



HOUSE OF COMMONS

LONDON SW1A 0AA

Mayor of London
City Hall
Kamal Chunchie Way
London
E16 1ZE

27 July 2022

Dear Mayor Khan,

Thank you for the opportunity to comment on the proposals to extend the Ultra-Low Emission Zone (ULEZ) London-wide from 29 August 2023. In preparing these remarks, I have sought submissions from my constituents in Hornchurch and Upminster and I have been inundated by concerns from Havering residents about the plan to charge drivers within Greater London £12.50 a day. You will find copies of my constituents' comments pasted below my own. I have also sent this letter by email.

Put simply, this is an additional tax on Londoners, and I share residents' scepticism that its true purpose is to tackle air pollution rather than plug the hole in Transport for London's (TfL) finances.

While my constituents and I would welcome policies genuinely seeking to tackle air pollution without causing financial hardship, this scheme is simply applying an inner-London solution to outer-London boroughs without appreciating the differences in infrastructure and the greater reliance on cars. Your London Plan states that 'Differences in car use and ownership between inner and outer London are recognised, with trip distances and trip patterns sometimes making walking and cycling difficult in outer London' and data compiled by the DVLA and published on the London Datastore shows that in 2021 there were 809,130 vehicles in inner London and 2,192,855 in outer London. However, this proposal disregards the recognition that your administration has previously shown of the clear differences between inner and outer-London and the increased reliance upon car ownership in outer-London areas with significantly reduced Public Transport Accessibility Levels.

There will of course be local contexts that further compound the impact that these proposals would have upon communities. In Havering, connectivity between the north and south of the borough is particularly poor and this is acknowledged in the Havering Local Plan, adopted just last year, which states that 'journeys between the north and south of Havering are much less convenient because the transport infrastructure does not facilitate them'. I am greatly concerned that this division will be exacerbated further if these proposals were to be implemented, especially without additional investment in public transport in outer London.



Residents are greatly concerned that vulnerable and disabled people will be forced into using inadequate public transport at a time when the capital is seeing a reduction of bus routes and has been crippled by tube staff walkouts and train strikes. I am also concerned that many disabled people who rely on their vehicles for day-to-day essentials will be forced into using public transport which is not ubiquitously accessible, including Platform 6 at Upminster Station and the platforms at Hornchurch Station. This expansion would also add substantial cost to work travel which would create unnecessary pressure on family wallets at this economically difficult time.

I am very concerned about the impact of the ULEZ expansion on small businesses, business owners, and self-employed residents and their ability to trade. I am aware that many small traders in the constituency rely on customers who live outside of the M25 and many residents who have family members outside of the would have to rethink their typical workdays and weekends. Many families are spread across London and Essex, and I know Havering is extremely popular as a destination for young people in Essex to play sports, use local gyms, and shop in Havering's high streets. The ULEZ expansion would make this more expensive and unnecessarily difficult, and I worry about the reduced footfall in our town centres when we know that vibrant and busy town centres are essential to the social fabric of our communities.

The expansion could also challenge the ability of family members to see and visit loved ones who live on the other side of the M25 and deter people from visiting the local countryside without incurring a significant daily charge. Several elderly residents advised that they would not be in a position to purchase a ULEZ-compliant vehicle and were concerned about the impact of a daily charge on being visited by their family and friends and the impact of this on their wellbeing.

It is these journeys, referenced in the paragraphs above and outlined within the comments from my constituents, which will be most affected by the introduction of these proposals and the suggestion within your consultation materials that the introduction of the Elizabeth Line and the expansion of the London Overground (which remains a significant distance from my constituency) will mitigate the effects of the ULEZ expansion is ludicrous. These investments, while welcomed, fundamentally improve my constituents' ability to travel into central London, a route in which they were already well served, while the ULEZ expansion would make journeys within the community of Havering and its surrounding area significantly more challenging by public transport or simply unaffordable by car.

I share the broad array of concerns raised by my residents and trust that my comments, alongside the submissions of residents pasted below, will be considered. It is vital that the voice of outer-London boroughs is heard in this consultation. I welcome the focus on reducing air pollution but these proposals, including the £12.50 tax, will have a significant impact on our communities, particularly vulnerable and elderly people who rely on their vehicles for essential shopping and for seeing family and friends. Livelihoods could be adversely affected, especially if businesses are hit hard. I hope that you will rethink these incredibly damaging proposals and look to other measures to tackle air pollution which do not rely on taxing workers to repair TfL's financial black hole.

With best wishes,

Julia Lopez MP