

MAYOR OF LONDON

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Dear Julia

Thank you for writing to the Mayor regarding the expansion of the Ultra Low Emission Zone (ULEZ) London-wide, and for sharing the comments from your constituents.

As you know, on 25 November the Mayor announced that he has decided to expand the ULEZ London-wide in August 2023 to tackle the triple threats of air pollution, the climate emergency and congestion, and ensure five million more Londoners can breathe cleaner air.

The Mayor has been clear that this was not an easy decision but a necessary one, as air pollution can lead to stunted lungs in children and a higher risk of dementia in older people. Additionally, more than 500,000 Londoners live with asthma and are more vulnerable to the health impacts of air pollution, with more than half of these people living in outer London boroughs.

The existing ULEZ has had a transformational impact, helping to reduce harmful roadside nitrogen dioxide by 44 per cent in central London and 20 per cent in inner London. However, despite this world-leading progress, many areas of London still exceed legal and safe levels of air pollution.

The Mayor is doing all he can to support Londoners through the cost-of-living crisis, which is why the expansion will be accompanied by a brand new £110m scrappage scheme for Londoners on lower incomes, disabled Londoners, charities, micro-businesses and sole traders. Eligible residents can apply to the scrappage scheme from 30 January 2023, and more information on who is eligible can be found here: <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/scrappage-schemes>. The payment of £2000 for scrapping a car, and £1,000 for scrapping a motorcycle, was decided on the basis that there are a number of vehicles in the second hand market which are ULEZ compliant and can be purchased for this amount. More details on the types of vehicles which are compliant can be found here: <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/ways-to-meet-the->

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[standard#:~:text=The%20ULEZ%20standards%20are%3A,minibuses%20and%20other%20specia list%20vehicles](#)

The Mayor has also announced new measures to support disabled people, including extending the existing exemption periods for London's disabled drivers and community transport minibuses run by not-for-profit organisations to October 2027 and October 2025 respectively, and introducing new exemption periods for people on a wider range of disability benefits and wheelchair accessible vehicles.

Only people with vehicles that do not meet the ULEZ standards will need to pay the daily charge to drive in the zone. Already, around 85 per cent of vehicles seen driving in outer London meet the standards, meaning their drivers will not have to pay. Your constituents can check whether their vehicle meets the ULEZ standards here: <https://tfl.gov.uk/modes/driving/check-your-vehicle/>

We recognise that further measures, including improving public transport, will support Londoners in switching away from private cars onto more sustainable modes of transport. I am pleased that you are supportive of the investment in the bus network, including improvements on the Harold Hill – Upminster route. I hope that your constituents are able to make use of these improvements, as well as other public transport improvements such as the newly opened Elizabeth Line. In addition, TfL continue to invest in wider transport improvements, including the roll out of zero emission buses as you have mentioned in your letter. To date, 9 per cent of the TfL bus network is zero emission vehicles, and all new buses on London roads are now required to be zero emission. By 2034, the Mayor is committed to delivering a 100 per cent zero emission bus fleet in London. With Government funding, this date could be brought forward to 2030. I would also like to note that it is a statutory requirement that any net revenue generated by TfL's road charging schemes, including the expansion of the ULEZ, is reinvested into TfL's public transport services.

Regarding the outcome of the public consultation, following consideration of the Integrated Impact Assessment and the feedback from stakeholders and the public during the consultation period, the Mayor decided to go ahead with the scheme proposals but with some modifications. This includes the £110m scrappage scheme to provide financial support for specific groups to switch away from the most polluting vehicles, as highlighted above, extensions to existing grace periods, and new grace periods for disabled people and wheelchair accessible vehicles. The Mayor made the difficult, but necessary decision, to expand the ULEZ across all London boroughs, to strike the best balance between maximising the health and environmental benefits for Londoners while minimising the cost to drivers especially as the cost of living increases.

Regarding supporting those living outside of London, as you have acknowledged, unfortunately only London residents and businesses will be eligible to apply to the ULEZ scrappage scheme. We are using limited funding to provide a scheme that should be funded at a national level. The Government has provided scrappage funding to other cities, including Birmingham, Bristol and Portsmouth, but has not extended the same support for London. This is why the Mayor continues to work with other Mayors and local authorities across the country to make to case

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to Government for a targeted national scheme, especially as other cities across the UK implement and bring forward proposals for their own Clean Air Zones.

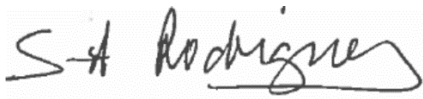
In terms of the increase of the Penalty Charge from £160 to £180, this decision has been taken as an incentive for more people to comply with the scheme, rather than pay the daily charge and receive a penalty charge. This is designed to increase the deterrent effect of receiving a Penalty Charge Notice (PCN) and ensure the continued effectiveness of the scheme.

To help drivers of non-compliant cars avoid receiving a PCN, the Mayor has decided to remove the annual £10 per vehicle Auto Pay registration fee. Drivers signed up to Auto Pay are automatically billed for the number of charging days their vehicle travels within the zone. From 30 January 2023 there will no longer be a registration fee to sign up to this service.

Finally, I am pleased to see a number of responses from your constituents who have expressed their support for the ULEZ, highlighting the impact this could have in your constituency in reducing pollution, supporting those with children living with disabilities, reducing congestion and helping the environment.

I hope that this answers your queries, and thank you again for writing to the Mayor.

Yours sincerely,



Shirley Rodrigues

Deputy Mayor for Environment and Energy