

## **Response to Mayor of London's ULEZ Consultation**

**28 February 2018**

### **Part 1: Proposals for a stronger Low Emission Zone (LEZ)**

1. Do you support tougher vehicle emissions standards in the London-wide Low Emission Zone so that heavy vehicles must meet the Euro VI emissions standards London-wide?

#### **Strongly support**

2. Do you support the proposed implementation date of 26 October 2020 for the introduction of tougher Euro VI standards for heavy vehicles driving in the London-wide Low Emission Zone?

#### **Oppose (should be sooner)**

3. Do you support the proposed daily charges to be paid by owners of heavy vehicles that do not meet the required emissions standards at: £300 for those that do not meet Euro IV PM standards and; • £100 for those that do not meet Euro VI NOx and PM standards?

#### **Oppose (charges too low)**

### **Part 2: Proposals for an expanded Ultra Low Emission Zone (ULEZ)**

4. Do you support the principle of expanding the area where ULEZ emissions standards apply to light vehicles beyond central London?

#### **Strongly support**

5. We are proposing that the ULEZ emissions standards would apply to the inner London area, roughly up to but not including the North and South Circulars roads. Do you support this proposed boundary?

#### **Support an expansion but area should be larger**

6. Do you support the proposed implementation date of 25 October 2021 for the expansion of ULEZ to include light vehicles in inner London?

#### **Oppose (should be sooner)**

7. Do you support the proposed ULEZ daily charge to be paid by non-compliant owners of light vehicles of £12.50?

**Oppose (the charges should be higher)**

### **Part 3: Proposals for residents**

8. Do you support bringing forward the end of the sunset period for residents in the Central London Congestion Charging zone from 7 April 2022 to 24 October 2021 so that all residents of inner London, including the Congestion Charging zone, pay the daily charge for non compliant vehicles from 25 October 2021?

**Support**

### **Part 4: Proposals for penalty charges**

9. Do you support increasing the penalty charge (PCN) level for non-payment of the ULEZ daily charge by owners of non-compliant light vehicles from £130 to £160?

**Support**

### **Part 5: Other comments**

If you have any further comments about the proposals, please write these in the box below.

#### **Comments:**

The Coalition support the proposal to introduce tougher emissions standards for heavy vehicles in the Low Emission Zone, requiring HGVs to meet the Euro VI emissions standards London-wide.

However, we would like to see the standards introduced at the earliest opportunity (perhaps by the start of 2019) as London's air pollution needs addressing as soon as possible. Indeed, the introduction of the ULEZ extension should be brought forward to 1 January 2020.

We support the "polluter pays" principle and thus charges should be set at an appropriate level to incentivise compliance. For example, the Mayor should seek to increase the fees on existing road user charging schemes to help facilitate the switch to ultra low emission vehicles.

The Mayor could be even more ambitious in the deadlines set in the Transport Strategy. Whilst we applaud the aim to make London's transport system zero emissions by 2050 we believe that all the deadlines could be brought forward by at least a decade.

Additionally, the Mayor could mandate the removal of diesel vehicles from London in 2025 rather than 2030. The Coalition also believe that bans on diesel vehicles could be introduced at specific air quality hotspots even earlier, say by 2020.

We would like to see the ULEZ applied to the whole of Greater London. In particular, we believe that there should be a new charge zone around Heathrow airport – perhaps as part of the extension of the ULEZ to incorporate the boundaries of those boroughs closest to the airport.

The establishment of a zero emission zone around Heathrow airport by 2025 at the very latest would provide significant assistance to the delivery of the Mayor's wider ambitions for London.