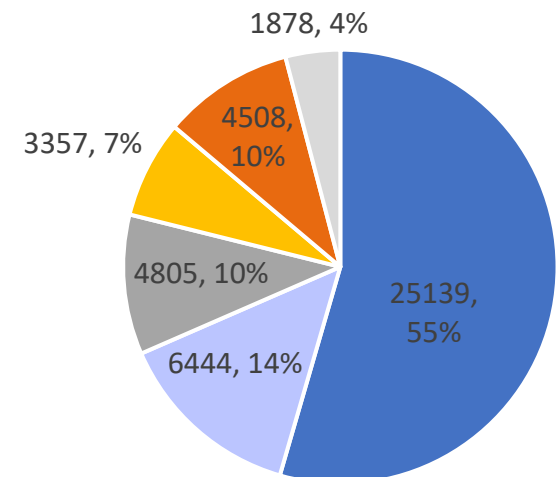
■ Very concerned ■ Concerned
 ■ No opinion ■ Unconcerned
 ■ Very unconcerned ■ Don't know

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



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

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



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

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

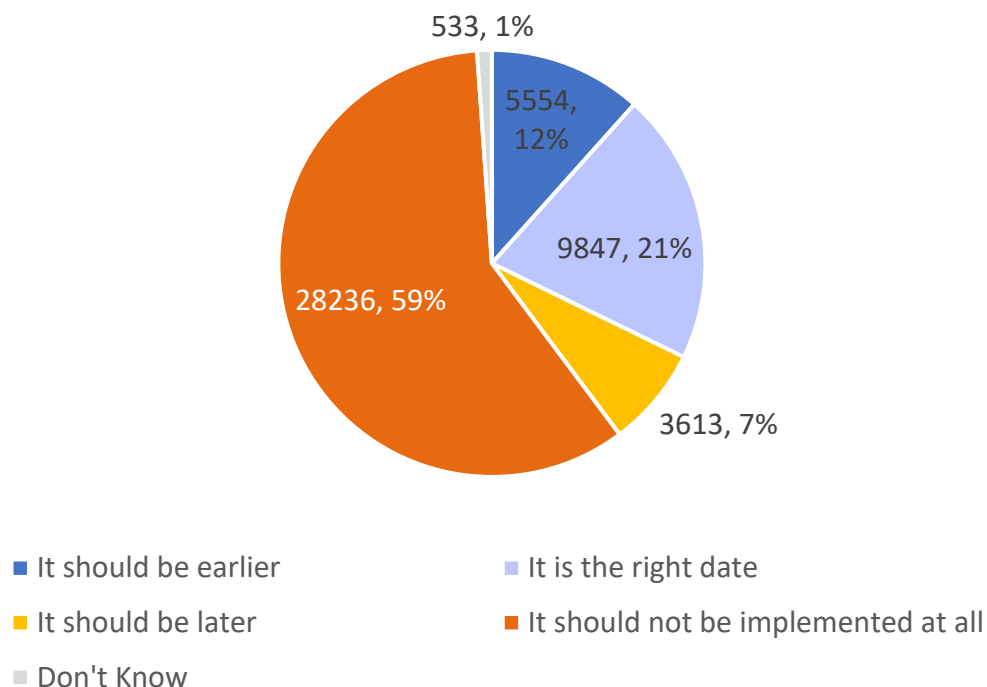
Q1 & Q9 include campaign responses.

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Consultation survey results – ULEZ implementation date

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



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

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

Q8 includes campaign responses.

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ULEZ expansion YouGov poll results

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

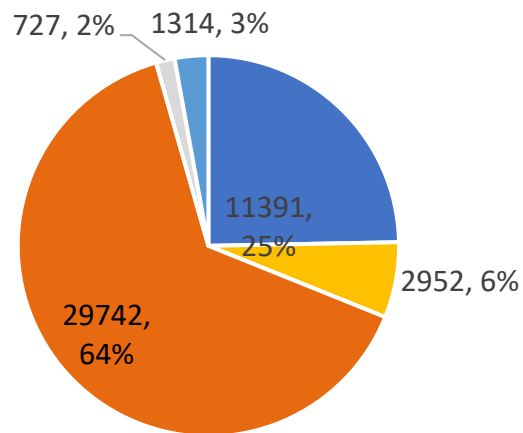
- Just over half of Londoners support the ULEZ expansion (51%); this is comprised primarily of people who are keen to see it put into place on the planned implementation date of 29th August 2023 (21%) or earlier (22%). A smaller proportion agree that it should be enacted, but at a later date (8%).
-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

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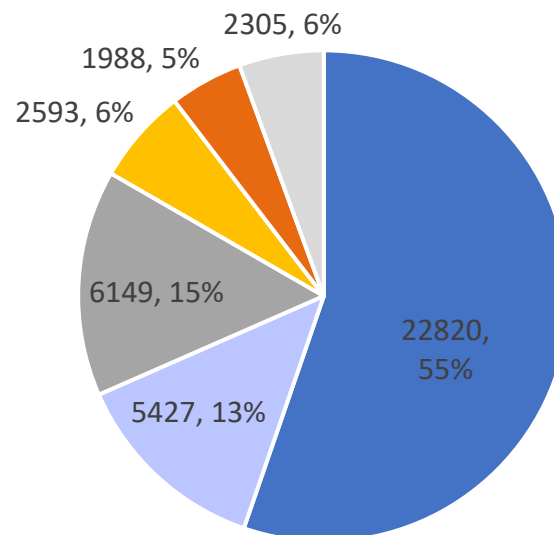
Consultation survey results – PCN increase, Autopay and privacy

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



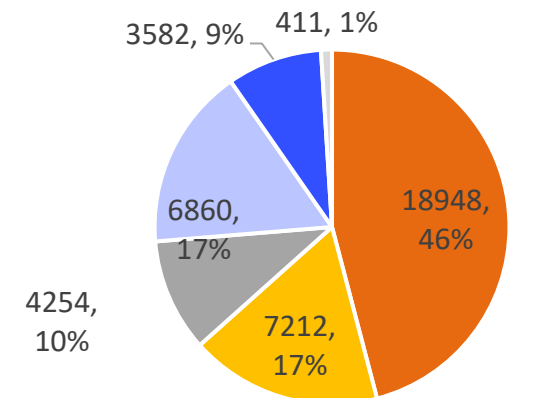
- Sufficient to act as an effective deterrent
- Not high enough to act as an effective deterrent
- Too high
- Don't know
- No opinion

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



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

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



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

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

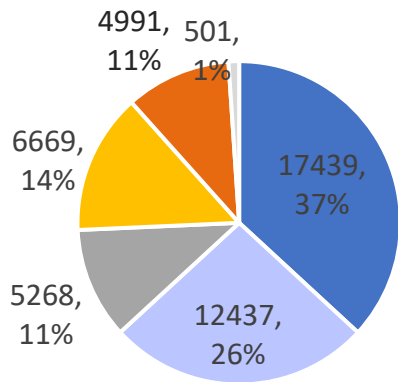
Q10 includes campaign responses.

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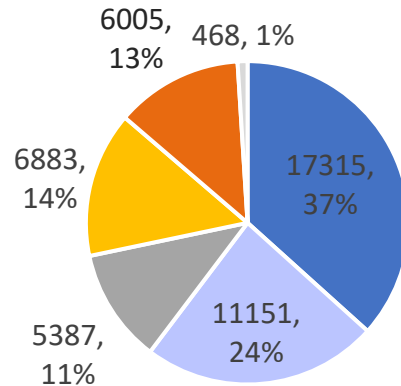
Consultation survey results – importance of climate emergency, traffic congestion, health and health inequality

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



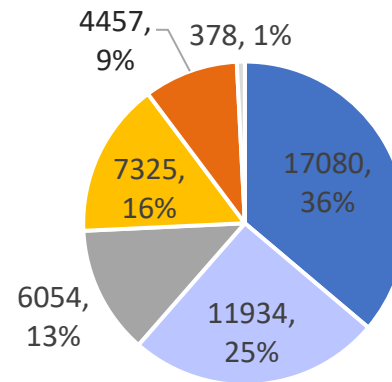
- Very important
- Important
- No opinion
- Unimportant
- Very unimportant
- Don't know

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



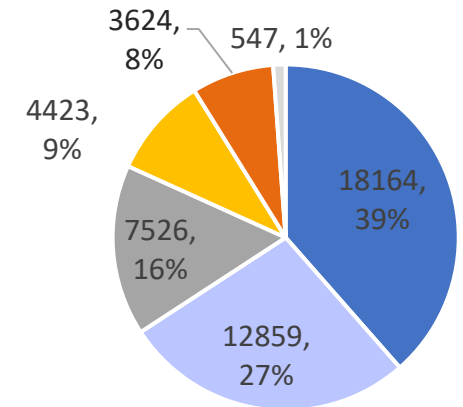
- Very important
- Important
- No opinion
- Unimportant
- Very unimportant
- Don't know

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



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

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



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

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

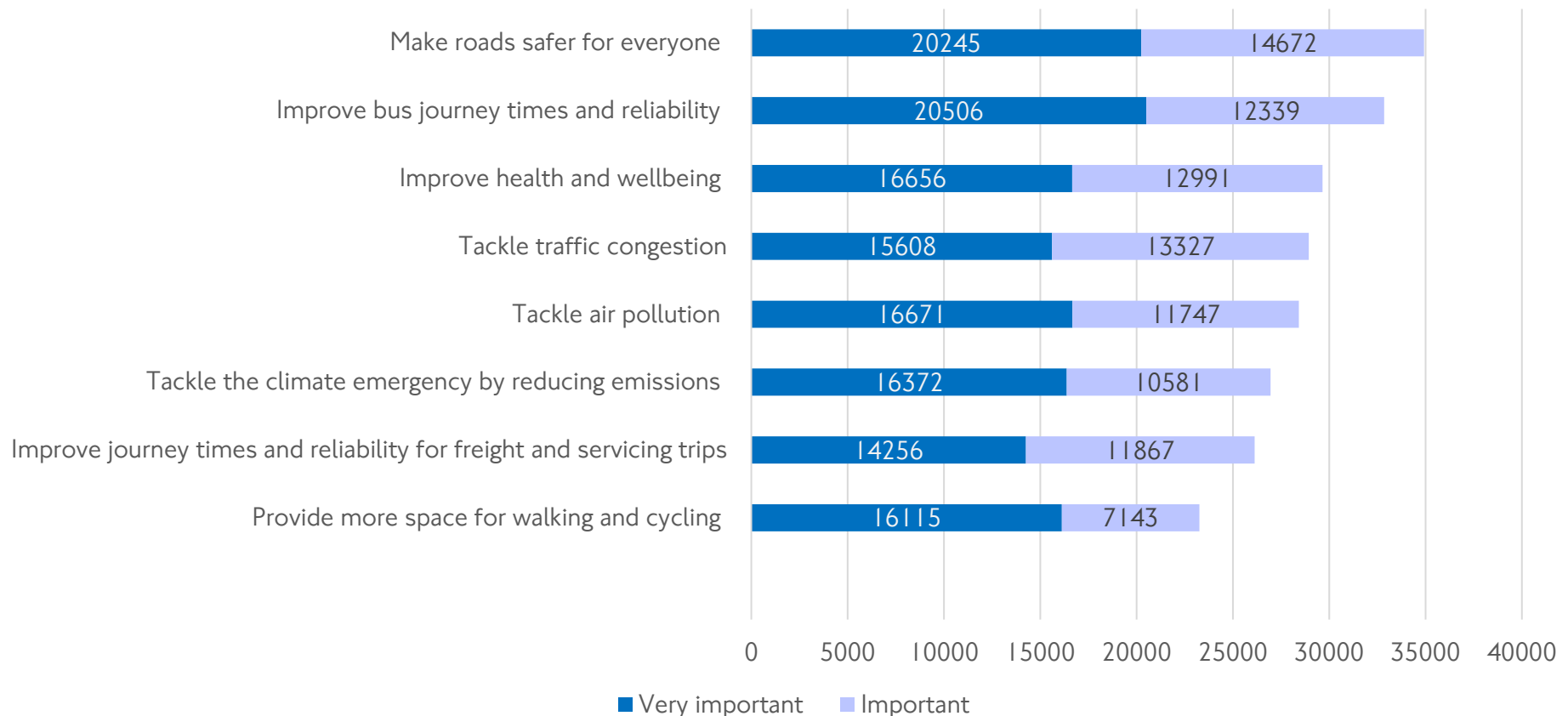
Q15, Q16, Q17 & Q18 include campaign responses.

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Consultation survey results – future Road User Charging scheme

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



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

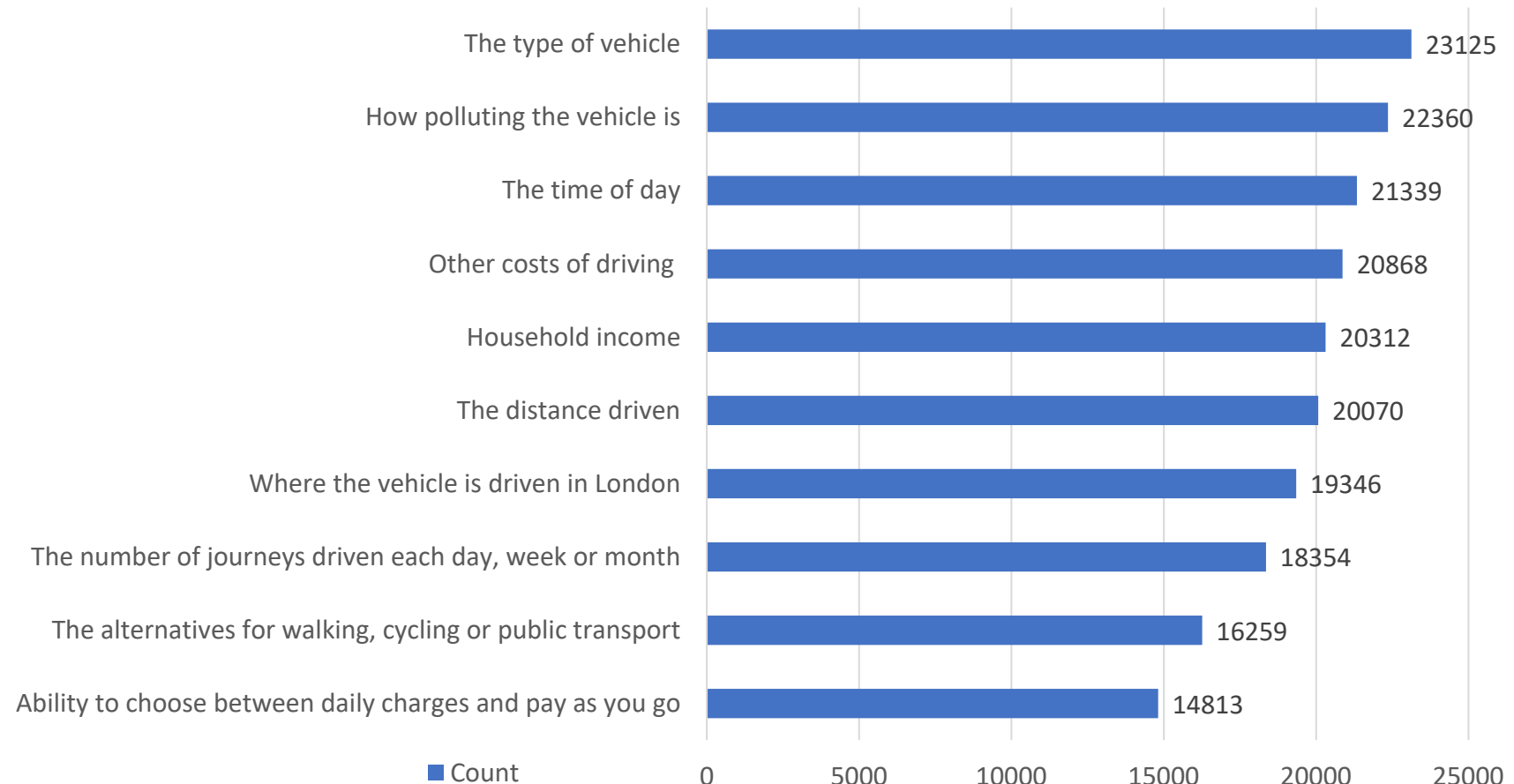
Q19 includes campaign responses.

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Consultation survey results – future Road User Charging scheme

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



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

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

Theme and Comment

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

Implementation date - Proposed ULEZ expansion should be delayed

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

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

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

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

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

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Response from London Borough Councils on ULEZ proposals

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

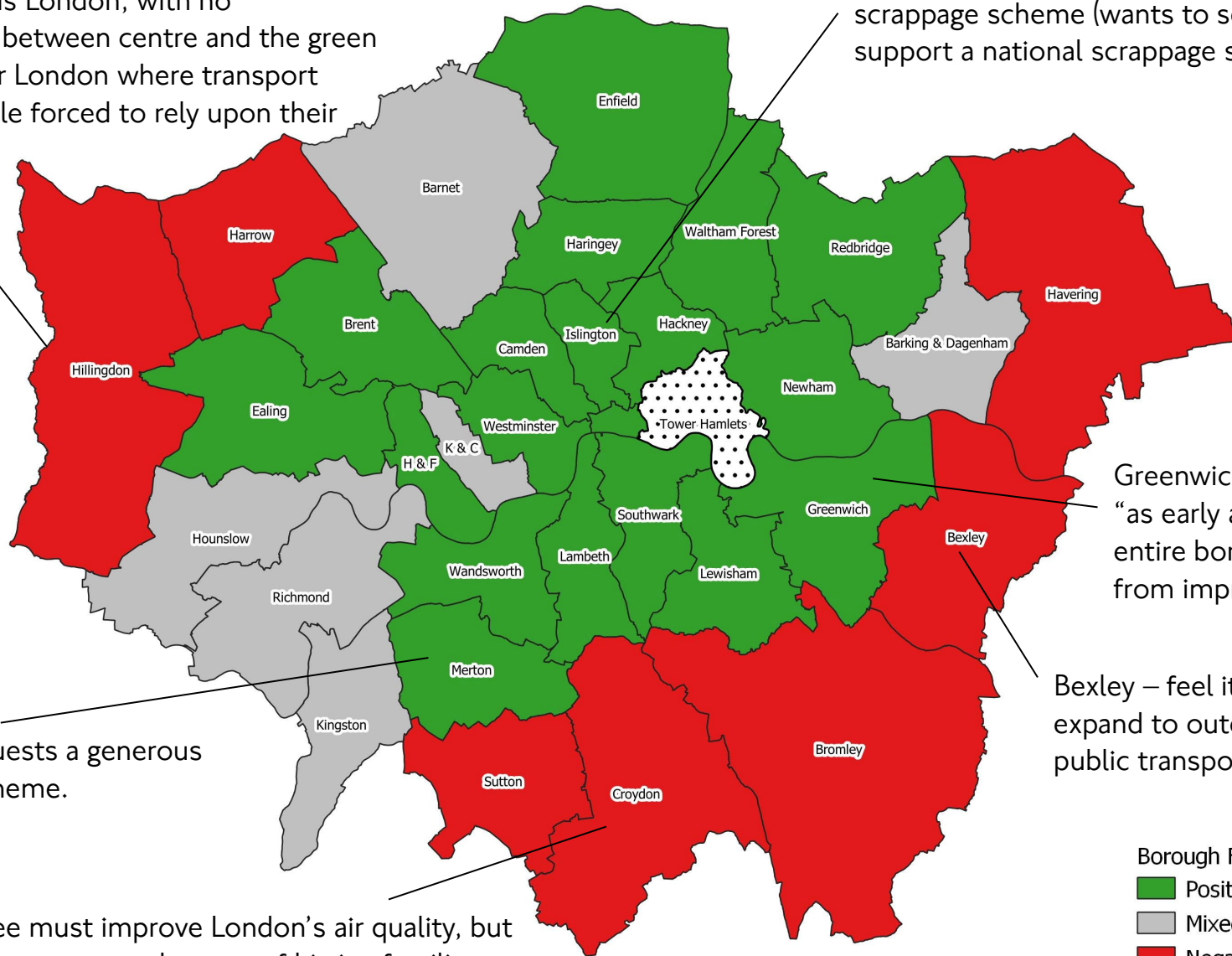
Islington – supportive of expansion and of scrappage scheme (wants to see Government support a national scrappage scheme)

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

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

Merton - requests a generous scrappage scheme.

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



Summary of other stakeholder responses on ULEZ proposals

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

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Summary of stakeholder responses on Future Road User Charging

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

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Our responses to key issues raised

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

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

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

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Start date for London-wide ULEZ

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

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

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

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

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

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

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Scrappage scheme

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

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

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

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

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

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

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

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

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Impact on disabled people

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

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

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

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

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

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Outer London

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

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

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

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

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

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

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

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Penalty Charge Notice

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

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

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

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

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

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

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Amending the MTS: comments and next steps

Consultation responses

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

Next steps

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

Habitats Regulation Assessment (HRA)

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

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Next steps

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

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

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[REDACTED]

From: Elliot Treharne
Sent: 09 September 2022 18:40
To: Shirley Rodriques; Seb Dance; Alex Williams; [REDACTED]; [REDACTED]; [REDACTED];
[REDACTED]; Calderato Christina; Carter Howard; Helen Chapman (TfL; Rowe David
(ST); Philip Graham; Will Norman; Will Norman; Emma Strain; [REDACTED] Sarah Brown; [REDACTED]
[REDACTED]; Felicity Appleby; Richard Watts;
David Bellamy
Cc: [REDACTED]
Subject: RE: Air Quality Implementation Group - papers (13 Sept 2022)
Attachments: AQIG 2 August 2022 draft minutes.docx; AQIG-220913-FINAL.pdf

Dear all

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

Please see the papers attached.

Have a good weekend.

Elliot

Elliot Treharne

Assistant Director – Transport, Infrastructure and Connectivity

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169 Union Street, London, SE1 0LL

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

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

My preferred pronouns are he/him

[REDACTED]

Elliot Treharne

Page 1 of 1

MAYOR OF LONDON

Air Quality Implementation Group

13 September 2022



ITL RESTRICTED

Agenda

Item	Lead
1. [REDACTED]	[REDACTED]
2. Consultation Update	Christina Calderato
3. [REDACTED]	[REDACTED]
4. [REDACTED] [REDACTED]	[REDACTED]
5. [REDACTED]	[REDACTED]
6. [REDACTED]	[REDACTED]
7. [REDACTED]	[REDACTED]

2. Consultation Update

Background

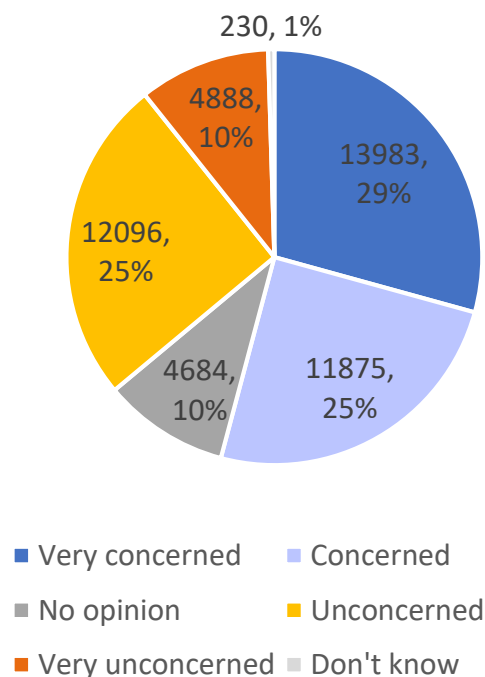
- Public consultation on proposals to help improve air quality, tackle climate change and reduce traffic congestion took place between 20 May and 29 July 2022.
- Proposals consulted on include:
 - Expanding the ULEZ London-wide in August 2023
 - Removing the AutoPay £10 annual registration fee for Congestion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

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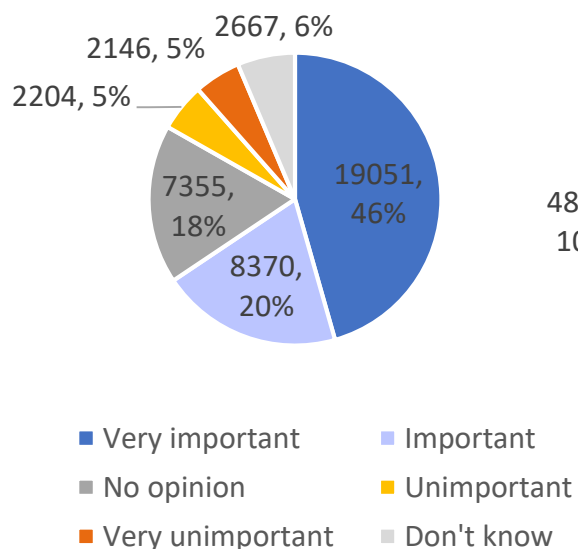


Consultation survey results – concern about air quality and ULEZ discounts, exemptions and mitigations

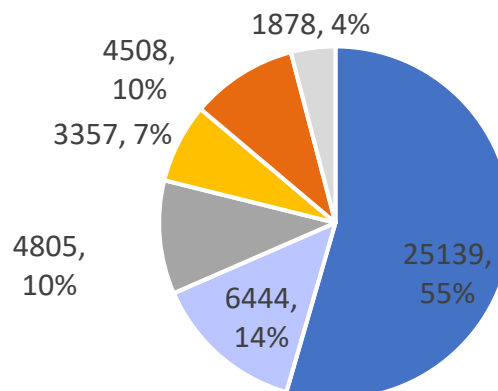
Q1: How concerned about air quality where you live?



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?

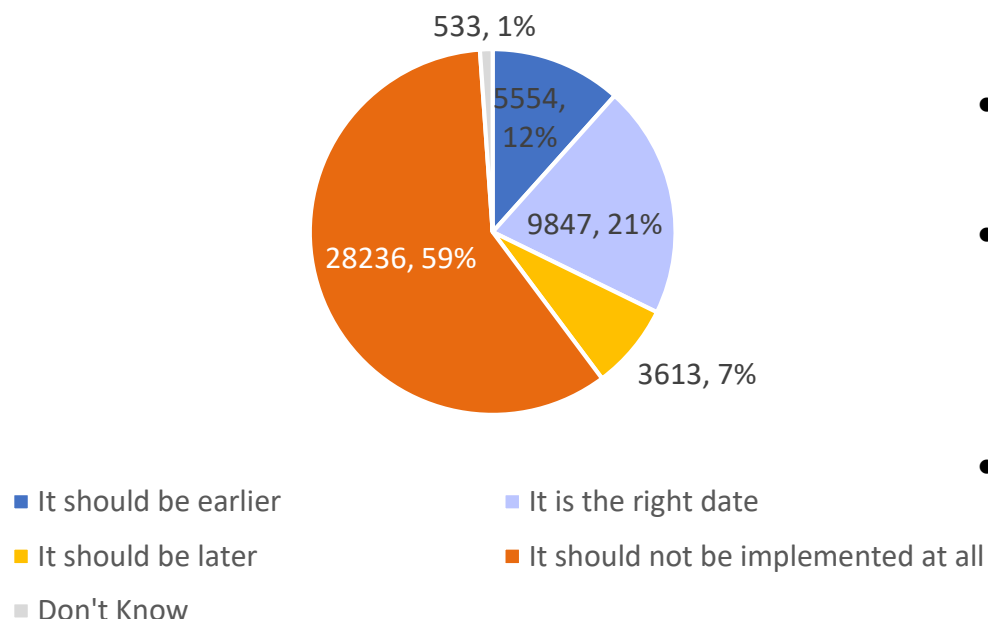


Note percentages subject to minor changes as final data continues to be analysed (target to complete early sept).
Q1 & Q9 include campaign responses.

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Consultation survey results – ULEZ implementation date

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



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

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

Q8 includes campaign responses.

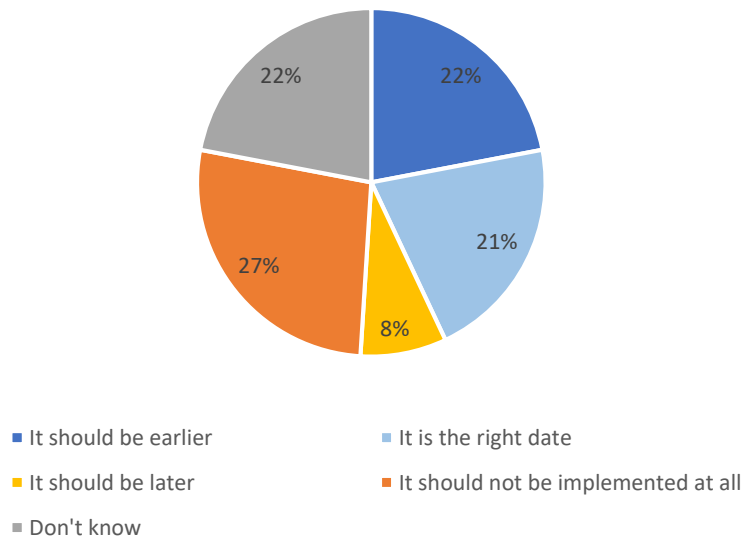
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ULEZ expansion YouGov poll results

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

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



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

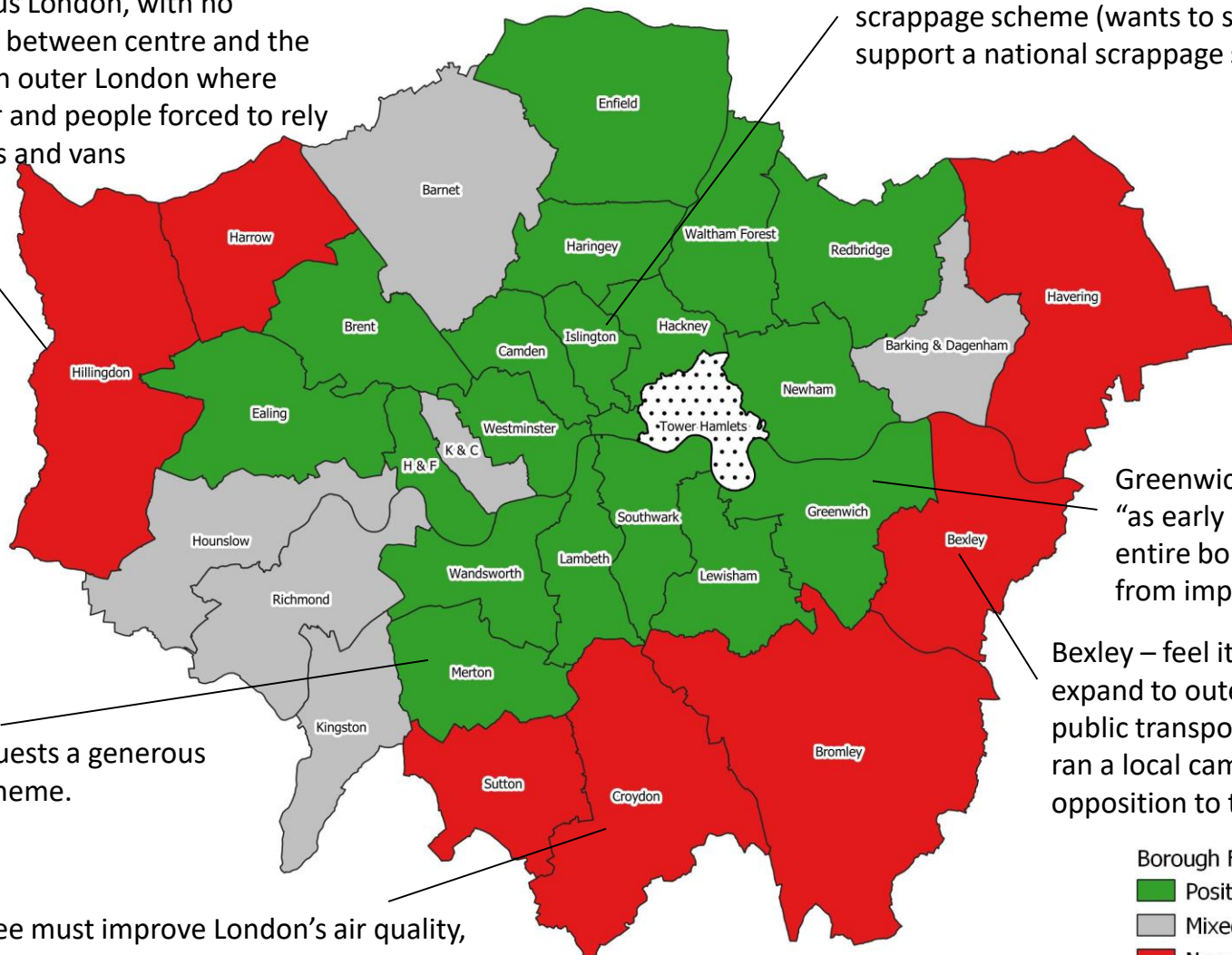
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Response from London Borough Councils on ULEZ proposals

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

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



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

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

Merton - requests a generous scrappage scheme.

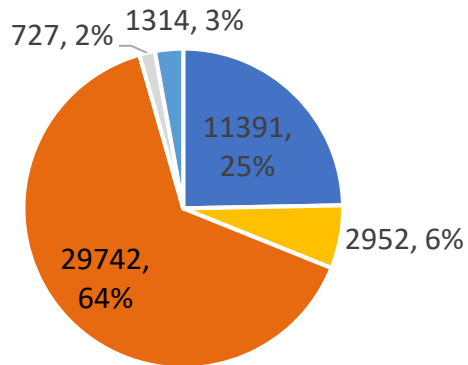
Croydon – agree must improve London’s air quality, but feel it should not come at the cost of hitting families and businesses already struggling to make ends meet

Borough Feedback

- Positive
- Mixed
- Negative
- No Feedback Given

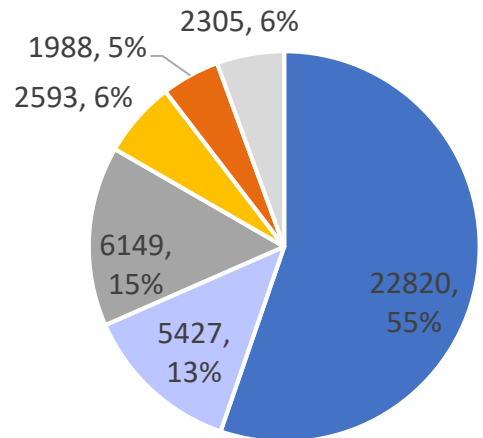
Consultation survey results – PCN increase, Autopay and privacy

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



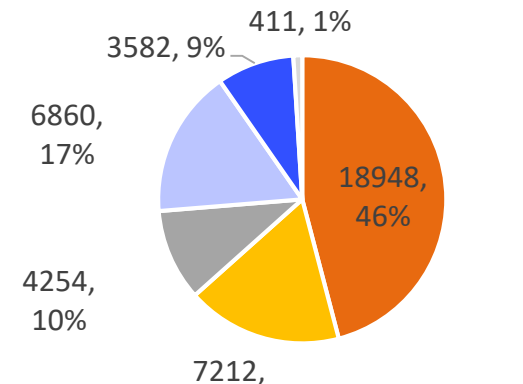
- Sufficient to act as an effective deterrent
- Not high enough to act as an effective deterrent
- Too high
- Don't know
- No opinion

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



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

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



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

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

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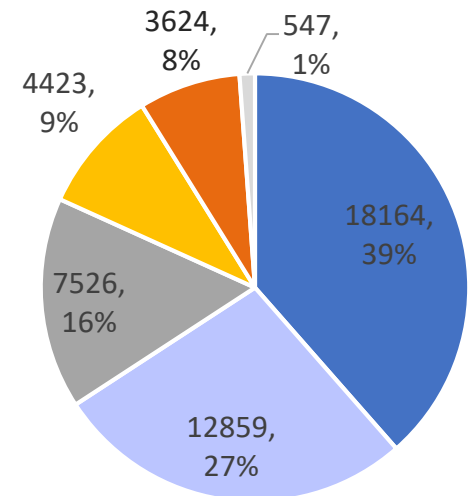
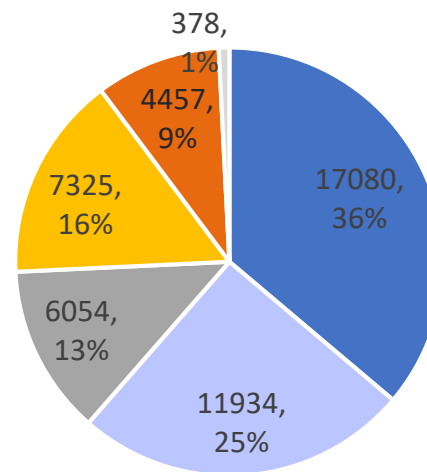
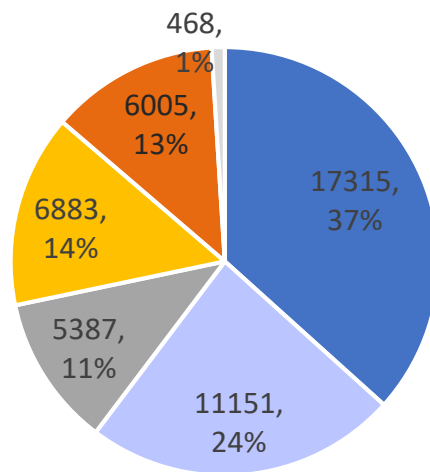
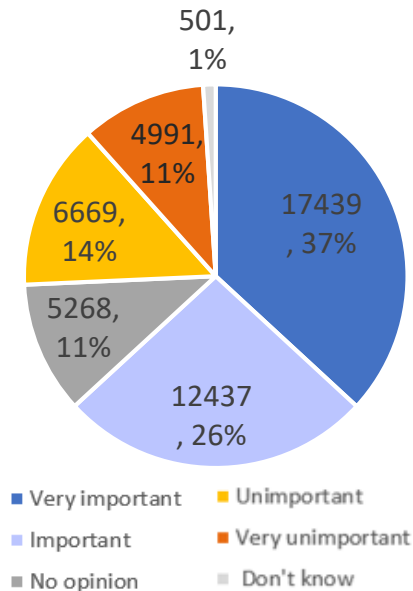
Consultation survey results – importance of climate emergency, traffic congestion, health and health inequality

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

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

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

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



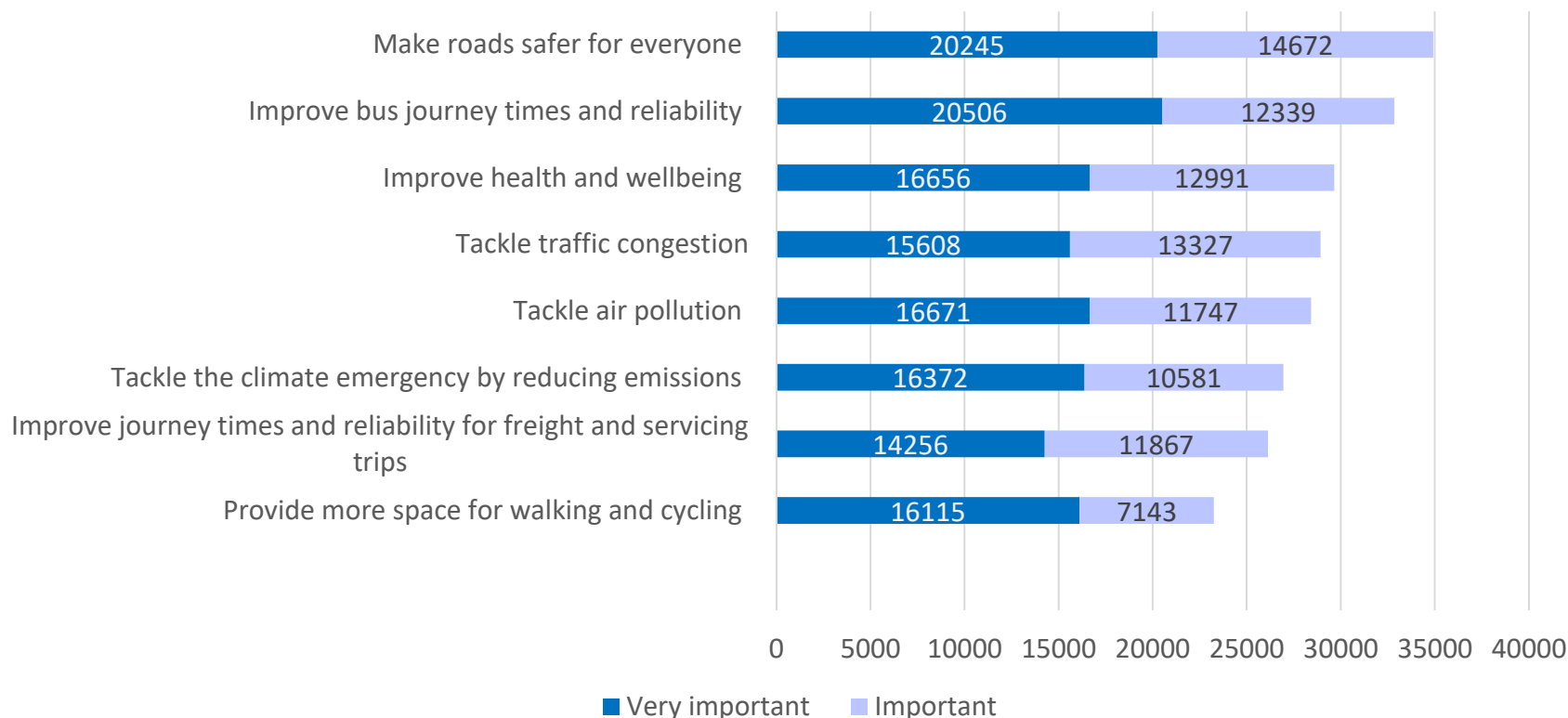
Note percentages subject to minor changes as final data continues to be analysed (target to complete early sept).
Q15, Q16, Q17 & Q18 include campaign responses.

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Consultation survey results – future Road User Charging scheme

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



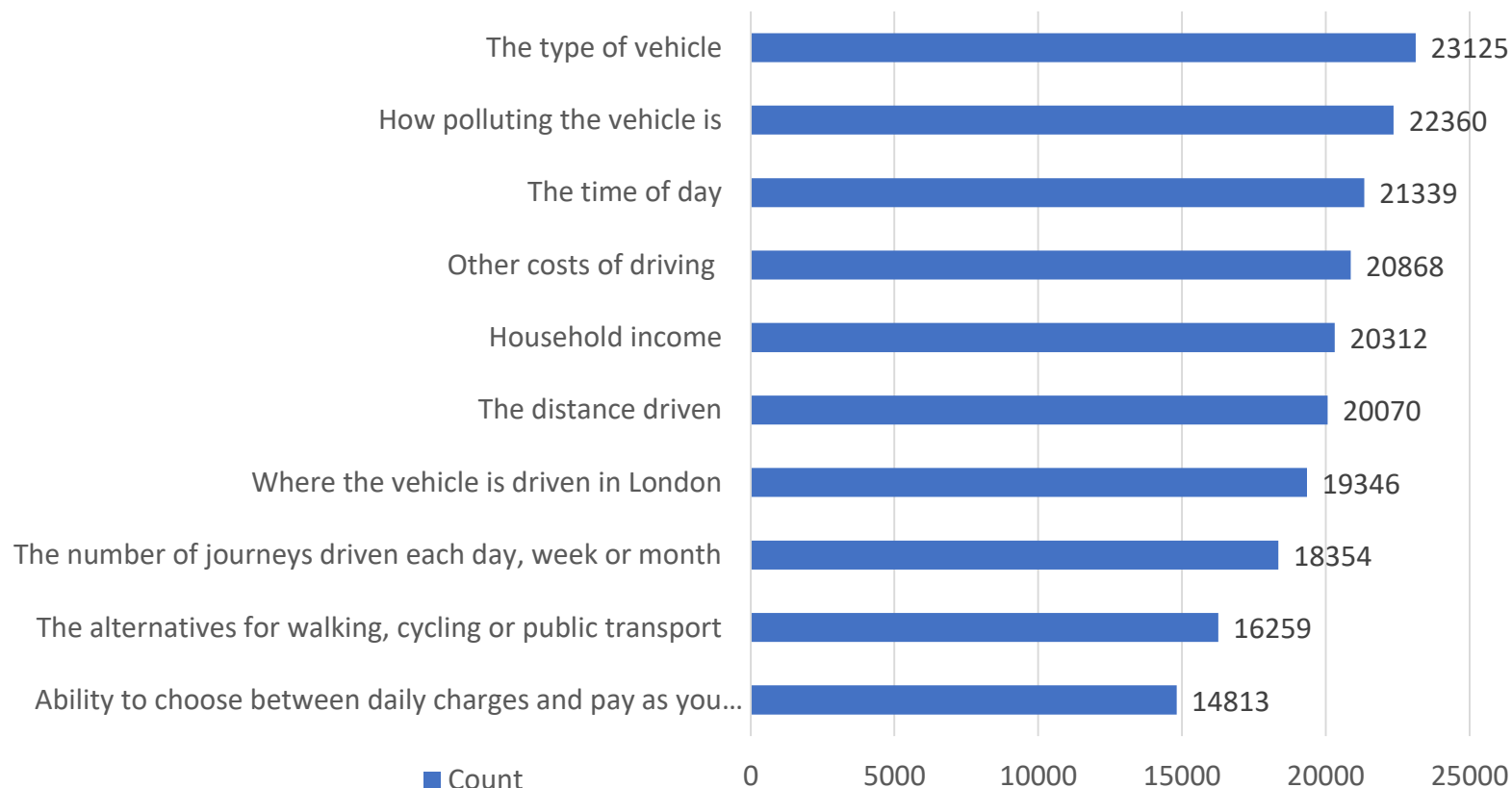
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Consultation survey results – future Road User Charging scheme

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



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Key issues raised on ULEZ expansion

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

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

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

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

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

- **Changes to the scrappage scheme:**

- a new option to scrap or retrofit wheelchair accessible vans;
- new ‘mobility credit’ option which includes up to two annual bus and tram tickets;
- new criteria to allow disabled Londoners to apply on behalf of designated nominated drivers who do not live with them;
- new retrofit option for vans and electric replacement option for minibuses;
- other changes to van scrappage scheme to enable the funds to support more Londoners are also proposed, including revised payment levels and number of vehicles that can be scrapped.

- **Mitigations for disabled people (in addition to changes to the scrappage scheme):**

- widen eligibility to the disabled persons’ grace period from those with disabled tax class or disabled passenger tax class vehicles;
- no longer require people who receive the enhanced / higher level mobility component of PIP to apply for tax class;
- Expand eligibility to those who are in receipt of the standard mobility component of PIP;
- Include other disability benefits to cover almost the same eligibility as Blue Badge, including the higher rate mobility component of Child Disability Payment, the War Pensioners’ Mobility supplement and the Armed Forces Independence Payment.
- Extend the grace period for Wheelchair Accessible PHVs to all wheelchair accessible vehicles.

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Responses to other key issues

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

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

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Revising the MTS: comments and next steps

Consultation responses

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Next steps

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

Habitats Regulation Assessment (HRA)

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

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Next steps

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*implementation dates are subject to Mayoral Decision

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

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[REDACTED]

From: [REDACTED]
Sent: 13 September 2022 14:14
To: Seb Dance
Cc: [REDACTED]
Subject: Key items for AQIG today
Attachments: 2022-09-13 AQIG Chair's Brief.docx

Hi Seb

TfL colleagues have prepared the below summary of the key items for AQIG today. I've also attached Shirley's chair's brief, which has a bit more detail on some specific points. Please let me know if you need anything else.

Hope you're feeling better.

Thanks

[REDACTED]
AQIG – 13 September

[REDACTED]

2. **Consultation Update - – Christina Calderato**

Over 52,000 responses were received for the public consultation on proposals to help improve air quality, tackle climate change and reduce traffic congestion which ran from 20 May – 29 July 2022. Today's presentation provides a summary of the key findings from the consultation and the next steps.

[REDACTED]

AQIG – Chair’s Brief

13/09/2022

Note:

[REDACTED]

[REDACTED]

1.

[REDACTED]

[REDACTED]

2. Consultation update – Christina

- Over 52,000 responses were received for the public consultation on proposals to help improve air quality, tackle climate change and reduce traffic congestion which ran from 20 May – 29 July 2022. Today’s presentation provides a summary of the key findings from the consultation and the next steps.
- Can we pull out more clearly the list of changes that we’re making so it’s immediately clear to the Mayor, and that it looks like a comprehensive package. You suggested splitting out slide 24 so it looks like ten or so items rather than two with lots of sub-items, but appreciate that might not work either.
- On the disabled people mitigations changes, we will double check that Debbie and team are happy.
- You thought it would be helpful to add something to the slides on Blue Badge as the Mayor is likely to ask this. What proportion of disabled drivers do our proposals cover, i.e. 60% of drivers who have a Blue Badge will now have access to support through another route?
- On PCN, you thought it worth considering if we stick with £160, but asked for a bit more evidence today about the need to increase the deterrence effect before making a decision about what we recommend.
- On the list of key issues on slide 23, did ‘this is just a revenue raiser/tax’ come up as a major theme and is it worth highlighting those kinds of things somewhere, or is this list very much around scheme parameters?
- You asked about the Habitats Regulation Assessment and why Epping Forest in particular?

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: David Bellamy
Sent: 19 September 2022 11:41
To: Shirley Rodrigues; Elliot Treharne; Seb Dance; Richard Watts; Felicity Appleby; Will Norman; Ali Picton; Sarah Brown
Cc: [REDACTED]
Subject: RE: For comment: ULEZ consultation slides for the Mayor

Fine by me, many thanks.

D.

From: Shirley Rodrigues [REDACTED]
Sent: 15 September 2022 14:12
To: Elliot Treharne [REDACTED] Seb Dance [REDACTED] Richard Watts [REDACTED]
[REDACTED]; David Bellamy [REDACTED] Felicity Appleby [REDACTED]
[REDACTED]; Will Norman [REDACTED] Ali Picton [REDACTED]
Sarah Brown [REDACTED]
Cc: [REDACTED]
[REDACTED]
[REDACTED]
Subject: RE: For comment: ULEZ consultation slides for the Mayor

Thanks Elliot, no further comments from me.

S

From: [REDACTED] <[REDACTED]@london.gov.uk>
Sent: 14 September 2022 15:13
To: Seb Dance [REDACTED]; Richard Watts [REDACTED]; David Bellamy [REDACTED]
[REDACTED]; Felicity Appleby <[REDACTED]>; Will Norman [REDACTED]
[REDACTED] Ali Picton [REDACTED] Sarah Brown <[REDACTED]>
Shirley Rodrigues [REDACTED]
[REDACTED]
[REDACTED]
Subject: For comment: ULEZ consultation slides for the Mayor

Hi everyone

As we cancelled Transport Planning on Monday due to Operation London Bridge, we agreed we would circulate the ULEZ consultation slides for comments. Please see these attached.

The current plan is for these to be presented to the Mayor on Tuesday 20th September.

We also had a really good discussion about these at AQIG yesterday where Shirley, Seb, [REDACTED] and Will fed in their comments, which have been reflected.

If you have any questions or comments please let me know (ideally by **COP Thursday**).

Thanks

Elliot

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

Briefing for the Mayor

20 September 2022

TfL Confidential

[Please note that this
presentation was deferred
to the 29 September 2022]

Background

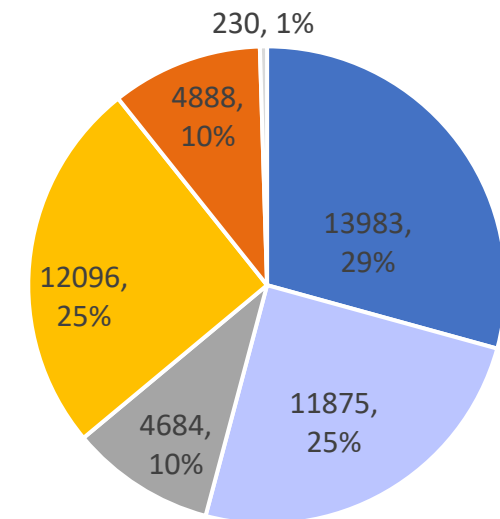
- Public consultation on proposals to help improve air quality, tackle climate change and reduce traffic congestion took place between 20 May and 29 July 2022.
- Proposals consulted on include:
 - Expanding the ULEZ London-wide in August 2023
 - Removing the AutoPay £10 annual registration fee for Congestion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

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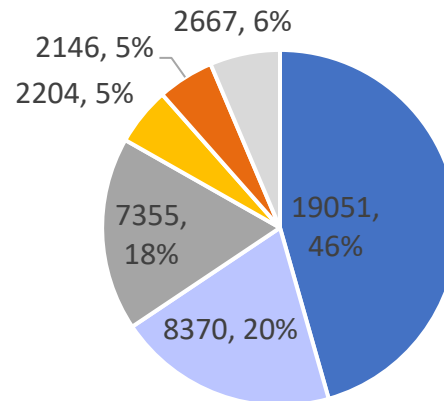
Consultation survey results – concern about air quality and ULEZ discounts, exemptions and mitigations

Q1: How concerned about air quality where you live?



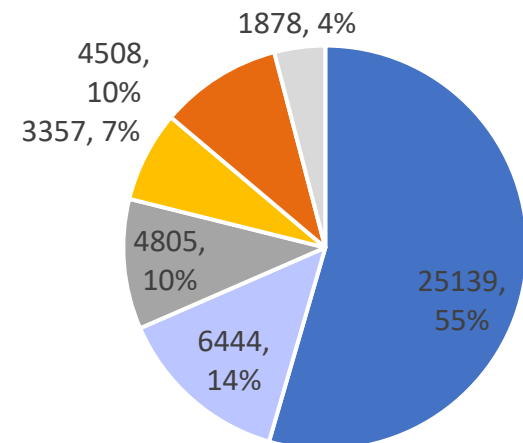
■ Very concerned ■ Concerned
■ No opinion ■ Unconcerned
■ Very unconcerned ■ Don't know

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



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

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



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

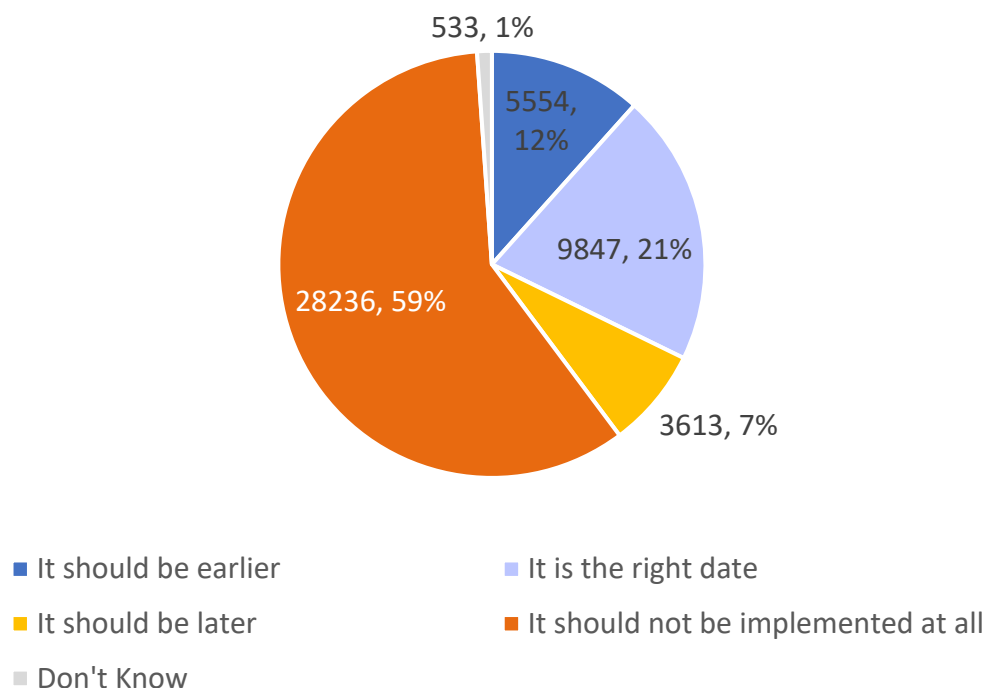
Q1 & Q9 include campaign responses.

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Consultation survey results – ULEZ implementation date

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



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

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

Q8 includes campaign responses.

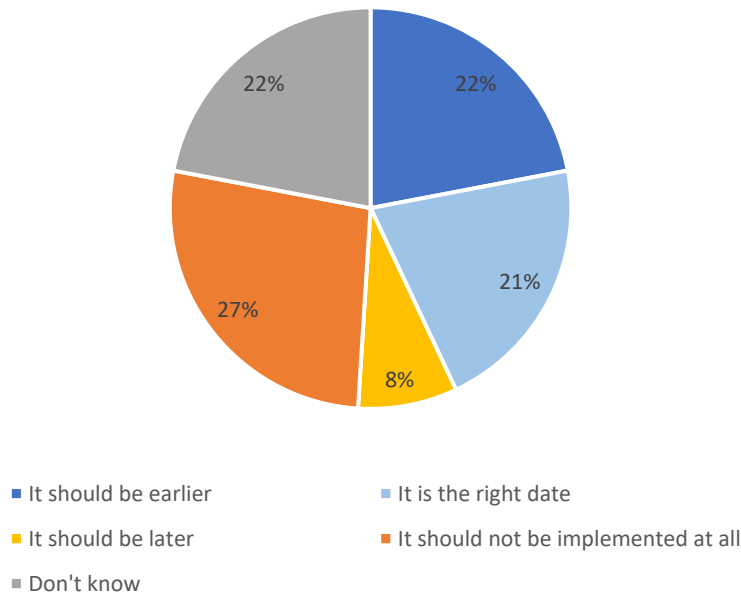
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ULEZ expansion YouGov poll results

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

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



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

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Response from London Borough Councils on ULEZ proposals

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

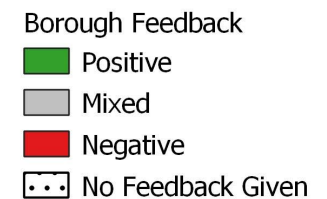
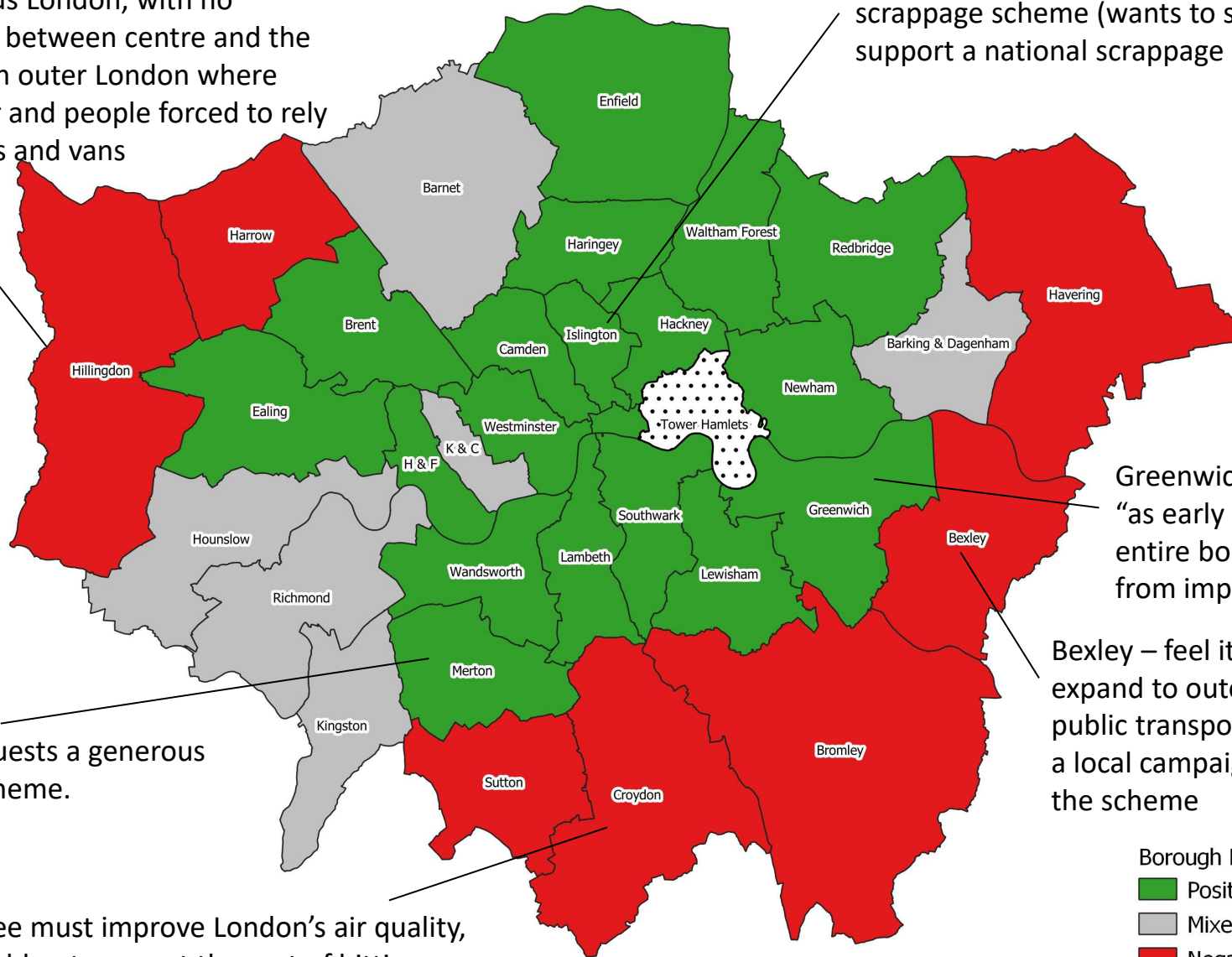
Islington - supportive of expansion and of scrappage scheme (wants to see Government support a national scrappage scheme)

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

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

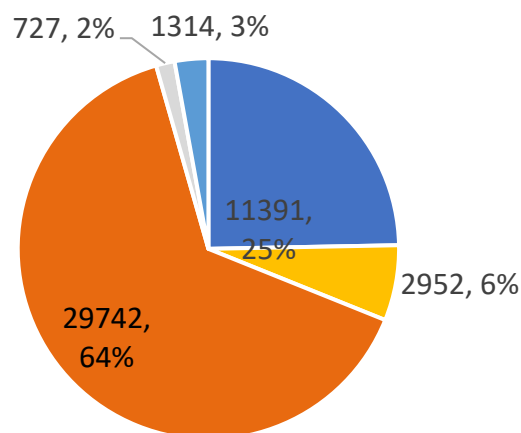
Merton - requests a generous scrappage scheme.

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



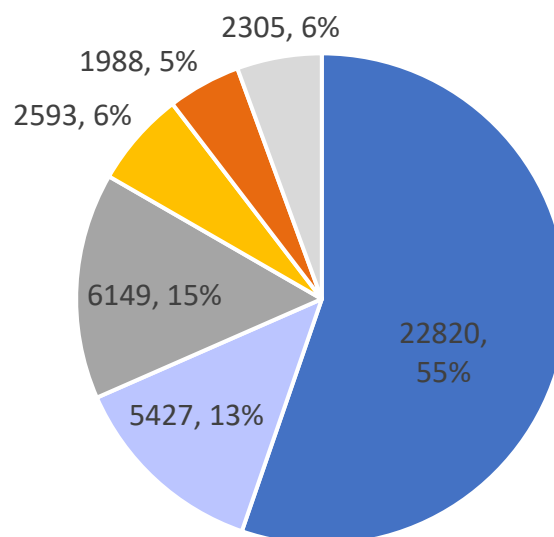
Consultation survey results – PCN increase, Autopay and privacy

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



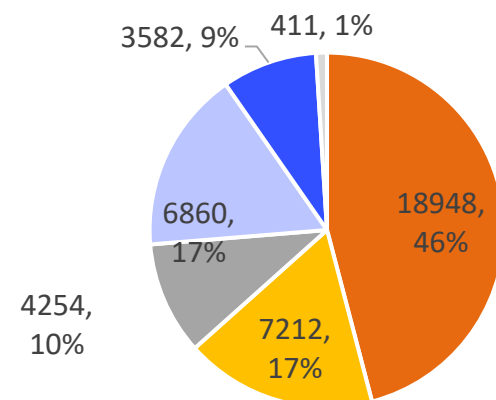
- Sufficient to act as an effective deterrent
- Not high enough to act as an effective deterrent
- Too high
- Don't know
- No opinion

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



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

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



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

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

Q10 includes campaign responses.

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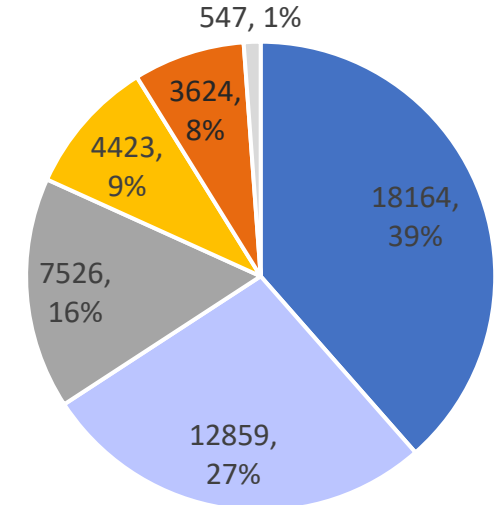
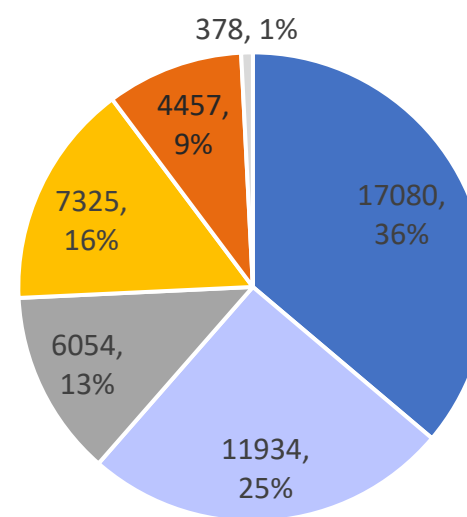
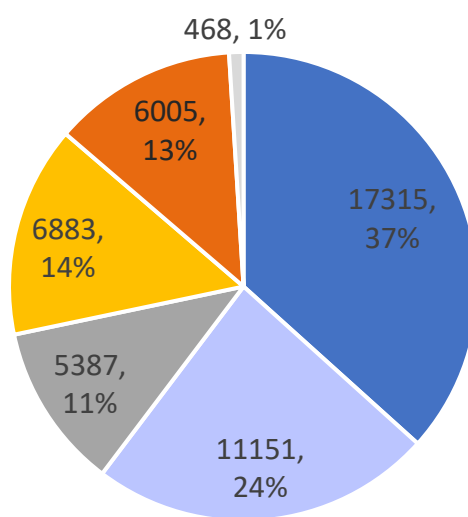
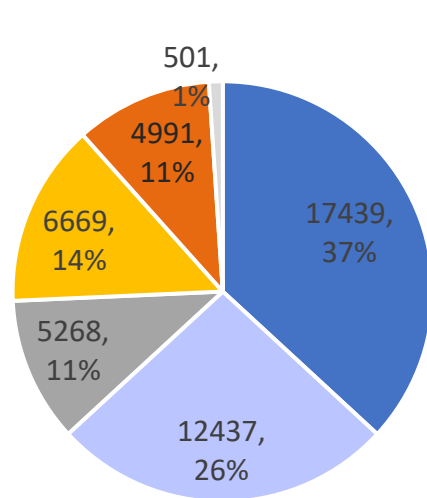
Consultation survey results – importance of climate emergency, traffic congestion, health and health inequality

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

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

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

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



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

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

Q15, Q16, Q17 & Q18 include campaign responses.

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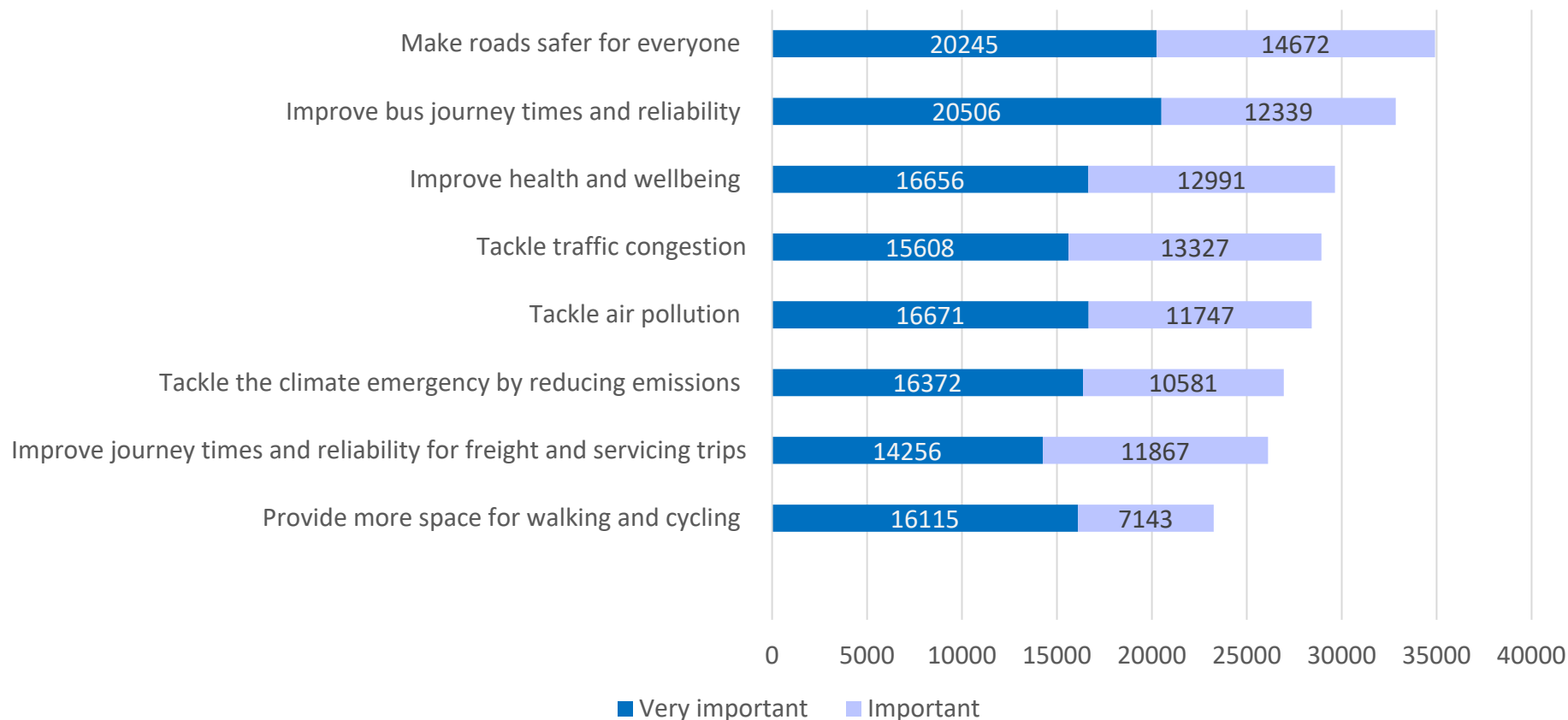


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Consultation survey results – future Road User Charging scheme

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



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

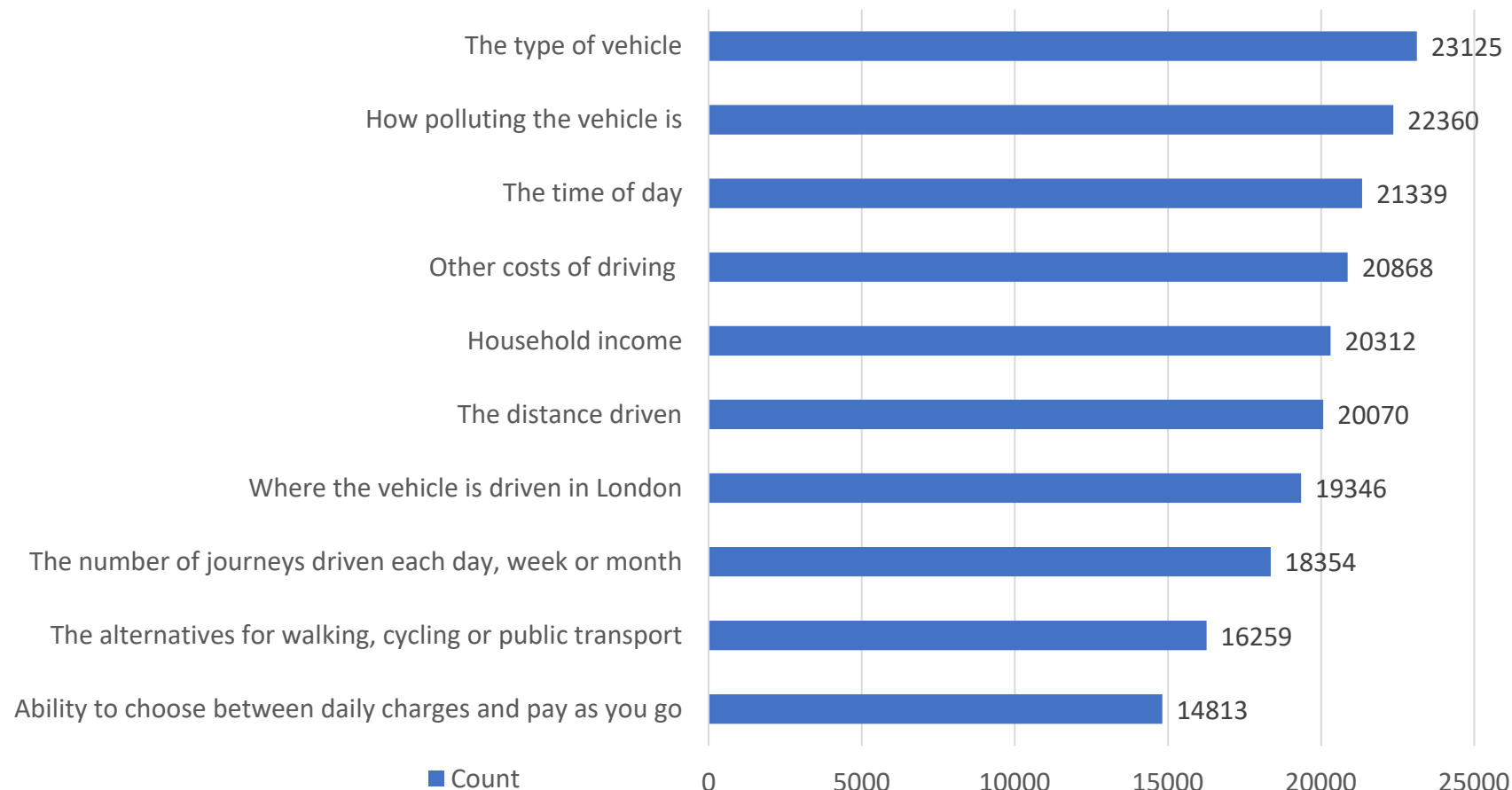
Q19 includes campaign responses.

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Consultation survey results – future Road User Charging scheme

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



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

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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 slides. Further detail on these and other key issues will be included in the Report to the Mayor and Mayoral Decision form.

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Existing grace period extensions

Before considering additional mitigations, it is helpful context that we have already consulted on extending grace periods to reflect the need for these groups to have time to prepare for the newly charged area. This also reflects that there is a shorter pre-compliance period for this expansion compared to previous ULEZ schemes.

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 propose to make 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 have proposed a number of further mitigations as set out below.

- We will make it easier for more people to benefit from the disabled persons' grace period
- We will no longer require people to apply for a disabled or disabled passenger tax class
- We will expand eligibility from those who receive the enhanced / higher level mobility component of PIP to those who are in receipt for the standard mobility component (bringing a further 85,500 potential recipients into eligibility)
- We will expand eligibility to include other disability benefits including the higher rate mobility component of Child Disability Payment, War Pensioners' Mobility supplement and Armed Forces Independence Payment.
- We also propose to extend the grace period for wheelchair accessible private hire vehicles to cover all wheelchair accessible vehicles.
- **The effect of these changes is 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).**
- In order to help **small businesses**, we also propose to allow those who have purchased electric vehicles and are awaiting delivery a grace period (similar to what was done for LEZ and Direct Vision Standard)

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

- We will provide new £5,000 scrappage payments for wheelchair accessible vans
- Disabled Londoners will be able to apply for scrappage on behalf of a designated nominated driver who does not live with them
- There is a new higher level payment option for those replacing minibuses with an electric vehicle
- There is a new retrofit option for vans and minibuses
- We are working closely with partners to ensure there is a wide ranging and attractive package of third party offers for those not replacing their vehicles
- We are 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.
- We are also proposing to make other changes to van scrappage scheme to enable the funds to support more Londoners are also proposed, including eligible organisations, revised (lower) payment levels and number of vehicles that can be scrapped.

All newly identified mitigations are in addition to the proposed extension of grace periods for disabled and disabled passenger tax class vehicles, minibuses and wheelchair accessible private hire vehicles for two years (see slide 12).

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Responses to other key issues

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

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

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Revising the MTS: comments and next steps

Consultation responses

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

Next steps

- 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)

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Next steps

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

*implementation dates are subject to Mayoral Decision

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

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[REDACTED]

From: Elliot Treharne
Sent: 23 September 2022 19:04
To: Shirley Rodrigues; Seb Dance; Alex Williams; [REDACTED]; Calderato Christina; Carter Howard; [REDACTED]; Philip Graham; Will Norman; Emma Strain; [REDACTED]; Sarah Brown; [REDACTED]; Felicity Appleby; Richard Watts; David Bellamy
Cc: [REDACTED]
Subject: RE: Air Quality Implementation Group - papers (27 Sept 2022)
Attachments: AQIG-220927-FINALv2.pdf; AQIG 13 Sept 2022 draft minutes.docx

Dear all

Please see attached the papers for the next Air Quality Implementation Group meeting, which will be held on Teams at 4pm on Tuesday 27 September.

Have a good weekend.

Elliot

Elliot Treharne

Assistant Director – Transport, Infrastructure and Connectivity

GREATERLONDONAUTHORITY
169 Union Street, London, SE1 0LL

[REDACTED]

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

AQIG Tuesday 13 September 2022

Attendees:

Shirley Rodrigues (Chair)

Seb Dance

Will Norman







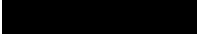





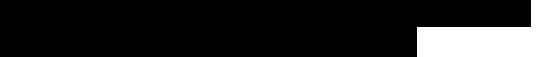

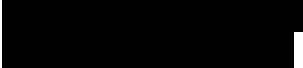








Christina Calderato



Elliot Treharne



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