

Response to TfL consultation on Congestion Charge proposals

Key information

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1. Response to TfL consultation on Congestion Charge proposals

This is my response as a London Assembly Member to the consultation run by Transport for London (TfL) on the Congestion Charge proposals.

Londoners are welcome to use my response as a basis to help shape their own responses to the consultation, which closes on 11 August 2025.

The consultation is hosted by TfL at: <https://haveyoursay.tfl.gov.uk/congestion-charge-proposals>, where you can complete their survey. Alternatively, you can email your views via haveyoursay@tfl.gov.uk, or write to: FREEPOST TFL HAVE YOUR SAY, no postage stamp required.

My responses to the three proposals:

[Proposal A: Increasing the Congestion Charge from £15 to £18](#)

I agree with the proposal to increase the cost of driving in the Central Congestion Charging Zone (CCCZ) primarily because it is unfair that public transport fare payers see annual increases in ticket prices, while costs for people driving remain static, but also in recognition of the negative impact vehicles have on congestion, road danger, air pollution and the climate crisis.

Therefore, I also support introducing a new procedure to enable routine changes to be made, without consultation, to increase charging levels by the same percentage amount by which Tube and Transport for London (TfL) railway fares are to be increased in a given year or an annual inflationary rate plus 1 per cent.

In support of the Mayor's goal to reduce the number of people killed and injured on London's roads to zero, I proposed an annual increase to the congestion charge in my [2025-26 Amendment](#) to the Mayor's Budget to fund increased delivery of pedestrian crossings.

In addition, as outlined in my report [Changing the Narrative – Ending the acceptance of Road Death in London](#), I suggested making further changes to the CCCZ in order to reduce the incentive for people to drive. These included reviewing the timings of the CCCZ so that it operates in the evenings (both weekdays and weekends) again, levying a higher charge for the heaviest private motor vehicles, and extending proportionate charging to motorcycles.

Proposal B: New Cleaner Vehicle Discount for electric vehicles

Removing the congestion charge discount for electric vehicles (EVs) has been planned and communicated [since 2018](#).

While I appreciate the Mayor and TfL have recognised that EVs are less polluting than internal combustion engine (ICE) cars by introducing a graduated congestion charge discount scheme for EVs, I believe there are better ways to support small and medium enterprises (SMEs) to transition to cleaner vehicles.

I would like to see the Mayor bring in scrappage schemes for older vans or interest-free loans for purchase, similar to the proposal put forward by TfL in 2017: <https://content.tfl.gov.uk/proposal-national-vehicle-scrappage-fund.pdf>

There is also potential to create a scheme to support small businesses to move to electric vans, via the GLA Green Finance Fund. The GLA already has a formal policy for using green finance for transport purposes in the TfL Green Bond Framework: <https://content.tfl.gov.uk/tfl-green-bond-framework-2020.pdf>, so this should be possible to introduce.

The Mayor and TfL need to do more to encourage businesses, for whom it is suitable, to use cargo bikes instead of vehicles. [Cargo Revolution](#), supported by Clean Cities, helps small businesses to move to cargo bikes and campaigns to get boroughs to support them.

Proposal C: Change to Residents' Discount for new applicants

TfL is proposing that new applications for the 90 per cent Residents' Discount would only apply to EVs, while residents who are already registered retain the 90 per cent discount, including for any new or replacement vehicles, as long as they meet the discount's other eligibility criteria and renew their registration each year.

The purpose of the congestion charge is to reduce traffic, to help buses move freely, clean up the air and make central London's streets safer. EVs still contribute to congestion, road danger, air pollution and the climate crisis. If every Londoner tries to drive an EV our roads will still be full of traffic, so the retention of the full discount for new residents with EVs is surprising given the targets in the Mayor's Transport Strategy. At the least, TfL should consider a factor for weight and size of vehicle to avoid incentivising the use of larger cars and SUVs.

Continuing to provide discounts to individuals to support them to use private vehicles simply maintains motonormativity in the central area of a city that is well provided with public transport. The best solution to any concerns about unfairness in changes like this is to move to smart, fair road user charging, and TfL should be starting that conversation with Londoners right now.

In the absence of road user charging, rather than prioritising subsidies for EVs, TfL could provide financial and other incentives for walking, wheeling and cycling. For example, by increasing investment in public transport and road schemes that reduce road danger. Another idea is Richmond Council's [Good Moves scheme](#), supporting positive alternatives to driving which was introduced when the ULEZ was expanded. This provides: "discounted bikes and cargo bikes, free car club memberships, free bike hangar membership and free Lime bikes and e-scooter vouchers."

There was a case for a 90 per cent residents discount when the congestion charge originally came in, as a transitional measure to help give residents time to change their principal mode of travel. There should now be a transition away from resident discounts. This will give a clear signal to Londoners living inside and near the congestion charge zone to avoid private car ownership where they can – renting or hiring a car when they need one, but also using the wide variety of public transport available in London.