



Embargo: Strictly embargoed until 06:00am on Thursday, December 14

Mayor's 'heavy-handed' ULEZ expansion will cost drivers £142m a year in charges, report shows

- Impact assessment of Mayor's plans released by TfL
- Cost to affected businesses of upgrading vehicles to meet emissions standards could hit £676m
- Annual charges for all non-compliant vehicles would hit £142m
- Charitable and voluntary driving services identified as among worst hit
- Disabled drivers will also be disproportionately affected, report suggests
- Alternative investment in hybrid buses would make comparable air quality improvements

London drivers will be hit with annual charges totalling £142million if Sadiq Khan expands the capital's Ultra-Low Emissions Zone (ULEZ), an independent study has shown.

The Mayor has announced his intention to expand the ULEZ to the north and south circular, almost tripling the size of the existing Congestion Charge Zone.

An independent impact assessment published by TfL predicts 36,000 cars a day will be hit with charges for driving inside the zone, along with 133 coaches and 750 HGVs daily.

The report expects the cost of businesses upgrading their vehicles to meet emissions standards and avoid the penalties could hit a combined £676m.

This, combined with the annual charges for those whose vehicles do not comply, means the scheme will cost Londoners a total of £818m in the first year alone.

A report by Gareth Bacon AM released earlier this year suggested it could cost £780million to set up the infrastructure needed for an expanded ULEZ, putting the potential cost of the scheme at almost £1.6bn. The report showed that comparable air quality improvements could be made at the same cost by replacing London's buses with hybrid alternatives.

Disabled drivers whose vehicles fail to meet the emissions standard are identified in the report as being among the hardest hit. Charitable and voluntary driving services, including community transport for the disabled, elderly and young, will also be heavily penalised, according to the paper.

Commenting on the report, London Assembly member Gareth Bacon said: "If Sadiq Khan goes ahead with these heavy-handed plans, the impact on ordinary and vulnerable Londoners will be enormous.

“Parents will be charged for taking their kids to school, volunteers will be made to pay for collecting elderly and disabled passengers and small businesses will face crippling charges for meeting customers’ needs.

“The worst part is this chaotic reality will be born out in areas of London where pollution is already below legal limits. No-one disagrees that London’s air needs cleaning up, but punishing a huge percentage of the population when effective alternatives exist is not a sustainable way forward. All of this could be avoided with an alternative investment in hybrid buses which will deliver comparable improvements without the pain for drivers.”

ENDS.

Notes

- Gareth Bacon is the group leader of the GLA Conservatives.
- The impact assessment, commissioned by TfL and compiled by Jacobs, was published on Monday morning and can be found here:
https://consultations.tfl.gov.uk/environment/air-quality-consultation-phase-3b/user_uploads/integrated-impact-assessment.pdf
- A summary of the impact assessment can be found on page 37.
- ‘Clearing the Air’, a report by Gareth Bacon AM released earlier this year, suggested it could cost the taxpayer £780million to set up the infrastructure needed for an expanded ULEZ.
- The report suggested that similar improvements to air quality could be made if the money was spent on replacing London’s bus fleet with 2,600 hybrid vehicles.

References

https://consultations.tfl.gov.uk/environment/air-quality-consultation-phase-3b/user_uploads/supporting-information-document-update-06.12.17.pdf

p41 shows 3,000 HGVs and 800 coaches would be non-compliant without new ULEZ measures

p46 shows 100,000 cars would be non-compliant without new ULEZ measures

p62 shows the following compliance information with and without the new ULEZ measures

Table 21 Comparison of the compliant vehicles in the relevant year and charging zone by vehicle type

	Proportion of daily vehicles compliant	
	With Central ULEZ only	With ULEZ and Tighter LEZ
HGV London-wide - 2020	80%	95%
Coach London-wide - 2020	64%	94%
LGV Inner London - 2021	65%	72%
Car Inner London - 2021	81%	93%

If you subtract all these figures from 100% you get the figures for non-compliance, as follows:

	Central London ULEZ only	With ULEZ and Tighter LEZ
HGVs	20%	5%
Coaches	36%	6%
Cars	19%	7%

This can then be used to calculate non-compliance figures for vehicles with ULEZ measures, as follows:

HGVs: $3,000 / 20\% = 15,000$, $\times 5\% = 750$

Coaches: $800 / 36\% = 2,222$, $\times 6\% = 133$

Cars: $100,000 / 19\% = 526,316$, $\times 7\% = 36,842$

Therefore, the non-compliance figures, with the ULEZ measures, are as follows:

HGVs	750
Coaches	133
Cars	36,842

Total cost to Londoners -

	Number of daily non-compliant vehicles	Daily individual charge	Daily revenue	Yearly revenue
HGVs	750	100	£75,000	£19,500,000
Coaches	133	100	£13,300	£3,458,000
Cars	36842	12.5	£460,525	£119,736,500
			£548,825	£142,694,500

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