

A wide-angle photograph of the London skyline, featuring prominent skyscrapers like the Gherkin and the Shard, set against a clear blue sky. The image is partially obscured by a blue semi-transparent banner at the bottom.

London Congestion Charge and ULEZ Schemes

Future Mobility IL Convention – 7 December 2020

John Mason, Director, Road Traffic and Road User Charging



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Introduction

CDER GROUP

£250m+

Debt Fairly
Collected

1,100+

Employees & Agents

5

Centres of
Excellence

- UK market leading technical debt collections & enforcement group (£80m+ pa. 2020)
- No.1 in Road User Charging: Highways England, Transport for London
- Large central government contracts: HMCTS, HMRC, DVLA, Environment Agency
- 5 centres of operational excellence: Stoke, Bolton, Darlington, Market Harborough & London
- 150+ Local Authority clients
- £1m+ invested in technology annually



About me

26 years experience in Road Traffic management and enforcement

1994 to 2001

City of Westminster Council responsible for implementation and management of traffic management contracts following transition from criminal / police responsibility to civil, Local Government responsibility

2001 - 2008

Joined Transport for London as Head of Enforcement for the London Congestion Charging Scheme. In 2007, appointed Deputy Director for combined Road User Charging and Traffic Management operation

2008 – 2012

Appointed as Director of Public Carriage Office with responsibility for the licensing of London's world-famous black taxis and private hire services including Uber. TfL's transport mode integration Director for London 2012 events at the Olympic park

2013 – present

Director Road User Charging and Road Traffic Services, CDER Group





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Background to the Central London Congestion Charge Zone

Background to Central London Congestion Charge

- ❑ Origins for charging motorists for road use in the UK originated as early as 1964
- ❑ In 1995 the London Congestion Research Programme concluded that the City's economy would benefit from a charging scheme
- ❑ The Greater London Authority Act 1999 provided the power for a future London Mayor to introduce a Road User Charging Scheme
- ❑ Through the Mayor's transport authority, Transport for London a formal consultation on a Charging Scheme Order was undertaken detailing the specifics of the charging scheme would operate
- ❑ The Scheme Order outlined the proposed zone boundary initial hours of operation, the charge that would be applied, discounts & exemptions (such as disabled motorists and emergency service vehicles) and how the scheme would be enforced
- ❑ The initial scheme went live at 7am on 17 February 2003







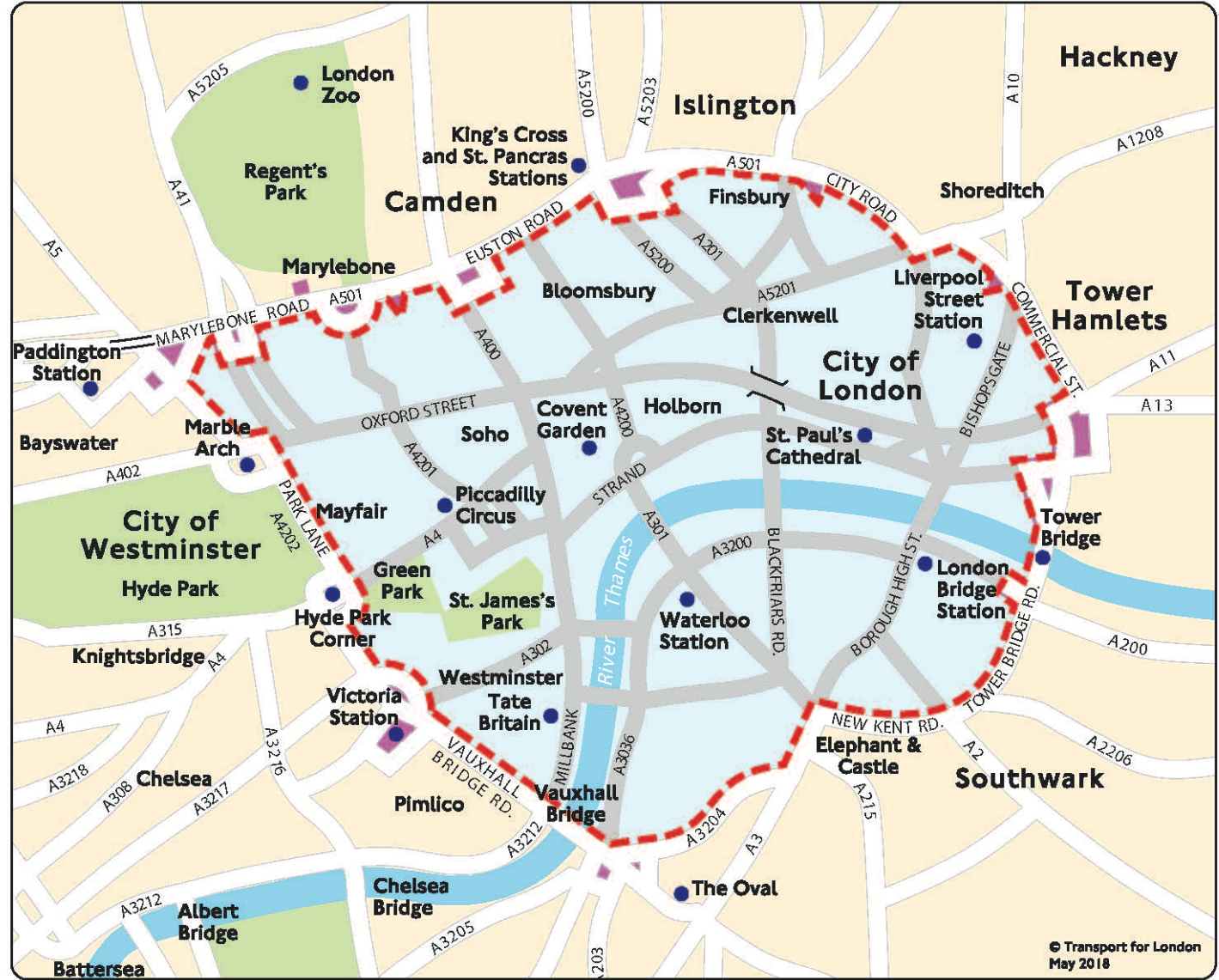


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Operation and Enforcement

Congestion Charge area/Ultra Low Emission Zone in central London

-  Congestion Charge zone
-  Charging zone boundary
-  Additional residents' 90% discount area for Congestion Charge
-  Main roads within the zone



© Transport for London
May 2018

Operation evolution

	Original Scheme 2003	2020
Zone	Central London	Central London
Hours of operation	7am to 6.30pm	7am to 10pm
Days of operation	Monday to Friday except Christmas day, three days between Christmas day and New Years day and New Years Day	7 days a week except Christmas Day
Standard Charge	£5	£15 if paid on day of travel or account
Payment methods	Telephone, Web, using cash in shops and petrol stations and via post	Telephone & text, Web, Auto Pay Account
Pay by	Midnight on day of travel	Midnight on third charging day after day of travel
Discounts and exemptions	Yes, emergency service vehicles exempt, 90% discount to residents	Yes, but rules have tightened especially in relation to vehicle emission standards

Enforcement

- No barriers or toll booths
- Scheme is enforced using ANPR camera systems at every entry point into the Zone and on key routes through the zone
- Cameras capture images of all vehicles entering the charging zone and the vehicles numberplates are interpreted using OCR software
- Roadside systems hold whitelist data of numberplates with valid payments, discounts and exemptions recorded against them and the images are discarded
- Only images of those vehicles with no payment, discount or exemption are transmitted to the “back office” for possible enforcement



Enforcement

- ❑ The legislation used follows a civil enforcement process similar to that used by Local Authorities to enforce parking and minor road traffic offences
- ❑ The penalty for non payment is £160 (reduced to £80 if paid within 14 days) increasing to £240 if not paid within 28 days
- ❑ Non payment does not result in criminal prosecution or adverse debt score but recovered through civil enforcement procedures
- ❑ Recipients of penalties have a legal right to contest the issue of the penalty through a formal representation and appeals process
- ❑ Initial representations are made to Transport for London and, if rejected, the motorist has the ability to appeal to an independent traffic adjudicator (<https://www.londontribunals.gov.uk/>)





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The Ultra Low Emission Zone

ULEZ 2019

- ❑ The Ultra Low Emission Zone (ULEZ) was introduced on 8 April 2019 covering same area and using same boundary as Congestion Charge Zone
- ❑ Operate 24/7 every days except Christmas Day and targets the most heavily polluting vehicles
- ❑ Minimum standard for cars, vans and minibuses is Euro 4 for petrol vehicles and Euro 6 for diesel
- ❑ Minimum standard for motorcycles is Euro 3 for Nox
- ❑ Minimum standard HGV is Euro 6
- ❑ The daily charge for drivers of non compliant motorcycles, cars, vans and minibuses is £12.50 and £100 for HGVs
- ❑ Penalties for non payment are same except for HGVs - £1000 reduced to £500 if paid in 14 days
- ❑ Payment systems and enforcement uses same infrastructure, back office systems and representation and appeals processes



 CLEANER AIR
FOR LONDON

8 April 2019

The Ultra Low Emission Zone is coming

24/7 in central London

Search 'ULEZ' to check your vehicle.

This is part of the commitment by the Mayor, Sadiq Khan, and TfL to help Londoners breathe cleaner air.

TO MAKE A DIFFERENCE

 WALK |  CYCLE |  RIDE

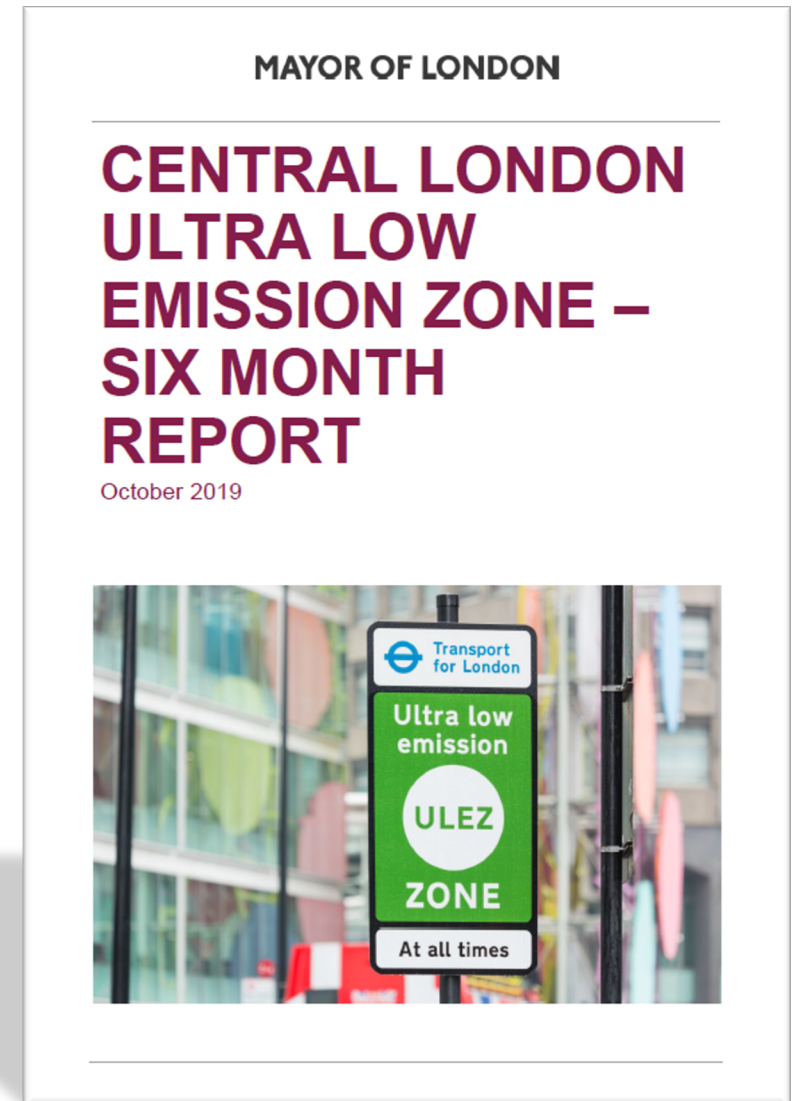
LET LONDON BREATHE

MAYOR OF LONDON

 TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

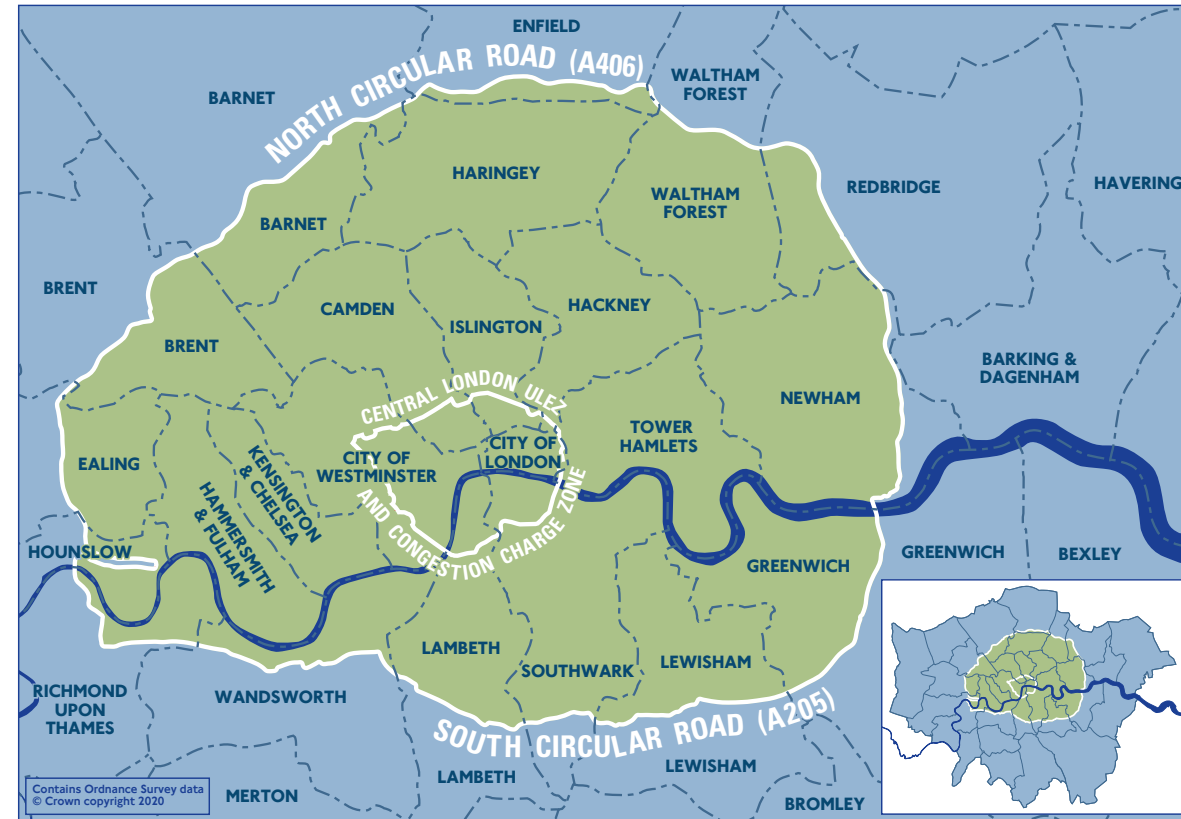
ULEZ 2019

- ❑ Compliance with scheme around 77% compared to 39% in Feb 2017 during same hours
- ❑ 32mg per cubic metre reduction in NO2 in the zone (32% reduction)
- ❑ Ahead of schedule to reduce NO2 by 45% in first 12 months of operation
- ❑ CO2 reduction of 4% (9,800 tonnes)
- ❑ Reduction in traffic flows in central London between 3 and 9%
- ❑ Large reduction in the number of older, more polluting vehicles in the zone (13,500 fewer on an average day)
- ❑ 34% decrease in the proportion of vehicles in the zone that were previously non compliant



Tougher Low Emission Standards for Low Emission Zone and expanded ULEZ 2021

- ❑ Despite the success of the environmental measure adopted to date air quality in London remains poor and often exceeds legal limits in many areas
- ❑ Polluting vehicles remain the single biggest cause of this poor air quality
- ❑ Tougher standards for Lorries, Buses and Coaches come into force for the Low Emission Zone on 1 March 2021
- ❑ From 25 October 2021 the ULEZ is being expanded to the inner ring road and will cover large areas of 20 London's 32 Boroughs
- ❑ Cameras and signs will be on every Boundary point and the charging and penalty regime will be the same for the existing ULEZ and CC schemes



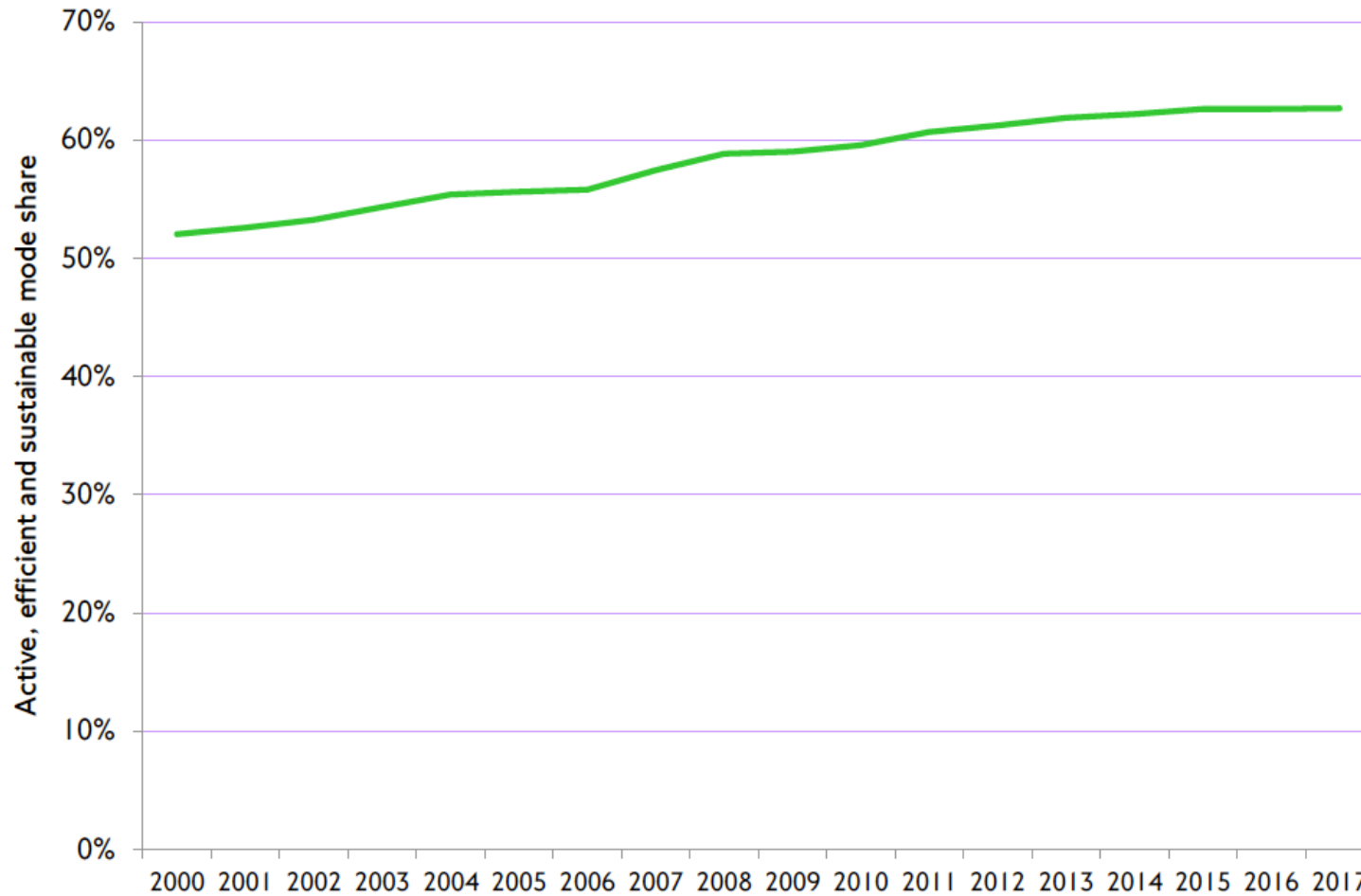


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Impacts, cost and revenue

Impacts

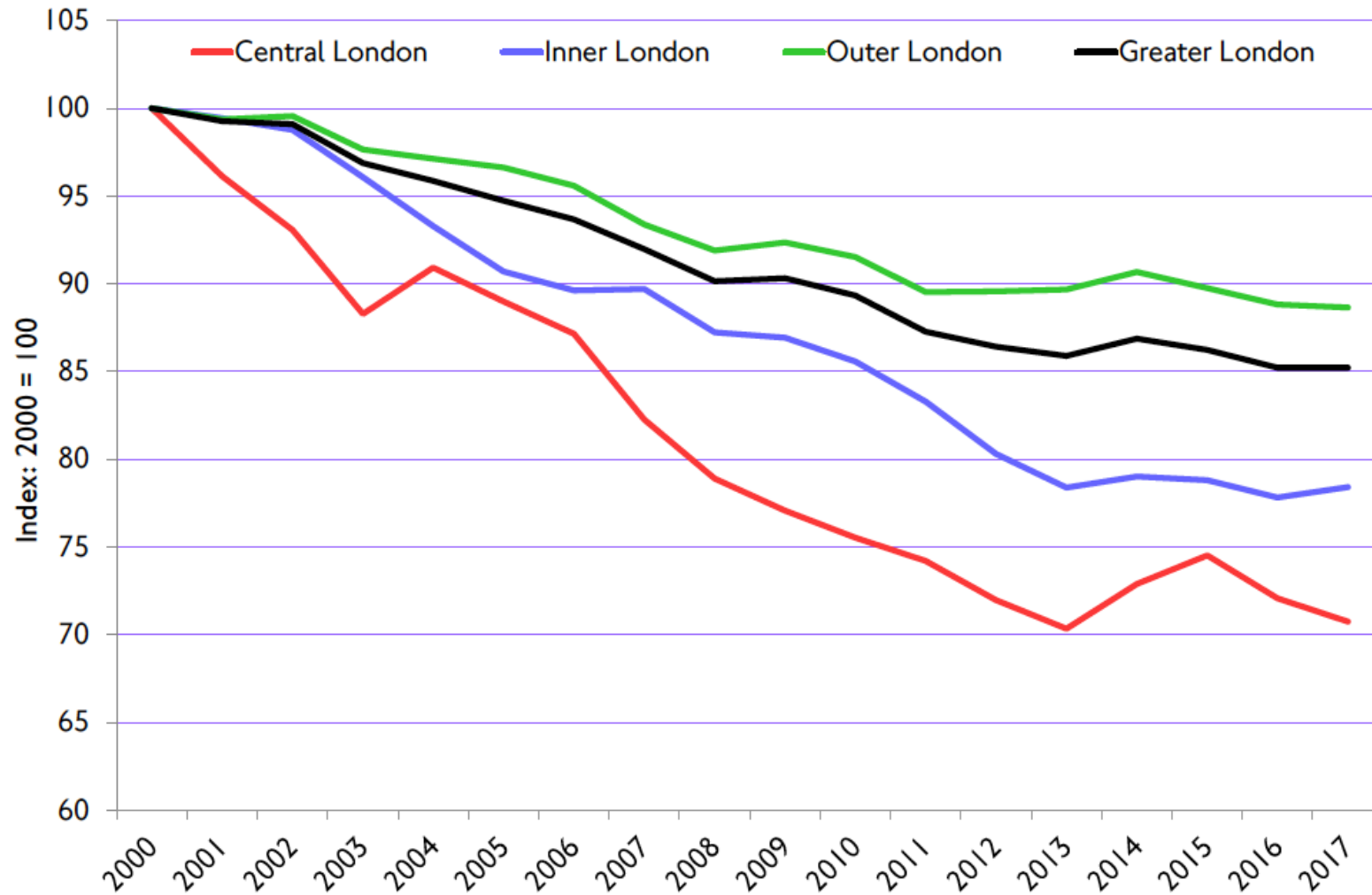
- ☐ Steady increase in use of sustainable modes of transport



Source: Strategic Analysis, TfL City Planning.

Impacts

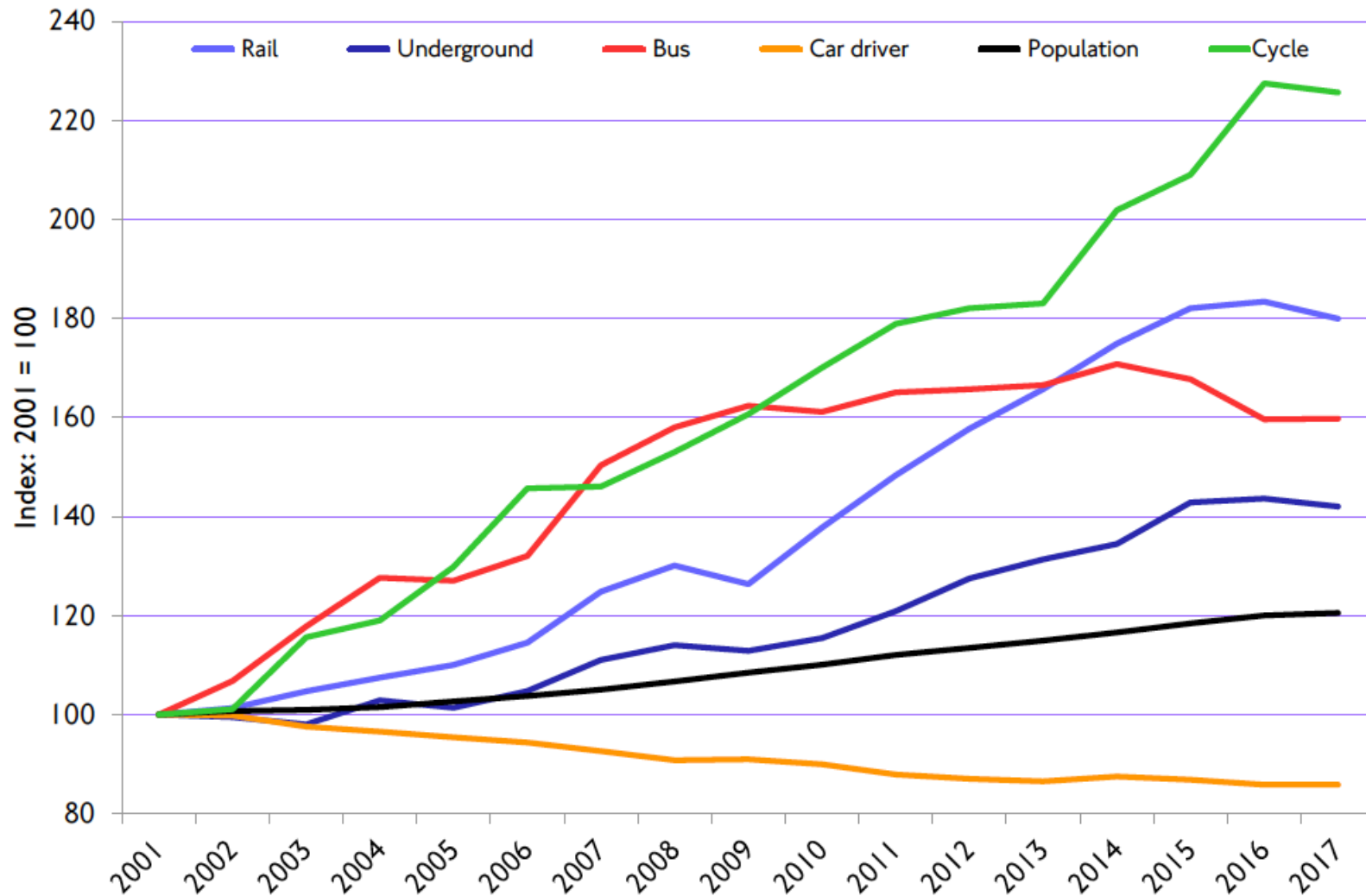
☐ Continuing decline in car traffic levels



Source: Department for Transport's National Road Traffic Census for London.

Impacts

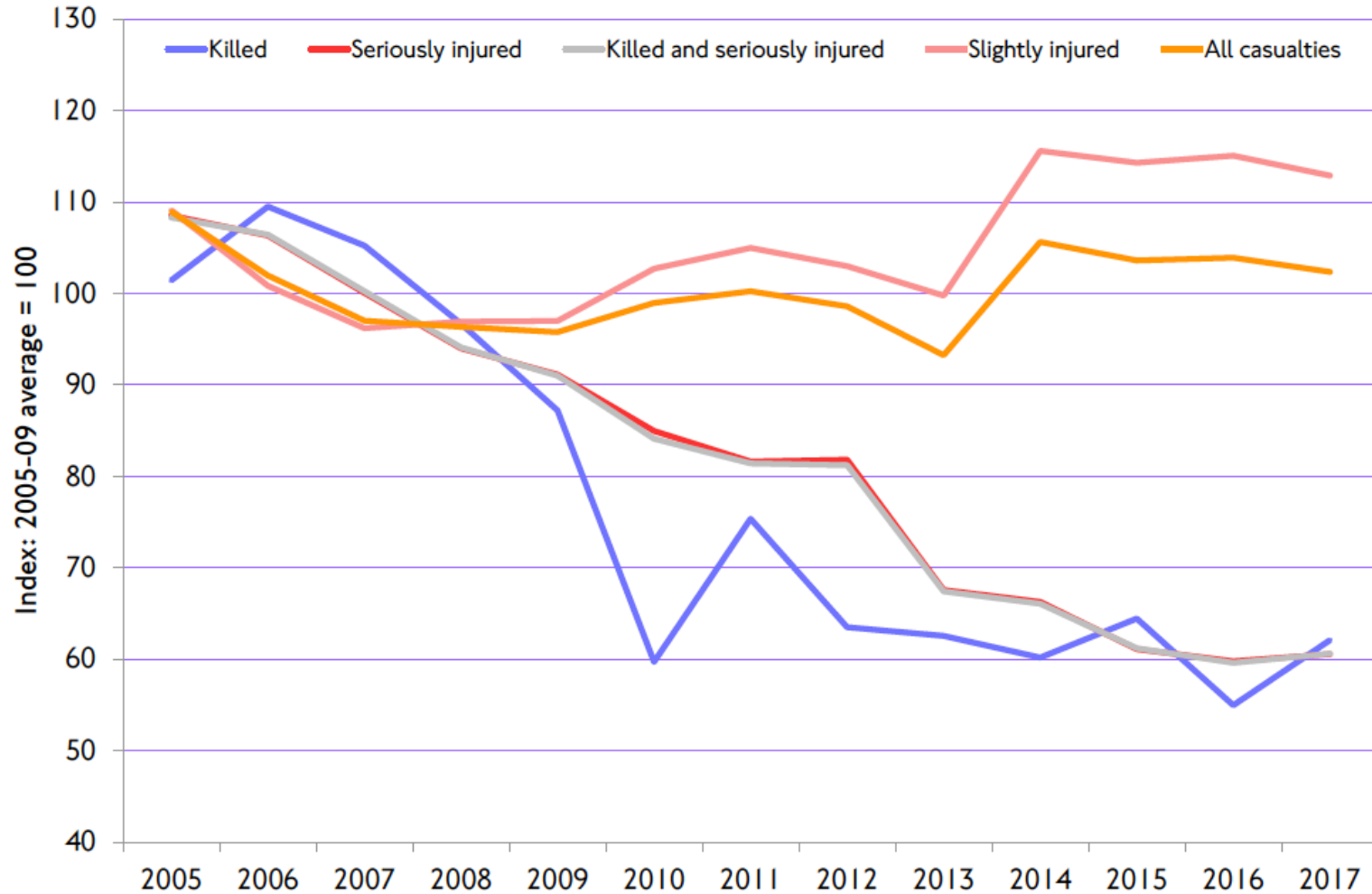
☐ Phenomenal growth in cycling



Source: Strategic Analysis, TFL City Planning.

Impacts

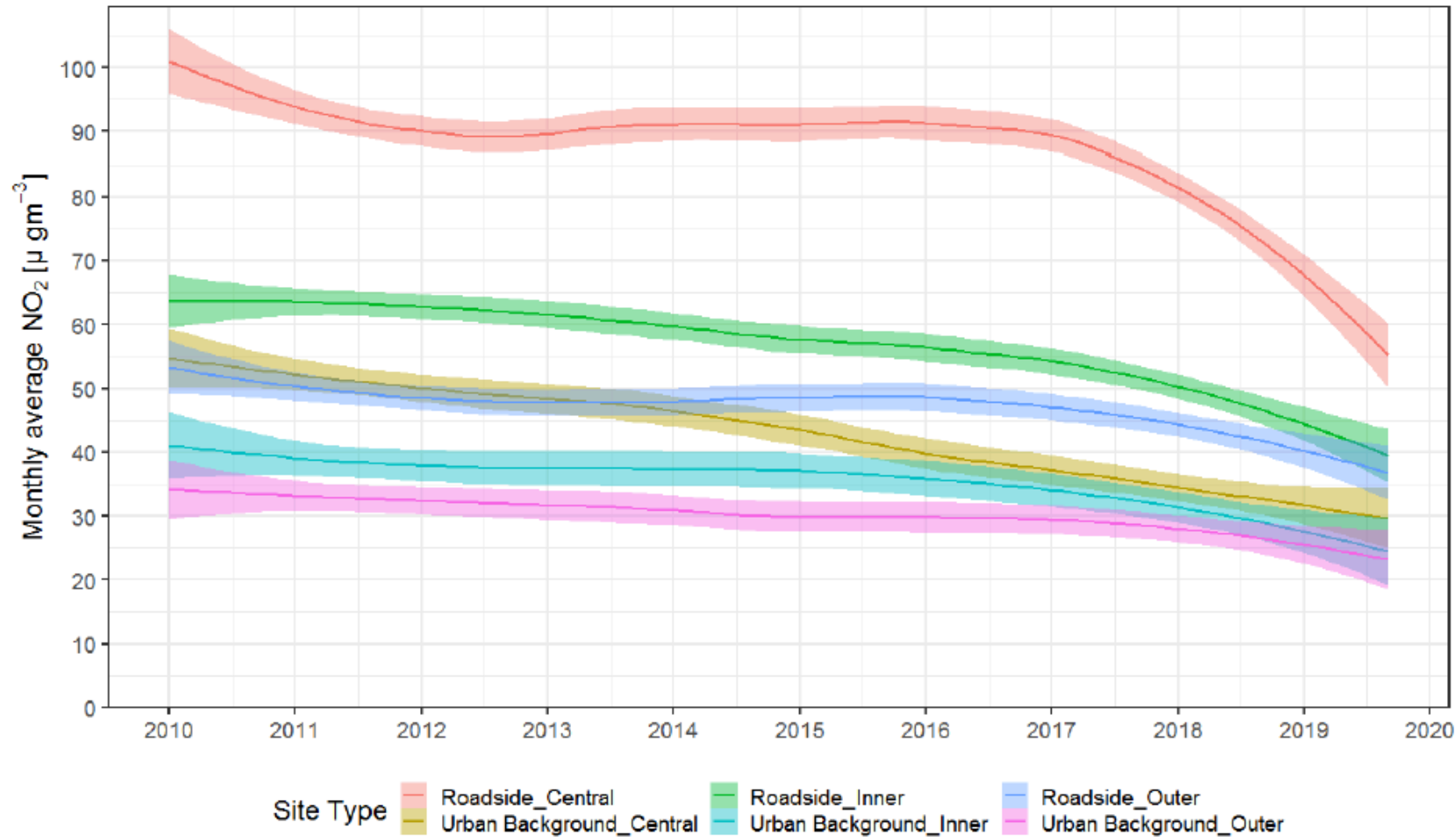
☐ Reduction in people killed or seriously injured on the network



Impacts

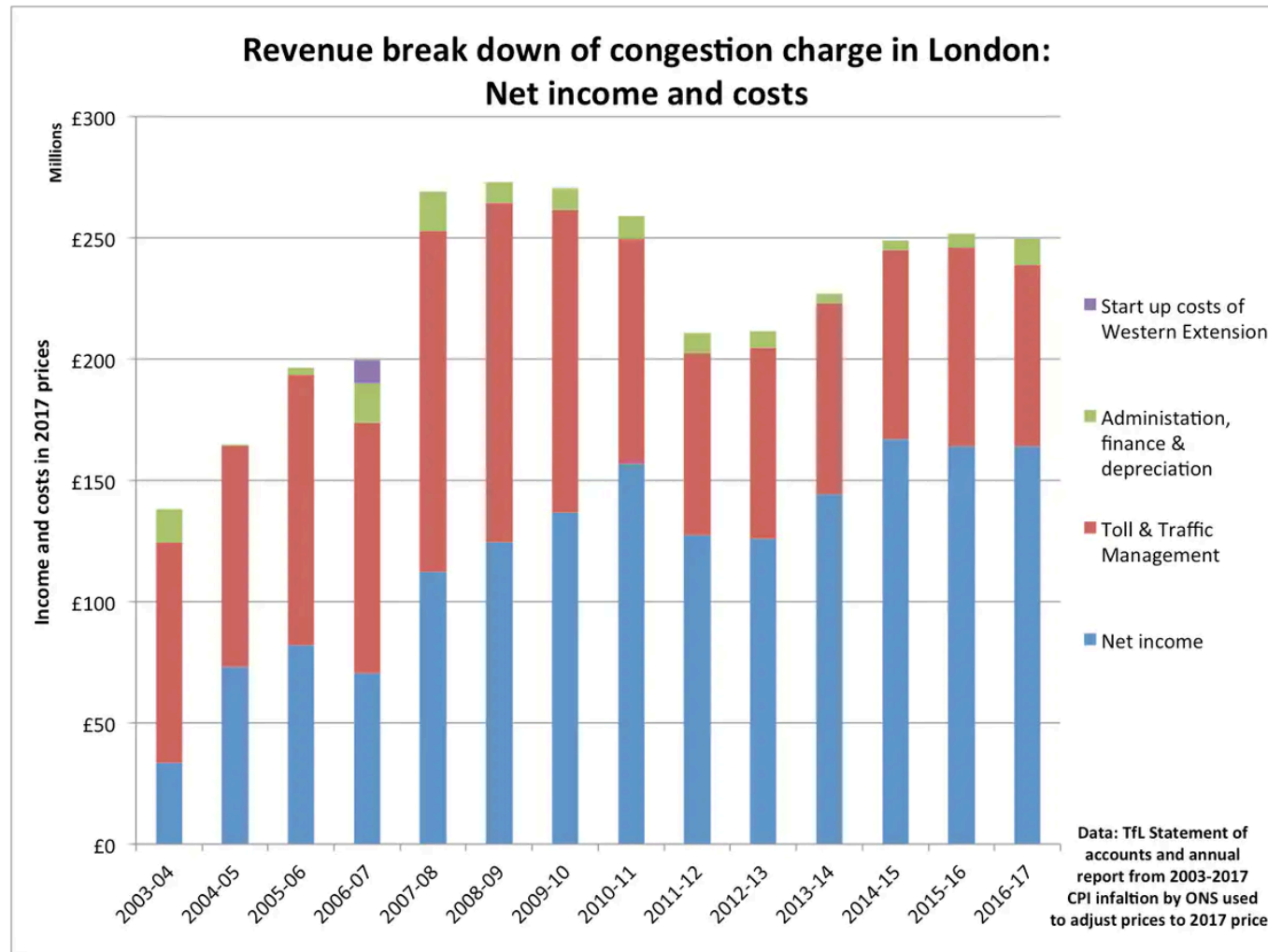
☐ ULEZ having the expected impact on reducing NO₂ in Central London

Trends in NO₂ in London



Impacts

☐ £150m per annum net revenue to be spent on public transport





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Key factors to success

Key factors to London's success

- ❑ Clearly defined legal framework and regulations for the introduction, operation and enforcement of proposed schemes
- ❑ Detailed business case, traffic modelling and data analysis to understand and communicate the benefits and potential risks
- ❑ Requirement to undertake detailed consultation and impact assessments, willingness to make changes to the scheme if appropriate
- ❑ Significant investment in complimentary measures in the lead up to “go live” ensuring alternative transport options available
- ❑ A single point of ownership and accountability in the then Mayor of London , Ken Livingstone
- ❑ Effective and extensive public information campaign
- ❑ Successful procurement, project management, implementation utilising “in house” as well as external expertise





Thank You!

CDER GROUP

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Useful resources:

Impacts of first six months of ULEZ

https://www.london.gov.uk/sites/default/files/ulez_six_month_evaluation_report_final_oct.pdf

Travel in London

<http://content.tfl.gov.uk/travel-in-london-report-11.pdf>

Introduction To Congestion Charging

<http://admin.indiaenvironmentportal.org.in/files/file/introduction-congestion-charging.pdf>



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