

Improving air quality and Londoner's health, tackling climate change and reducing congestion

Have Your Say Transport for London

Please share your views by taking part in our survey. It should take you no more than 10 minutes to complete.

Once you have completed your response, please return it to us at:

FREEPOST TFL HAVE YOUR SAY (no stamp needed)

Or by email to:

cleanairyourview@tfl.gov.uk

Please note that responses to the survey will be made publicly available after the consultation has closed in the form of a report on the results. Your personal information will be properly safeguarded and processed in accordance with the requirements of privacy and data protection legislation. For further information, please visit our privacy policy at <https://haveyoursay.tfl.gov.uk/privacy>

Background

We are consulting on proposals to extend the Ultra Low Emission Zone (ULEZ) London-wide from 29 August 2023. The current zone is within the North and South Circular Roads.

The ULEZ sets minimum emissions standards for "light" vehicles, such as cars, motorcycles and vans: drivers of vehicles that don't comply must pay a £12.50 daily charge to drive within the Zone unless an exemption or discount applies. Most drivers in Greater London already have compliant vehicles with more than four in five vehicles in outer London already meeting ULEZ standards.

These proposals are part of the commitment by the Mayor of London and TfL to help improve air quality and public health, tackle the climate emergency and reduce traffic congestion.

Please answer two background questions first.

How concerned are you about air quality where you live?

(Choose any one option)

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

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Does your vehicle(s) meet the emission standards required to drive in London without paying the ULEZ charge?

(Choose any one option)

- Yes – my vehicle meets the standards
- Yes – I have more than one vehicle, all of which meet the standards
- No – my vehicle doesn't meet the standards
- No – I have more than one vehicle, one or more of which do not meet the standards
- I don't know
- I don't own a vehicle

Proposed expansion of the Ultra Low Emission Zone (ULEZ) London-wide in 2023 including changes to Auto Pay and Penalty Charge levels

The following questions are about our proposals for the expansion of the ULEZ London-wide. These include questions on discounts, exemptions, reimbursements, and a vehicle scrappage scheme. There are also questions on changes to Auto Pay and Penalty Charge Notice levels for non-payment of the ULEZ and Congestion Charges. For full details please see the consultation materials.

Some drivers and vehicles qualify for a discount, exemption or reimbursement under the current inner London ULEZ and it is proposed that these arrangements would continue to apply in the expanded zone.

Full information is available on our website at tfl.gov.uk/modes/driving/ultra-low-emission-zone/discounts-and-exemptions

In addition, some vehicles qualified for a temporary 100% ULEZ discount and it is proposed that these arrangements are extended to the dates indicated below to allow further time to adjust to the proposed expansion:

- Disabled and disabled passenger tax class vehicles (until 24 October 2027)
- Wheelchair accessible private hire vehicles (until 24 October 2027)
- Minibuses used for community transport (until 26 October 2025)

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

(Choose any one option)

- Yes
- No
- Don't know

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Answer this question only if you have chosen Yes for Are you registered for a discount or entitled to an exemption for the current ULEZ?

If yes, please indicate the relevant discount or exemption.

(please tick all that apply)

- Vehicles for disabled people (with 'disabled' or 'disabled passenger vehicle' tax class)
- Minibuses used for community transport registered for discount
- Wheelchair-accessible private hire vehicles
- Other exempt vehicles, such as specialist agricultural vehicles, military vehicles, non-road going vehicles and mobile cranes
- Taxis
- Historic vehicles
- Showman's vehicles registered for discount
- Other (please use the comments box at the end of this section of the questionnaire to let us know)

Some drivers and vehicles can claim a reimbursement of the ULEZ daily charge under an NHS patient reimbursement scheme. Full information is available at: <http://tfl.gov.uk/modes/driving/reimbursements-of-the-congestion-charge-and-ulez-charge>

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

(Choose any one option)

- Yes
- No
- Don't know

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

(Choose any one option)

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

Note: Please use the comments box at the end of this section of the questionnaire to let us know of any views you have on this issue.

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

(Choose any one option)

- Yes
- No
- Don't know

Note: Please use the comments box at the end of this section of the questionnaire to let us know any views you have on this issue.

We are proposing to expand the ULEZ London-wide on 29 August 2023. What do you think of the implementation date?

(Choose any one option)

- It should be earlier
- It is the right date
- It should be later
- It should not be implemented at all
- I don't know

Note: Please use the comments box at the end of this section of the questionnaire to let us know of any views you have on this issue.

For the London-wide ULEZ proposal the Mayor is considering a large-scale and targeted vehicle scrappage scheme to support Londoners, including, for example, those on low incomes, disabled people, charities and businesses.

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

(Choose any one option)

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

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To ensure that Penalty Charge Notices (PCNs) remain an effective deterrent, we are proposing to increase the PCN for the ULEZ from £160 to £180 for people with a non-compliant vehicle who do not pay the daily charge from 30 January 2023. We are also proposing to increase the PCN for the Congestion Charge, by the same amount, at the same time. If paid within 14 days, the amount would reduce by half.

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

(Choose any one option)

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

Note: Please use the comments box at the end of this section of the questionnaire to let us know of any views you have on this issue.

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)?

The proposed removal of this fee would take place from 30 January 2023.

(Choose any one option)

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

Note: Please use the comments box at the end of this section of the questionnaire to let us know of any views you have on this issue.

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There are strict rules in place controlling the use of personal information. We have completed a Data Protection Impact Assessment available on our website. This sets limits on how this information can be used.

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?

(Choose any one option)

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

Note: Please use the comments box at the end of this section of the questionnaire to let us know of any views you have on this or anything else related to the use of personal information in an expanded ULEZ scheme.

If you own a vehicle(s) that is not currently compliant with emissions standards and if we proceed with our proposals to expand the ULEZ to outer London, what do you intend to do?

Please tick all that apply (if your vehicle is compliant or you do not own a vehicle skip this question).

- Walk or cycle more
- Use public transport more
- Use taxis or private hire vehicles more
- Use a car club
- Trade the vehicle in for a compliant one
- Get rid of the vehicle
- Pay the charge when I use the vehicle
- Not make journeys I would have done
- I would do something else not listed
- Don't know

Note: Please use the comments box at the end of this section of the questionnaire to let us know of any views you have on this issue.

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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.

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Revision of the Mayor's Transport Strategy (MTS)

The Mayor's Transport Strategy (MTS) is a document that sets out the Mayor's vision for transport in London.

In the current MTS, Proposal 24 sets out that the ULEZ will be expanded to inner London in 2021, which happened in October 2021.

We now need a supplementary proposal and text to explain the importance of road user charging schemes, including the proposed London-wide ULEZ, to address the triple challenges of toxic air pollution, the climate emergency and traffic congestion as well as other MTS objectives.

These changes are described in a supporting document for the proposed amendments to the Mayor's Transport Strategy, and the draft amendment.

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

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Shaping the future of road user charging in London

Scene setting

Please let us know how important you think it is for us to take steps to address the triple challenges affecting London of improving air quality, tackling the climate emergency and reducing traffic congestion.

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

(Choose any one option)

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

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

(Choose any one option)

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

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

(Choose any one option)

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

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

(Choose any one option)

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

Future Road Charging

Each element of the triple challenges is complex and cannot be comprehensively addressed by any one measure. Reducing traffic is key; road user charging schemes have proven to be successful in achieving this and will need to be part of the solution.

New technology could be used to integrate existing schemes such as the Congestion Charge, LEZ and ULEZ into a smarter, simpler and fair scheme that would charge motorists on a per mile basis. Different charging rates would apply depending on variables such as how polluting a vehicle is, the level of congestion in the area and access to public transport.

For any new road user charging scheme to be effective, we would also need to continue to make improvements to walking, cycling and public transport. If we do all of these things together, we could reduce traffic, making room for essential car journeys, improving journey times for buses, emergency services and freight and servicing trips as well as cutting the number of hours spent stuck in traffic and its associated costs.

We are now starting to explore the potential for future road user charging. Any potential scheme would be subject to further public and stakeholder consultation on detailed proposals at a later date.

More information is available in the document "Our Proposals to help improve air quality, tackle the climate emergency, and reduce congestion by expanding the ULEZ Londonwide and other measures".

Please answer three questions to help shape the future of road user charging in London.

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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?

Questions	Very important	Important	No opinion	Unimportant	Very unimportant	Don't know
Tackle air pollution						
Tackle the climate emergency by reducing emissions						
Tackle traffic congestion						
Improve health and well-being						
Provide more space for walking and cycling						
Improve bus journey times and reliability						
Improve journey times and reliability for freight and servicing trips						
Make roads safer for everyone						

Note: Please use the comments box at the end of this section of the questionnaire to let us know of any views you have on this issue.

If we develop a future road user charging scheme to replace existing schemes, what elements should be considered? (please select all that apply)

(Choose all that apply)

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

Note: Please use the comments box at the end of this section of the questionnaire to let us know of any views or suggestions you have to help shape the future of Road User charging.

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

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About you

Are you a resident:

(Choose any one option)

- In the current inner London ULEZ (the area within the North and South Circular)
- In outer London
- Neither of the above
- Don't know

Please confirm your postcode

Are you?

(please tick all that apply)

- An owner of a business in the current inner London ULEZ (the area within the North and South Circular)
- A business owner in outer London
- Employed in the current inner London ULEZ
- Employed in outer London
- A visitor to Greater London
- A London licensed taxi (black cab) driver
- A London licensed private hire vehicle driver
- None of the above but interested in the proposals

How often do you drive in Greater London?

(Choose any one option)

- Never
- Less than once a month
- 1-3 times a month
- 1-2 days a week
- 3-4 days a week
- 5-6 days a week
- Every day

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If you are responding as an official representative of an organisation then please provide your organisational name below.

How did you hear about this consultation? (please select the main way by which you heard)

(Choose any one option)

- Received an email from TfL
- Read about it in the press
- Saw it on social media
- Saw it on the TfL website
- Saw it on another website
- Heard an advert on the radio
- Other (please specify)

What do you think about the quality of this consultation (for example, the information we have provided, any printed material you have received, any maps or plans, the website and questionnaire etc.)?

	Very good	Good	Adequate	Poor	Very poor	Not applicable
Website structure & ease of finding what you needed						
Written information						
Maps, images & related diagrams						
Online survey format						
Website accessibility						
Promotional material						