



London Cycling Campaign response to TfL consultation on proposed expansion of the Ultra Low Emissions Zone and a future Smart & Fair Road User Charging scheme.

<https://haveyoursay.tfl.gov.uk/cleanair>

27 July 2022

About LCC

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters, of whom more than 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

Response

LCC strongly supports the extension of the ULEZ to the whole of Greater London from 29 August 2023 to reduce air pollution and carbon emissions, as well as to improve the health and wellbeing of all Londoners by encouraging people to walk and cycle instead of drive, where possible. We agree with the Mayor's commitment to improve air quality and public health, tackle the climate emergency and reduce traffic congestion across Greater London.

We also support a future smart and fair road user charging scheme to reduce congestion, improve air quality and make public transportation, walking, cycling and wheeling easy and safe choices for all Londoners for reasons we state in greater detail in our [Climate Safe Streets report](#) and [subsequent update](#). Such a scheme needs to take into account location, time of day, vehicle emissions and vehicle type with the aim of reducing car use, with a particular focus on those motor vehicle journeys that could most easily be switched to other modes (such as short ones), and also car dependency. It

should be accompanied by measures to support people on low incomes, but with a high level of car dependency, to access public transport and cycling more affordably.

Any income derived from charging should be retained to improve and develop walking, cycling and public transport, to provide convenient and affordable alternatives to driving. For the same reason we strongly encourage the Mayor and TfL to make it easier for Londoners to access shared electric vehicles, e-cycles and e-scooters. Additionally, the charging levels should be regularly evaluated and revised, and be explicitly linked to achieving the Mayor's target of a 27% reduction of vehicle kilometres by 2030, as a critical component of achieving London's overall goal of reaching net zero by the same date.

We agree that the necessary changes should be made to the Mayor's Transport Strategy to implement the ULEZ expansion and a future smart and fair road user charging scheme.