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ENVIRONMENT & CLIMATE ACTION SCRUTINY PANEL

**Tuesday, 11th October, 2022 at 7.30 pm in the Conference Room,
Civic Centre, Silver Street, Enfield, EN1 3XA**

Membership:

co : Bektas Ozer (Chair), Chris James (Associate Cabinet Member (Enfield West)), Hivran Dalkaya, Peter Fallart, Stephanos Ioannou, Joanne Laban, Nia Stevens and Eylem Yuruk

AGENDA – PART 1

1. WELCOME & APOLOGIES

2. DECLARATIONS OF INTEREST

Members of the Committee are invited to identify any disclosable pecuniary, other pecuniary or non-pecuniary interests relevant to the items on the agenda.

3. MINUTES OF THE PREVIOUS MEETING (Pages 1 - 4)

To approve the minutes of the meeting held on 7 July 2022.

4. CLIMATE ACTION PLAN REVIEW (Pages 5 - 20)

To receive the report of Rafe Bertram, Joint Interim Head of Climate Action & Sustainability, and Tilly Ford, Sustainability Advisor.

5. PROPOSED ULEZ EXPANSION FOR 2023 (Pages 21 - 50)

To receive the report of David Taylor, Head of Traffic & Transportation.

6. WORK PROGRAMME 2022/23 (Pages 51 - 52)

To note the Environment & Climate Action Work Programme for 2022/23.

7. DATE OF NEXT MEETING

To note the dates of the future meetings as follows:

Tuesday 17 January 2023

Tuesday 14 March 2023

ENVIRONMENT & CLIMATE ACTION SCRUTINY PANEL - 7.7.2022**MINUTES OF THE MEETING OF THE ENVIRONMENT & CLIMATE ACTION SCRUTINY PANEL HELD ON THURSDAY, 7TH JULY, 2022**

MEMBERS: Councillors Bektas Ozer (Chair), Chris James (Associate Cabinet Member (Enfield West)), Mahmut Aksanoglu, Peter Fallart, Stephanos Ioannou, Joanne Laban and Nia Stevens

Officers: Sarah Cary (Executive Director Place), Marie Lowe (Governance & Scrutiny Officer)

Also Attending: Councillors Ergin Erbil (Deputy Leader of the Council) and Rick Jewell (Cabinet Member for Environment)

1. WELCOME & APOLOGIES

The Chair welcomed members to the first meeting of the Environment and Climate Action Scrutiny Panel in the new municipal year. The Chair also welcomed Cabinet Members and Officers, Councillor Ergin Erbil, Deputy Leader of the Council and Cabinet Member, Councillor Rick Jewell, Cabinet Member and Portfolio Holder for Environment, together with Sarah Cary, Executive Director – Place.

Councillor Mahmut Aksanoglu substituted for Councillor Eylem Yuruk, from whom apologies had been received.

Apologies were also received from Councillor Hivran Dalkaya.

2. DECLARATIONS OF INTEREST

There were no declarations of interest registered in respect of any items on the agenda.

3. INTRODUCTION - PURPOSE OF THE MEETING

The Chair explained that the purpose of this meeting was to receive details of priorities for the coming municipal year, including key issues, and then for the members to prioritise items for the work programme.

4. MINUTES OF THE PREVIOUS MEETING

AGREED the minutes of the meeting held on 8 February 2022.

5. TERMS OF REFERENCE

The terms of reference were received and noted.

ENVIRONMENT & CLIMATE ACTION SCRUTINY PANEL - 7.7.2022

6. LOCAL PRIORITIES FOR 2022/23

Councillor Rick Jewell, Portfolio Holder for Environment and Cabinet Member presented the local priorities for 2022/23, which was endorsed by Councillor Ergin Erbil, Deputy Leader of the Council and Cabinet Member.

1. Waste & Recycling

Decarbonise more council vehicle fleets. Increase engagement with residents to emphasise the responsibility of the content of the bins and cross contamination. Increase recycling educational sessions in schools. Fly tipping – continue to identify, tackle and enforce offenders. Increase access to recycling facilities for all flats and bulk waste from streets. Sorting waste deposited in general bins e.g. parks.

2. Wetlands

Delivery of 10 new wetlands and introduce greater biodiversity and regeneration, such as grazing cattle and flying-ants.

3. School Streets and Quieter Low Traffic Neighbourhoods

Creation of 50 new School Streets.

4. Climate

Continue to transfer the Council's current fossil fuel refuse fleet to electric vehicles. Increase in the provision of electric vehicle charging points.

The Executive Director – Place, Sarah Cary made the following contributions:

5. Strategy and Policies

Climate Action Plan – to be refreshed following declaration of the manifesto pledges following the elections. An update to Council for approval to go out to consultation and in January 2023 or Spring 2023 to go out for consultation before a thorough review of the Climate Action Plan.

6. Parking Strategy

The rationale and management of parking across the Borough.

7. Enfield Forest/Chase

Planting of 1 million trees to create a new Enfield Forest, the long-term plans, including landscaping.

8. Waste and Recycling

Significant service changes for recycling and fly-tipping.

9. Healthy Streets

Following Cabinet approval these will be progressed throughout the year.

10. Climate

ENVIRONMENT & CLIMATE ACTION SCRUTINY PANEL - 7.7.2022

Air quality and air pollution number of changes following the Environment Bill when Royal Assent had been received. There were implications for the Local Authority combined with eh recovery strategy.

11. Park Management

A review of the Council's public open spaces would be carried out.

The Executive Director – Place responded to several questions from Panel Members as follows:

- The Council's overall climate policy would influence the building of Council owned buildings. Consideration was currently being given to the details of a further site for a new Eco park to serve the Borough for waste recycling together with possible changes to the pattern of bin collection across the Borough and would be known later in the year.
- The Council had a relatively small role to play regarding the initiative to reduce domestic gas consumption and to promote greener energy, which was a government lead scheme. New buildings would be regulated and enforced through Building Regulations.
- The review of the parking strategy and roll out of additional electric vehicle charging points would be included in a progress report, also later in the year. It was likely that there would be policy changes and an increase in a government support grant. The strategy would promote the reduction of car usage and encourage walking. The Council's current parking strategy based the cost of parking permits on engine size rather than carbon omissions.

Councillor Ergin Erbil confirmed that it was important the Council looked at the use of cars in the wider debate. The Council had pledged to install 1,000 more electric vehicle charging points. In order to deliver the manifesto pledges, it would be necessary to redirect Council resources. A considerable amount of work had been carried out to retrofit council homes to improve energy efficiency. The Council and residents would benefit from government funding for climate change initiatives.

Action: Executive Director – Place – to provide a number of electric vehicle charging points installed across the note Borough.

The Chair, on behalf of the Members of the Environment and Climate Action Scrutiny Panel, thanked the Cabinet Members and Officers for attending the meeting and presenting a comprehensive set of Council priorities in relation to the Scrutiny Panel for the forthcoming year.

At 7.35pm the Cabinet Members and Officer, as asked by the Chair and endorsed by the Scrutiny Panel members, left the meeting.

7. PLANNING THE WORK PROGRAMME FOR 2022/23

Members of the Environment and Climate Actions Scrutiny Panel, during the discussion which ensued, **AGREED** that:

ENVIRONMENT & CLIMATE ACTION SCRUTINY PANEL - 7.7.2022

- The presentations on the 2022/23 local priorities received from the Cabinet Member for Environment, Councillor Rick Jewell and the Executive Director – Place, Sarah Cary be welcomed and noted;
- Two to three items be considered at each scheduled meeting as agreed at Annual Council on 25 May 2022;
- Following the meeting, the draft 2022/23 work programme for the Environment and Climate Action Scrutiny Panel, as attached as Appendix A, be circulated to all Members of the Panel, who will, through the Chair, be circulated to the Chair of Overview and Scrutiny Committee for consideration with all the draft work programmes of the Overview and Scrutiny Committee and Scrutiny Panels to ensure there is no overlap or duplication of topics;
- The draft 2022/23 work programmes for the Overview and Scrutiny Committee and Scrutiny Panels be referred to Cabinet on 14 September 2022 and Council on 21 September 2022 for ratification and approval, endorsement.

8. DATES OF FUTURE MEETINGS

The dates of the future meetings were noted.

ACTION: Chair to request additional meeting, possibly in December or January.

The meeting ended at 7.55 pm.

London Borough of Enfield**Environment and Climate Action Scrutiny Panel**

Subject: Climate Action Plan Review**Cabinet Member: Cllr Ergin Erbil**
Executive Director: Joanne Drew (Acting)

Purpose of Report

1. The Climate Action Plan is being refreshed on the approved two-yearly basis.

Relevance to the Council Plan

2. Climate Action - in line agreed targets of
 - a. Carbon neutral organisation by 2030.
 - b. Carbon neutral borough by 2040.

Background

Please refer to the presentation document in the appendix, which is structured into three areas as follows:

3. The Annual Climate Progress and Emissions are summarised.
4. We are looking to undertake the two-yearly review of the Climate Action Plan and are gathering comments to feed into this update. The link to this is [here](#)
5. A summary of the approach to the Climate Action Plan review including timeline, priority areas, engagement and consultation.

Main Considerations for the Panel

6. We would like to receive feedback on the Annual Climate Progress and Emissions Summary
7. We would like to receive feedback on the existing Climate Action Plan so we can incorporate this into the full review.
8. We would like to receive feedback on the approach to the Climate Action Plan review including timeline, priority areas, and engagement and consultation.

Conclusions

9. Next steps – to consider feedback and comments from Environment Scrutiny as part of the review.

Report Author: Tilly Ford and Rafe Bertram
Interim Joint Head of Climate Action and Sustainability

Tilly.Ford@enfield.gov.uk
Rafe.Bertram@enfield.gov.uk

Date of report: 28th September 2022

Appendices

Presentation Document – An update on the Climate Action Plan

Background Papers

The following documents have been relied on in the preparation of this report:

Enfield's Climate Action Plan 2020 – [link here](#)

2020/21 CAP Progress Report and Carbon emissions report – [link here](#)

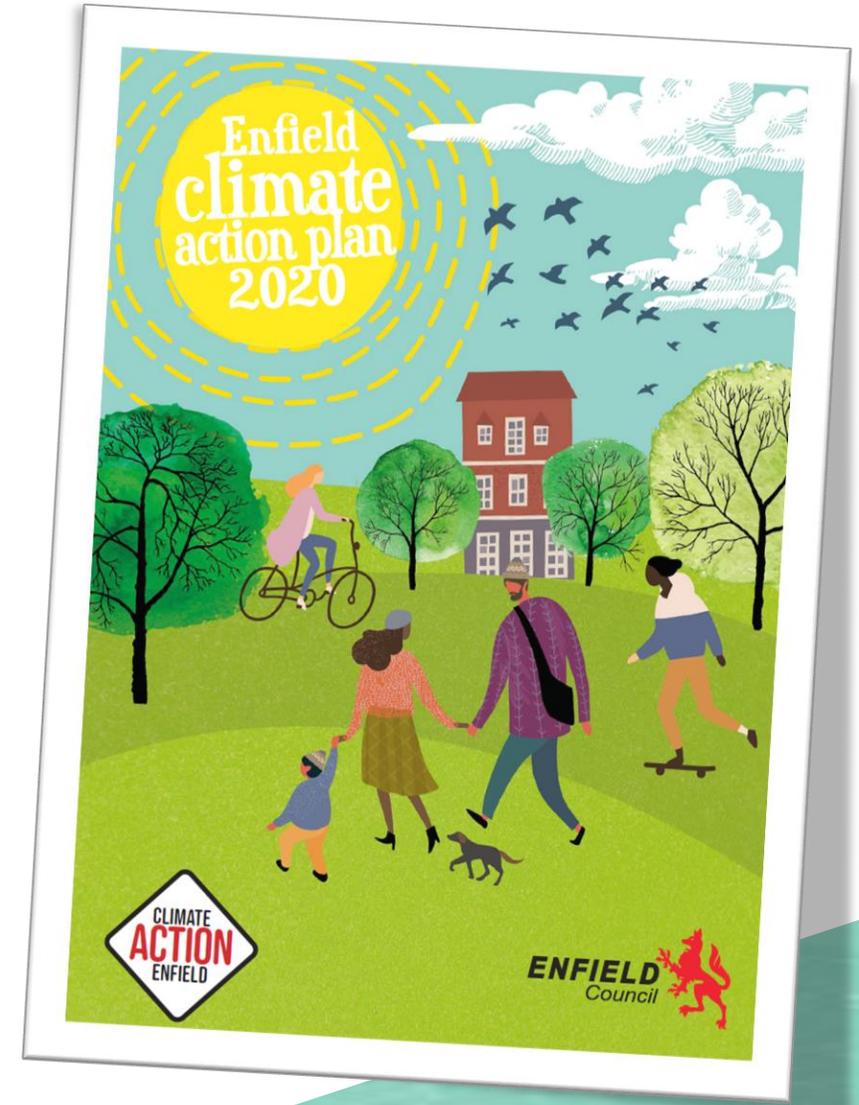
Climate Action Plan Review

Tilly Ford and Rafe Bertram,
Interim Heads of Climate Action and Sustainability



Overview of update

- Overview of the Climate Action Plan (CAP) annual progress report
- Feedback on the original CAP
- Approach to the CAP review



Background information:

Our climate commitments

Enfield Council Climate Action Plan
[Published August 2020.](#)

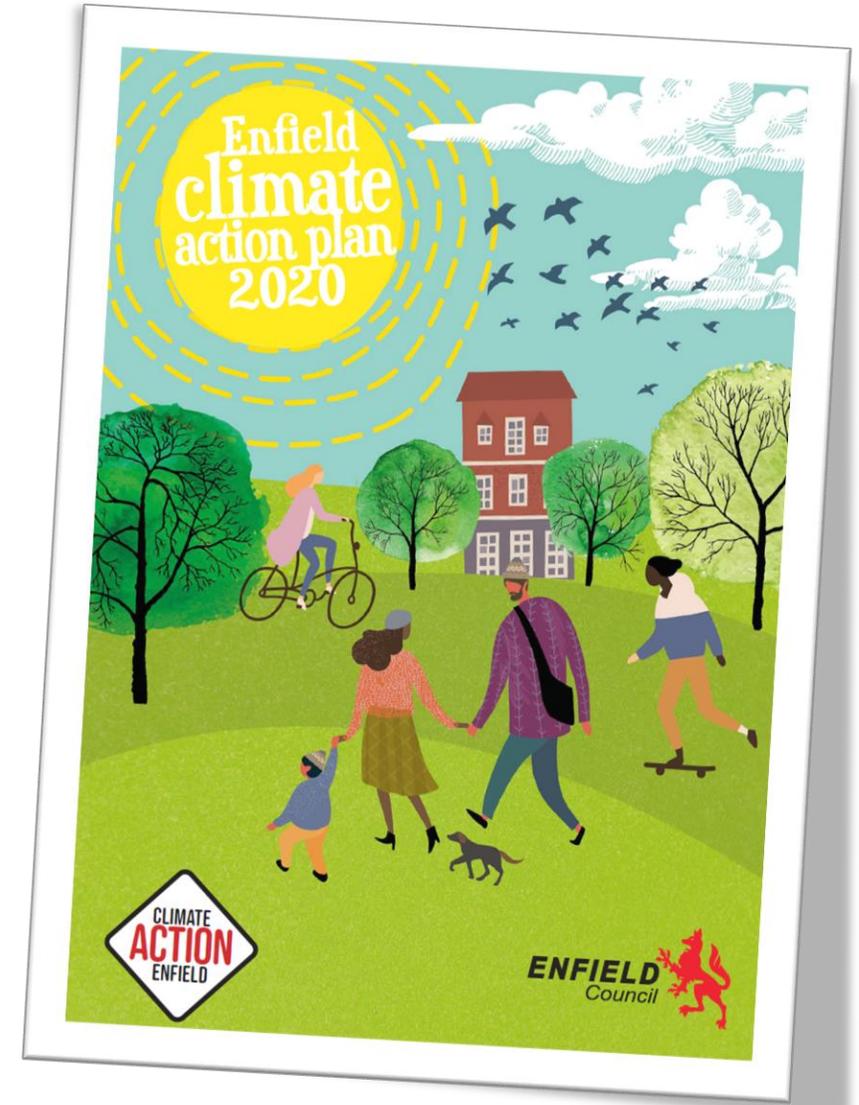
Commits Enfield to be Carbon Neutral:

- Council by 2030.
- Borough by 2040.

Has around 100 actions and indicators.

Annual progress reporting and emissions review is now in draft

Full review due every 2 years



What have we been doing

2021/22 summary

- First [Progress Report](#) published, 2nd in preparation (Oct/Nov 22)
- A- rating from CDP, an external ratings organisation
- Schools Climate Action Network and Handbook
- Retrofit of corporate buildings and schools (ASHPs and Solar PV)
- Switch to LED bulbs for streetlights
- Over 400 Council homes having retrofit works
- New Sustainable & Ethical Procurement Policy
- Good progress on fleet electrification incl. trials
- 96 public electrical charging sockets
- Cycle routes, two LTNs and 12 school streets (with more planned)
- 743 connections to Energetik heat network + retrofit pilots in progress
- Blue green infrastructure strategy published
- 100,000 trees, 42+ wetlands and rain gardens and beavers!
- Development of Local Area Energy Plan



Carbon Neutral Council by 2030

2021/22 summary

Scope 1 & 2 = buildings, fleet and street lighting

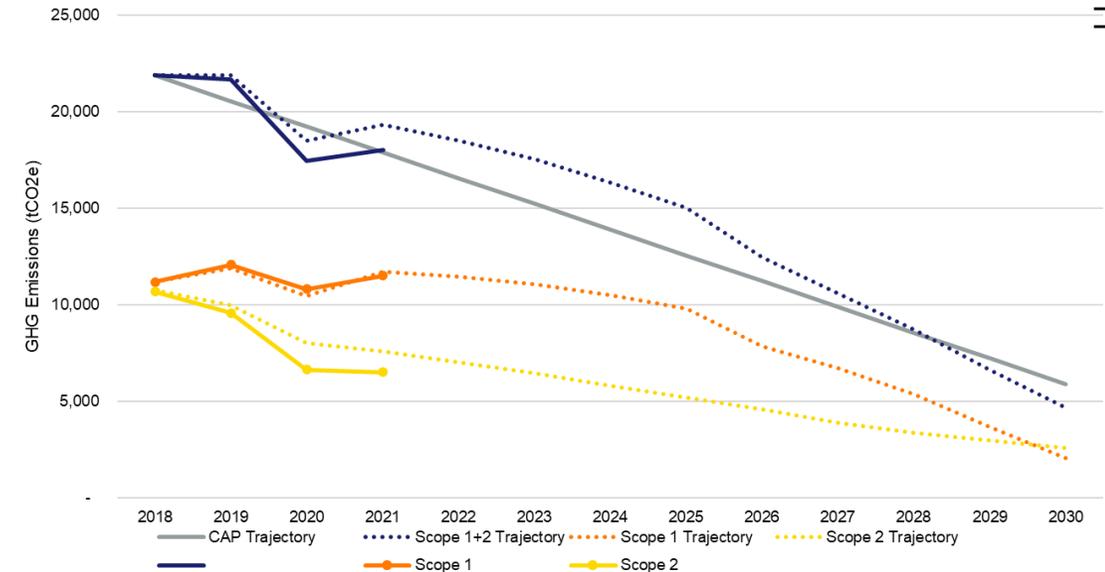
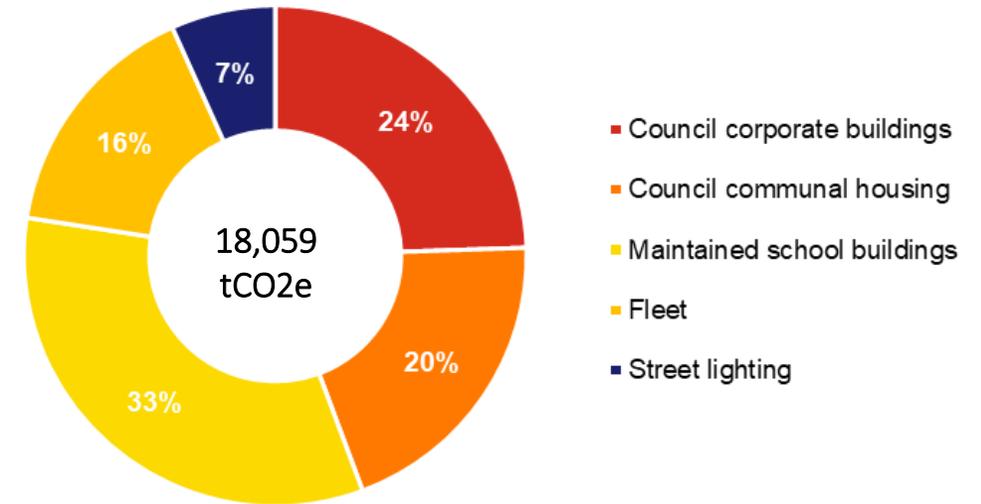
2021/22 Emissions review

- 18% reduction over 2018/19 baseline
- 3% increase from 2020/21
- Increase predicted due to bounce back from Covid building closures

Biggest challenges:

- Building retrofit and heat decarbonisation
- Electrification of fleet

DRAFT RESULTS



Carbon Neutral Borough by 2040

2021/22 summary

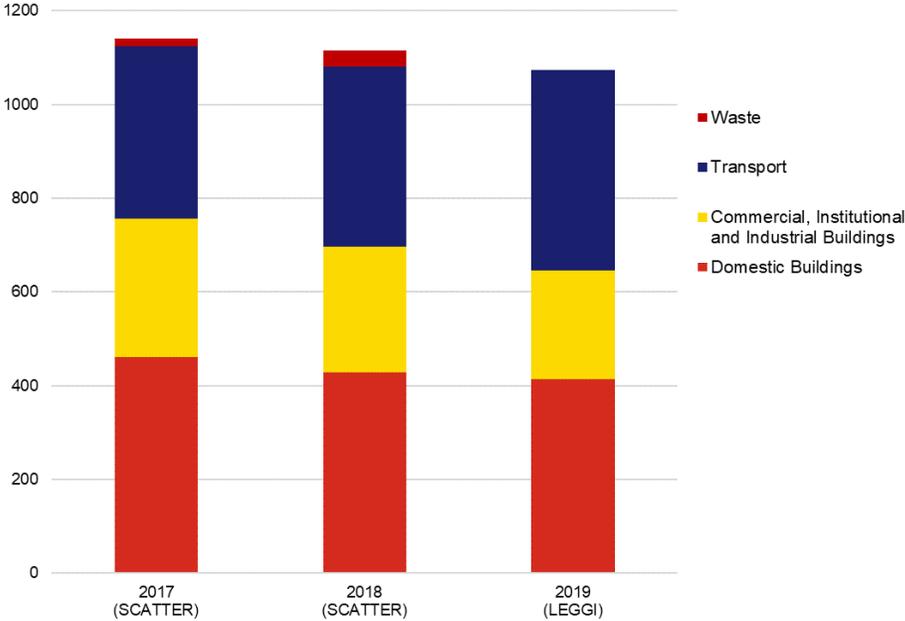
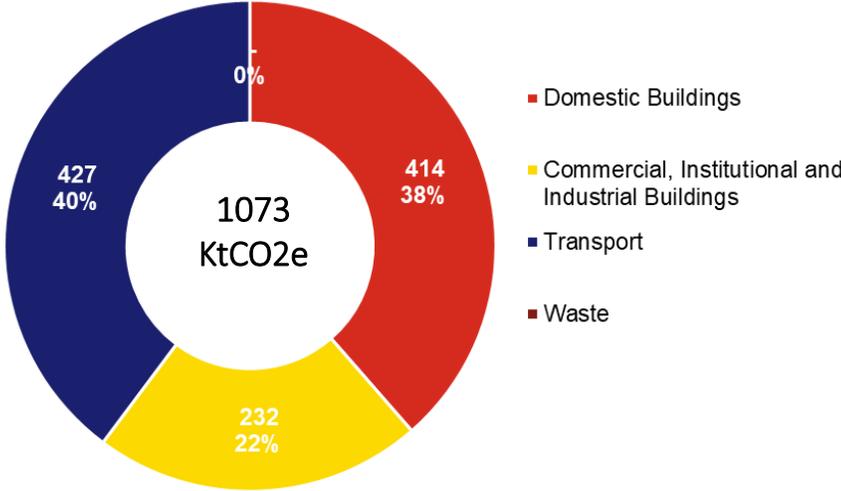
Scope 1 & 2 = Buildings (Domestic, Industrial & Commercial) & Transport (On-road, Rail)

2021/22 Emissions review

- 2-year data lag, 2019 current data year
- Accurate reduction figures not available due to change in calculation methodology for pan-London alignment
- New baseline to be set in CAP full review

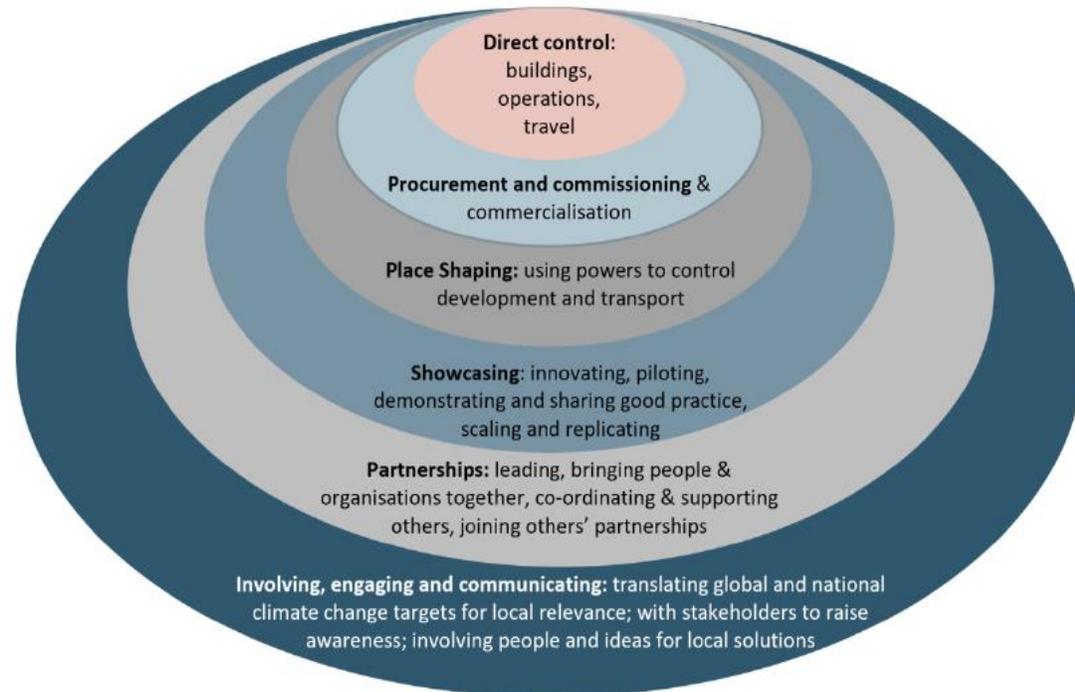
Biggest challenges:

- Heat in buildings and retrofit
- Reducing road-based emissions



Carbon Neutral Borough by 2040

- Climate Change Commission recognises the important roles that local authorities can perform.
- The 2020 Climate Action Plan has **55** council actions, **47** borough actions
- Some are directly within our direct control, others less direct
- Long term planning needed



 **Direct local authority emissions**
(2% of UK emissions)

 **Emissions under the influence of local authorities**
(33% of UK emissions)

2020 Committee on Climate Change report

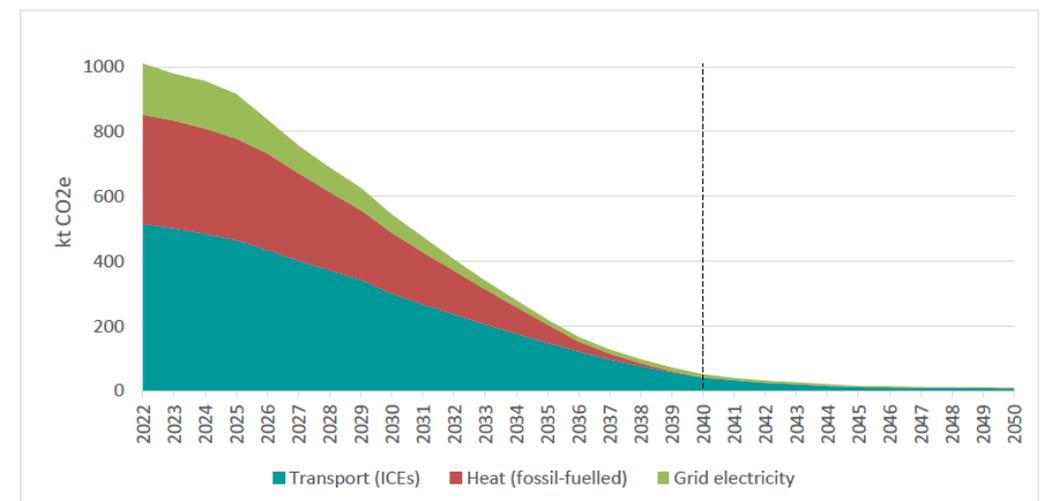


Carbon Neutral Borough by 2040

Local Area Energy Plan

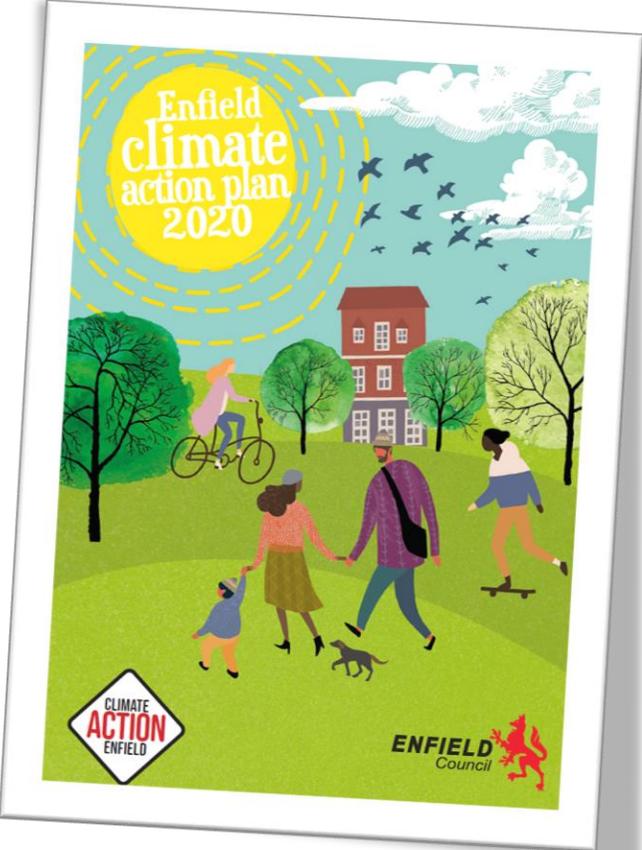
- A Local Area Energy Plan is to help long term planning
- It sets out our next zero trajectory to 2040
- We are the first borough in London to develop a borough-wide Local Area Energy Plan
- Grant funded by GLA, led by Enfield Council, authored by Centre for Sustainable Energy and Ricardo
- Identifies the roles and actions for different stakeholders
- It looks at:
 - Transport
 - Heat sources
 - Insulation in buildings
 - Energy generation
 - Electricity capacity

Figure 2: Carbon emissions projections (mixed DM scenario*)



* Using CCC Balanced Pathway projection of carbon emissions from grid electricity

Request for feedback from the original Climate Action Plan



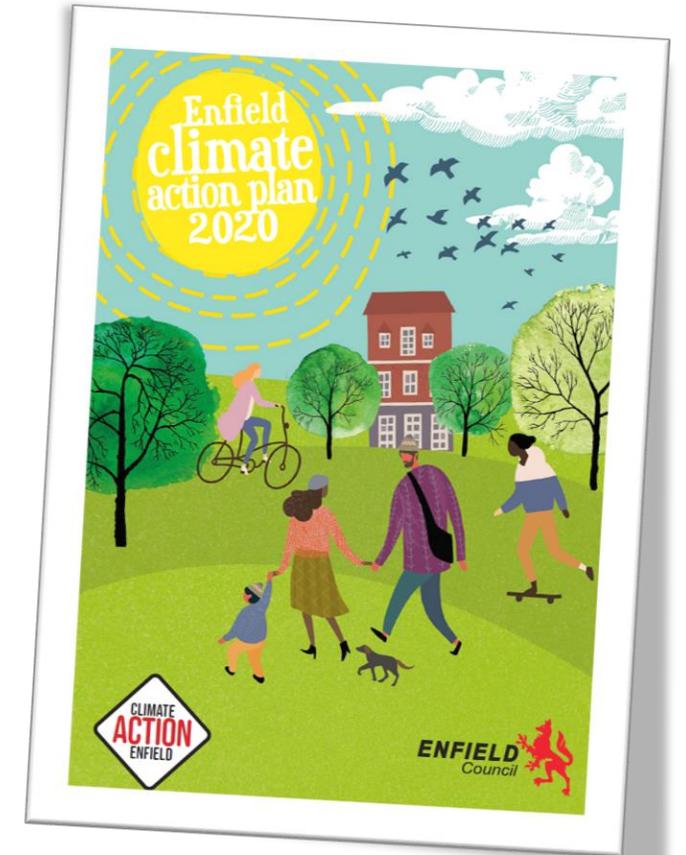
Review of Climate Action Plan

- Commitment to review of Plan every two years with key considerations for the next version:
 - The need for urgent action and a fair transition
 - Existing actions laying the groundwork
 - The role of the Council where there is not a duty
 - Manifesto pledges
- Themes: Council's operations, Buildings, Transport, Waste, Adaptation & Resilience and Delivery.



CAP review to reflect Manefesto pledges

- Plant 1million new trees to create a new borough forest, and apply for Enfield to have Royal Borough status
- Plant thousands of urban streets
- Create 50 new School Streets
- Install 1000 more electric vehicles charging points
- Deliver 10 more wetlands and introduce greater biodiversity through rewilding and wildlife programme
- Decarbonise council vehicle fleets and use more renewable energy
- Establish an Enfield carbon offset fund for local businesses and residents



CAP review to respond to 2022-2024 areas of priority:

- Cost-of-living and fuel poverty challenges
- Staff carbon literacy programme
- Decarbonising corporate buildings inc. schools
- Council housing retrofit at scale
- Enfield Forest / Rural Enfield Transformation
- Raising funding from the public and businesses
- Reducing consumption and increasing recycling
- Installing more electric vehicle charging points
- Promoting green industry and skills
- Testing area-based multi-intervention approach
- Adaptation and resilience



CAP Engagement and consultation indicative approach

- Internal engagement
- Environment Forum
- Environment Scrutiny Panel
- Public and stakeholders engagement and consultation
 - Opportunity to comment on draft actions
 - Promoted via Council website and social media
 - Open invitation event and public stands
 - Focussed engagement workshops with strategic stakeholders
- Regional and Local government



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London Borough of Enfield

Environment Scrutiny Panel, 11 October 2022

Subject: Ultra Low-Emission Zone Extension (ULEZ)

Cabinet Member: Cllr. Rick Jewell

Executive Director: Joanne Drew

Purpose of Report

1. The purpose of the report is to raise awareness of the Mayor of London's consultation regarding the possibility of the Ultra Low-Emission Zone (ULEZ) being extend next year to cover the whole of London.

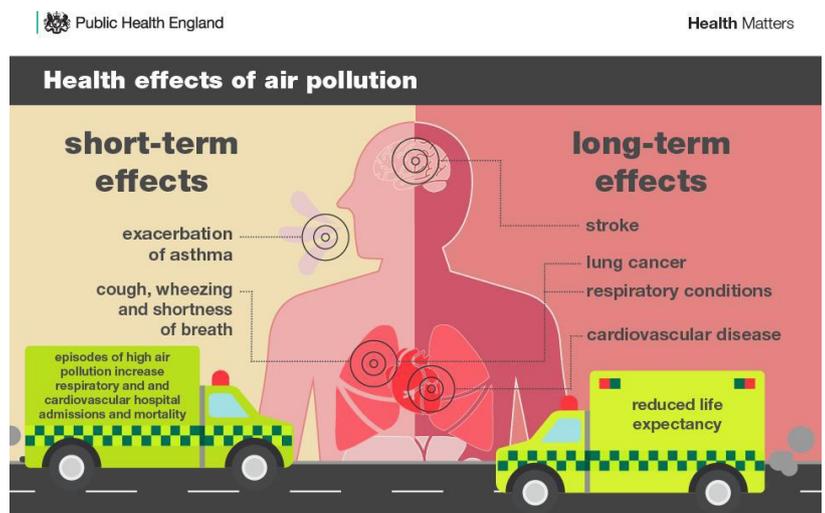
Relevance to the Council Plan

2. The ULEZ supports the Council's aim to create 'safe, healthy and confident communities' by helping to improve air quality within the Borough. It also supports the Council's cross-cutting objective to tackle climate change, particularly by helping to tackle emissions from people travelling in the borough.

Background

The impacts of air pollution

3. Despite recent improvements in air quality, toxic air pollution in the Capital is still the biggest environmental risk to the health of all Londoners.
4. Air pollution harms our lungs, worsens chronic illnesses such as asthma, lung and heart disease and puts the health of many at risk.
5. A study from Imperial College London indicates that in 2019 over 4,000 Londoners died because of the impact of toxic air with the greatest number in London's outer boroughs, due to the higher proportion of older people in these areas

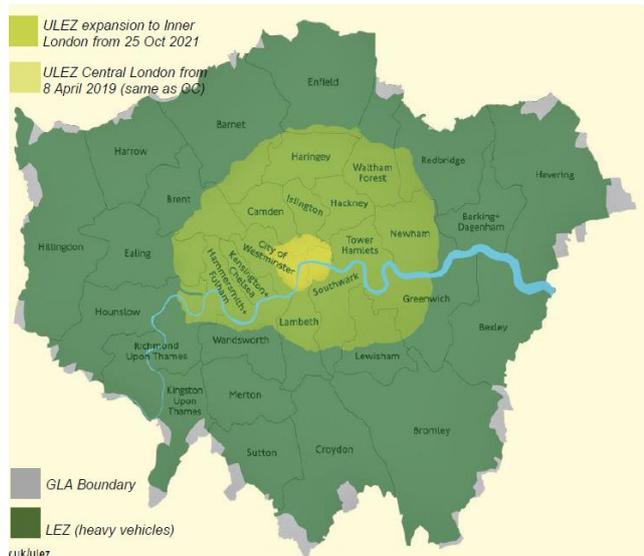


Current LEZ and ULEZ

6. Road user charging in London based on vehicle emissions has evolved over a number of years, with following key milestones:

| | |
|--|----------------------------|
| Low Emission Zone (LEZ) introduced across London | 2008 (heavy vehicles only) |
| Central London ULEZ introduced in Congestion Charge area | April 2019 (all vehicles) |
| ULEZ extended to North and South Circular Roads | October 2021 (al vehicles) |

7. The extension of the ULEZ in October 2021 saw the ULEZ cover the part of the borough south of the North Circular Road. At the same time, the emission standards for heavy vehicles in the LEZ were tightened to be the same as those in the ULEZ.



8. The current minimum emission standards are set out below:

| Vehicle Class | Min emission standard | Daily Charge | Penalty Charge |
|---------------|--|--------------|------------------|
| | Euro 3 (from 2007) | £12.50 | £160 |
| | Euro 4 petrol (from 2006) Euro 6 diesel (from 2016) | | |
| | Euro VI (from 2014) Euro IV PM | £100 £300 | £1000* £2000* |
| | Euro 3 PM | £100 | £500* |

9. The current ULEZ exempts certain specialist vehicles and makes provision for a limited number of ‘grace periods’ to reflect the need for certain groups to have time to adjust to new charging arrangements. Should the ULEZ expand further, it is proposed by retain the exemptions for specialist vehicles and to extend the grace periods.
10. In addition, as a present, NHS patients who are clinically assessed as too ill, weak or disabled to travel to an appointment on public transport can claim back any ULEZ charge paid for journeys to receive NHS treatment.

11. In July 2022, TfL published a report setting out the impact of the expanded ULEZ following its first six months of operation. A summary of the key conclusions set out in this report is set out in Appendix 1.

All-London ULEZ

12. Between 20 May 2022 and 29 July 2022, the Mayor launched a consultation on proposals to extend the ULEZ to cover the whole of London. A summary of the proposals is attached as Appendix 2.
13. The Council's full response to the consultation is attached as Appendix 3.
14. Transport for London are currently considering the responses to the consultation and a decision is expected towards the end of the year.

Main Considerations for the Panel

15. Reviewing the information provided as part of the consultation material it is clear that the scheme is forecast to improve air quality across the borough, albeit mainly for NO_x rather than particulates. Some of the forecast impacts of the scheme for Enfield are summarised in the table below and compared with the rest of outer London.

| | Enfield | Outer LDN |
|--|------------|-----------|
| Change in road transport NO _x emissions 2023 with scheme vs without | -5.3% | -6.9% |
| Change in road transport PM ₁₀ emissions 2023 with scheme vs without (incl. exhaust & non-exhaust emissions) | -1.1% | -1.4% |
| Change in road transport PM _{2.5} emissions 2023 with scheme vs without (incl. exhaust & non-exhaust emissions) | -1.6% | -2.0% |
| Change in road transport CO ₂ emissions 2023 with scheme vs without | -0.5% | -0.8% |
| Potential loss of retail spend from outside London - 2023 | £100-£200k | N/A |
| Potential loss of jobs due to loss of retail spend from outside London - 2023 | 1-2 | N/A |
| Car commuter trips from Herts. to Enfield 2023 with scheme vs without | -1.6% | N/A |

16. Whilst it is clear that the ULEZ extension results in air quality benefits, these need to be weighed against disbenefits for individual residents and businesses if they have non-compliant vehicles. The effectiveness of the proposed mitigation measures is also relevant.
17. Key factors to be considered include:
- Compliance rates are already relatively high in outer London, with in the region of 82% of vehicles estimated to already meet ULEZ standards. Compliance is expected to increase further in the coming months.

- The funding available and the conditions attached to the Mayor's scrappage scheme. A summary of the Mayor's previous scrappage scheme is attached as Appendix 4.
- The limited time for residents and businesses to make adjustments if the extension were to be introduced in August 2023, particularly in view of the current cost of living increases.
- The extensions to the grace periods for eligible groups, namely:

| Grace period for... | Number of years at April 2019 launch | Number of years at Oct 2021 launch | Number of years at proposed Aug 2023 launch |
|---|---|--|--|
| Disabled' and 'disabled passenger' tax class vehicles | 4.5 years (was due to end Sep 2023) | 4 years (was extended to Oct 2025) | 4 years (proposed two year extension to 24 Oct 2027) |
| Wheelchair accessible private hire vehicles | 6.5 years (due to end Oct 2025) | 4 years (no change to end date) | 4 years (proposed two year extension to 24 Oct 2027) |
| Minibuses used for community transport | N/A (did not exist due to nature of central zone) | 2 years (due to end Oct 2023) | 2 years (proposed two year extension to 26 Oct 2025) |

Conclusions

18. The Council has generally supported the extension of the ULEZ as it is an important part of a package of measures to improve the health of residents. In response to the recent consultation regarding the expansion of the zone to cover the whole of London, the Council took a balanced position, raising particular concerns about the suggested timescale for implementation and about the lack of detail regarding some aspect of the scheme.
19. The Mayor is due to make a decision on the scheme towards the end of the year. If it is decided to proceed with the All-London ULEZ, officers will need to continue to work with Transport for London, not only to raise awareness of the proposals, but also to agree to the numerous signs and cameras that would need to be installed on borough roads.

Report Author:

David Taylor
Head of Traffic & Transportation
david.b.taylor@enfield.gov.uk
020 8132 0277

Date of report: 02 October 2022

Appendices

1. Key Findings of Expanded Ultra Low Emission Zone – Six Month Report
2. ULEZ Expansion Consultation Brochure
3. LBE Response to ULEZ Consultation
4. Scrappage Scheme Summary

Background Papers

[Mayor's Proposals to Extend the ULEZ](#)

[Integrated Impact Assessment](#)

Appendix 1

Key Findings - Expanded Ultra Low Emission Zone Six Month Report¹

On 8 April 2019 the Mayor of London launched the world's first 24-hour Ultra Low Emission Zone (ULEZ) in central London. On 25 October 2021 the zone was expanded up to, but not including, the North and South Circular Roads. The ULEZ is now 18 times the size of the original area and covers 4 million people – over a third of London's population.

The ULEZ does not operate in isolation. It operates in conjunction with the London-wide Low Emission Zone (LEZ). This was originally launched in 2008. It is the oldest of the capital's emission control schemes and applies to large and heavy vehicles. In March 2021 enforcement of tougher emission standards for the LEZ began. Prior to this, the standards hadn't changed since 2012. The LEZ standards are now the same as the ULEZ standards for most large and heavy vehicles.

Six months on from the ULEZ expansion and over a year on from the enforcement of tighter LEZ standards the data indicate that these schemes are having a significant impact on the number of older, more polluting vehicles seen driving in London and the levels of harmful pollution Londoners are exposed to.

- **A bigger share of vehicles in London are cleaner.** Six months after the launch of the ULEZ expansion nearly 94 per cent of vehicles seen driving in the whole zone meet the strict ULEZ standards on an average day, up from 87 per cent in the weeks before the zone expanded and up from 39 per cent in 2017 when impacts associated with the ULEZ began. The compliance rate on boundary roads is 90 per cent and the compliance rate in outer London is 85 per cent.
- **There are fewer older, more polluting vehicles in the zone.** There were 67,000 fewer non-compliant vehicles in the zone on an average day compared with the period right before the ULEZ expanded, down from an average of 124,000 daily vehicles. This is a reduction of 54 per cent.
- **The Low Emission Zone continues to have an impact.** Large and heavy vehicles, which fall under the London-wide LEZ, have a compliance rate of 96 per cent, up from an estimated 48 per cent in February 2017.
- **There has been an overall reduction in vehicles and traffic flows in the zone.** Overall, there were 21,000 fewer vehicles seen in the zone on an average day (a reduction of 2 per cent) and early estimates suggest traffic flows are around 2 per cent lower than the weeks before the expansion launched. However, many factors are currently affecting traffic

¹ https://www.london.gov.uk/sites/default/files/expanded_ultra_low_emission_zone_six_month_report.pdf

trends in London and we will continue to review the data to better understand the impact of ULEZ expansion in the longer term.

- **Drivers are ditching diesel cars.** On average there were 44,000 fewer diesel cars driving in the zone each day – a 20 per cent decrease since the weeks before the ULEZ expanded.
- **This means people in the zone are breathing cleaner air.** The amount of pollution in the air, the concentration, is what ultimately impacts people's health. Harmful NO₂ concentrations alongside roads in inner London are estimated to be 20 per cent lower than they would have been without the ULEZ and its expansion. In central London, NO₂ concentrations are estimated to be 44 per cent lower than they would have been. This decrease in concentrations close to roads would have also led to reduced air pollution in locations away from traffic.
- **The air is also cleaner on the boundary.** All monitoring sites on the boundary of the expanded zone have seen reductions in NO₂ concentrations, with an estimated 17-24 per cent reduction in pollution on the boundary compared to a scenario without the ULEZ.

Appendix 4

Key Elements of Mayor's Previous Vehicle Scrappage Scheme

The Mayor provided £61m of funding in various stages from February 2019 for a vehicle “scrappage scheme”, targeted at small businesses, charities, Londoners on low incomes and disabled Londoners, to help them adapt to the ULEZ, resulting in the removal of over 15,200 polluting non-ULEZ standards compliant vehicles from London’s roads. The scheme closed on 24 November 2021 after all funding was claimed

| Vehicle Type | Grant | Criteria |
|--------------------|-------------------------------|--|
| Cars & Motorcycles | £1,000 – m/cy £2,000 – car | Applicant must be in receipt of specified benefits Vehicle must be registered with the DVLA, owned for more than 12 months, insured, taxed, MOT'd and not meet ULEZ standards |
| Vans & Minibuses | £7,000-£9,500 | Grant payment of up to £7,000 to scrap up to 3 light vans (up to 3.5t) and minibuses (up to 5t) + £2,500 contribution towards running costs of a replacement fully electric vehicle. Eligibility limited charities and businesses with up to 50 employees Vehicles must have been owned for at least 12 months, insured, taxed MOT'd and not meet ULEZ standards |
| Heavy Vehicles | £15,000 | Grant payment of up to £15,000 to scrap/retro-fit up to 3 vehicles over 3.5t, or minibuses over 5t Eligibility limited charities and businesses with up to 50 employees Vehicles must have been owned for at least 12 months, insured, taxed MOT'd and not meet ULEZ standards |



Have your say

Our proposals to help improve air quality, tackle the climate emergency and reduce congestion

May 2022

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 - 11 Changes to penalty charge notices for non-payment for the ULEZ and Congestion Charge
 - 12 Changes to the Mayor's Transport Strategy
 - 13 Help shape the future of road user charging
-

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This brochure is a summary of the proposals. For more detailed information and to have your say, visit tfl.gov.uk/clean-air

Consultation closes 29 July 2022.



Our ambition is to improve air quality and reduce congestion

Foreword by the Mayor of London

The triple challenges of tackling toxic air pollution, the climate emergency and traffic congestion mean we must go further to reduce emissions from vehicles in London

The triple challenges of tackling toxic air pollution, the climate emergency and traffic congestion mean we must go further to reduce emissions from vehicles in London.

We simply don't have time to waste. The climate emergency means we only have a small window of opportunity left to cut harmful emissions to help save the planet. Toxic air pollution is still permanently damaging the lungs of young Londoners and leading to thousands of premature deaths every year.

The Ultra Low Emission Zone (ULEZ) has made a significant difference, helping to reduce harmful roadside nitrogen dioxide by almost half in central London while also reducing carbon dioxide emissions. However, despite this world-leading progress, all of London still exceeds World Health Organization recommended levels of air pollution.

Air pollution is far from being just a central London problem. Hospitals, schools and retirement homes are located in polluted areas in outer London, and the greatest number of deaths attributable to toxic air are in outer London boroughs. This is also a matter of social justice – with air pollution

hitting the poorest communities hardest. Nearly half of London households don't own a car, yet they are disproportionately feeling the damaging consequences polluting vehicles are causing.

Last year, the cost of traffic congestion to our economy in London was estimated to be £5.1 billion, with the average driver losing 148 hours to congestion per year. This shows that traffic congestion is not only bad for our health and the planet, but for business too. Nearly two-thirds of the cost of congestion in London has been attributed to traffic delays in outer London so there is clearly more to do to tackle congestion across our city.

In the short term, extending the ULEZ London-wide in August 2023 will have the biggest effect on emissions and traffic congestion relative to the cost to Londoners as a whole. Most drivers in London already have ULEZ compliant vehicles so this will impact fewer than one in five drivers. At a time when people's budgets are under pressure, I would not be willing to ask the minority of Londoners who still drive the most polluting vehicles to pay more unless I was absolutely convinced it was justified to save lives and protect the health of Londoners.

I'm also committed to helping Londoners on low incomes, disabled Londoners, charities and small businesses to adapt to the change. This includes introducing the biggest scrappage scheme feasible to help motorists in outer London. I will also continue to call on the government to provide extra support for a scrappage scheme in London – as they have done for other cities around the country.

We must also look to the future. Experts think that a new form of road user charging will need to be part of the solution to addressing the triple challenges of air pollution, the climate emergency and traffic congestion. This could include scrapping existing charges, such as the Congestion Charge, and replacing them with a road user charging scheme that uses more sophisticated technology to make it as simple and fair as possible for Londoners. TfL is still many years away from being ready to implement such a scheme, but we would like Londoners to share their views to help us shape any potential plans in the future.

I'm determined that we continue to be doers, not delayers, in London – not only to protect Londoners' health right now, but for the sake of future generations to come.



A handwritten signature in black ink, appearing to read 'Sadiq Khan'.

Sadiq Khan
Mayor of London

Our vision for London:

80%

of all trips in London to be made by walking, cycling or public transport, by 2041, an ambitious target



More attractive streets, better connected for walking and cycling

2030 net zero

The Mayor's target is to reach net zero carbon emissions in London by 2030



Adapted infrastructure for resilience against extreme weather

70%

Safer streets – 70 per cent reduction in people being killed or seriously injured by 2030 (from 2010-14 levels)



A city with cleaner air and healthier people

10-15%▼

reduction in all traffic by 2041

5-15%▲

increase in bus speeds London-wide by 2041

20 minutes

of active travel each day for Londoners by 2041



The Mayor's target is for London to reach net zero carbon emissions by 2030



The challenge

London's air quality is a public health crisis

In 2019, it's estimated that more than 4,000 Londoners died prematurely because of filthy air, with the greatest number of deaths attributable to air pollution in outer London boroughs.

The London boroughs with the highest number of air pollution related deaths in 2019 were Bromley, Barnet, Croydon and Havering, proving that poor air quality is not just an inner London problem.

More than 500,000 Londoners suffer from asthma, making them vulnerable to toxic air pollution. If we do not act now, it is estimated that more than 500,000 Londoners will develop diseases attributable to toxic air pollution in the next 30 years.

We face a climate crisis

Last year the COP 26 conference concluded that without urgent action, there will be catastrophic temperature increases and extreme weather events. London is already suffering these, such as flash flooding of some stations, schools and hospitals in 2021.

Road congestion is still a big problem

Congestion cost the capital £5.1bn last year alone. This heavily impacts businesses, bus customers and other essential services. Longer journey times affect us all.

Traffic can negatively impact our health and wellbeing, and increases road danger. This makes our city a less pleasant place to live, work, visit and do business.

Traffic affects our health and wellbeing, and increases road danger

What are emissions?

Emissions is a term used to describe the gases and particles (often harmful) that are put into the air by various sources, such as vehicles.



These include:

CO₂

Carbon dioxide: a gas that contributes to global warming, rising temperatures and extreme weather

NO_x

Nitrogen oxides: a mix of nitric oxide (NO) and nitrogen dioxide (NO₂) gases. NO easily converts NO₂ in the air and NO₂ is very harmful to our health

PM_{2.5}

Fine particulate matter (PM_{2.5}): tiny specks of soot and other waste from vehicles that can get into our lungs. Considered to be the most harmful pollutant to our health

What is net zero carbon?

Net zero carbon means that any greenhouse gas emissions emitted are the same amount as those being removed – achieving a balance.

More than
500,000

Londoners suffer asthma, making them vulnerable to toxic air pollution

More than
4,000

premature deaths in 2019 were caused by toxic air pollution. Most of these deaths were in outer London

In London,
45%

of households do not own a vehicle, but disproportionately feel the impact of toxic air



All Londoners live in areas exceeding World Health Organization guidelines for fine particulate matter, PM2.5. The WHO guideline reflects the latest health evidence



In December 2020, a coroner made an unprecedented ruling that air pollution contributed to the death of a nine-year-old girl in 2013



Toxic emissions from road transport in outer London are not reducing at the same speed as in central and inner London

Road transport causes toxic air and accounts for:



If we do not act now,
550,000+
Londoners will develop diseases attributable to toxic air in the next 30 years



An independent study concluded that in order to achieve net zero carbon by 2030 in London, the number of private car journeys must fall by at least 27 per cent



The estimated cumulative cost of air pollution alone to the NHS and social care by 2050 is

£10.4bn



All Londoners live in areas exceeding World Health Organisation guidelines for PM2.5

Overview of proposals

Expanding the ULEZ London-wide in 2023 would be an important stepping-stone, while we investigate the potential for future road user charging using more sophisticated technology

We are consulting on a proposal to expand the ULEZ in August 2023 and changes to the Mayor's Transport Strategy.

We are also seeking views on what our priorities should be as we think about the future of road user charging.

More detail on each scheme proposal can be found at www.tfl.gov.uk/clean-air

Proposals for the ULEZ expansion in 2023

- Expand the ULEZ London-wide from 29 August 2023
- Remove the annual £10 registration fee for Auto Pay for the ULEZ, Congestion Charge and the Low Emission Zone (LEZ – for heavy vehicles)
- Changes to fines for the ULEZ and the Congestion Charge
- Changes to the Mayor's Transport Strategy

Shaping the future of road user charging

We are starting to think about how future road user charging could work using more sophisticated technology.

This work is at a very early stage, but we would like Londoners to help shape any potential plans in the years ahead by understanding their views on the challenges that London is facing, and how road user charging could work to tackle them.



Expand and amend the Ultra Low Emission Zone (ULEZ) London-wide from 29 August 2023 , including changes to Auto Pay and Penalty Charge Notices



Changes to the Mayor's Transport Strategy



Help shape the future of road user charging

Proposal I



ULEZ expansion London-wide in August 2023

Going green across London

We're proposing to expand the ULEZ London-wide in 2023 to tackle harmful emissions from the most polluting vehicles.

The good news is that 82 per cent of vehicles in outer London are already ULEZ compliant. This means most drivers will not need to pay the ULEZ charge, with only drivers of non-compliant vehicles having to pay to drive within the zone.

We'll encourage people using non-compliant vehicles to switch to walking, cycling and using public transport, where possible, or use a car club or a cleaner vehicle for essential journeys.

A scrappage scheme would also help support Londoners to make the switch to cleaner alternatives.

Proposal in detail

Our proposal to expand the ULEZ London-wide from 29 August 2023 would:

- Cover most of Greater London, up to the LEZ boundary. The LEZ boundary is considered suitable for the London-wide ULEZ as it broadly follows the Greater London Authority boundary and provides opportunities for vehicles to divert away from travelling into London
- Daily charge of £12.50 if you drive within the zone
- Operate 24 hours a day, seven days a week, 364 days a year, excluding Christmas Day

82% of vehicles in outer London are already ULEZ compliant

ULEZ vehicle checker

[Use the online vehicle checker](#) to check if your vehicle meets emissions standards to drive in the ULEZ

A scrappage scheme as well as discounts and exemptions will provide support to those who need it most.



Benefits for outer London

Our initial assessment indicates that in its first year, in combination with tougher LEZ standards, expanding the ULEZ London-wide could lead to a:

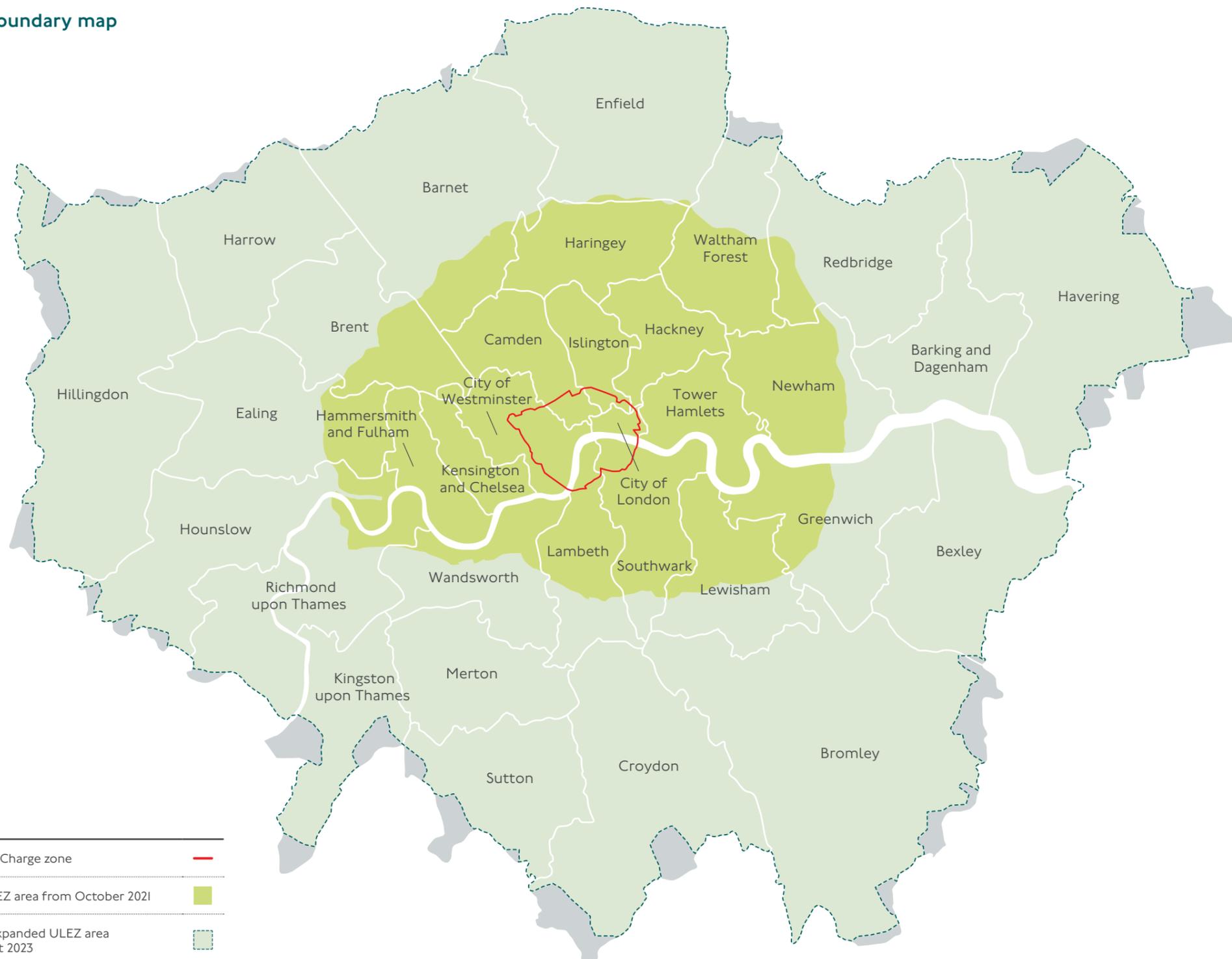
9%▼ reduction in NO_x emissions from cars and vans in outer London

***5%▼** reduction in NO_x emissions London wide

***1%▼** reduction in car and van CO₂ emissions in outer London

*** Updated on 7th June 2022 to reflect latest modelling data. Previous data was taken from earlier interim impacts estimates.**

ULEZ boundary map



| Key | |
|--|--|
| Congestion Charge zone | |
| Current ULEZ area from October 2021 | |
| Proposed expanded ULEZ area from August 2023 | |
| Greater London boundary | |

Benefits of the ULEZ

The introduction of the ULEZ in central London has contributed to significant benefits for air quality:

96%▼ reduction of schools in areas exceeding legal limits for NO₂, from 450 in 2016 to 20 in 2019

44%▼ reduction in harmful roadside NO₂ between Feb 2017 and Feb 2020

6%▼ reduction in CO₂ emissions by the end of 2019, compared to if there was no ULEZ

3-9%▼ reduction in traffic flows in central London between May 2019 and January 2020

Since the ULEZ expansion in October 2021:

92% of vehicles operating in current ULEZ area meet ULEZ standards

11,000 fewer vehicles driving in the zone each weekday in the first month of expansion

How will we support you?

Scrappage scheme

The Mayor has proposed that a vehicle scrappage scheme would be available to help people prepare for a London-wide ULEZ.

It is proposed that this would support low income and disabled Londoners to scrap non-compliant cars and motorcycles, and support small businesses and charities to scrap or retrofit non-compliant vans and minibuses. It would also support people to choose more sustainable ways to travel, such as walking, cycling, public transport or car clubs.

The Mayor has committed to helping Londoners adapt to the extended London-wide ULEZ, with the help of the largest scrappage scheme feasible.

Discounts and exemptions

Some drivers and vehicles would qualify for at least a temporary discount from the ULEZ charge. Others would be entirely exempt.

- Disabled and disabled passenger tax class vehicles (until Sunday 24 October 2027)
- Wheelchair accessible private hire vehicles (until Sunday 24 October 2027)
- NHS patient reimbursement scheme
- Minibuses used for community transport (until Sunday 26 October 2025)
- Taxis
- Historic vehicles
- Specialist non-road going vehicles
- Showman's vehicles



Some drivers or vehicles will be exempt from or receive a discount on the ULEZ charge





Remove the annual £10 registration fee for Auto Pay

Our Auto Pay service automatically charges registered drivers for any Congestion Charge, ULEZ or LEZ charges. This removes the risk of getting fined if you forget to pay. It currently costs £10 per vehicle to register per year. However, we're proposing to remove this, so drivers can register for Auto Pay for free.

Current fee:

£10 per vehicle to register for Auto Pay service each year

Proposed fee:

FREE to register for Auto Pay service



Changes to penalty charge notices for non-payment for the ULEZ and Congestion Charge

To continue to be an effective deterrent, we propose to increase the penalty charge notice amount for non-payment from £160 to £180. The charge will be reduced by 50 per cent if paid within 14 days.

Any revenue raised would be invested back into London's transport network.

Current fine:

£160 (£80 when paid within 14 days)

Proposed fine:

£180 (£90 when paid within 14 days)



Proposal 2

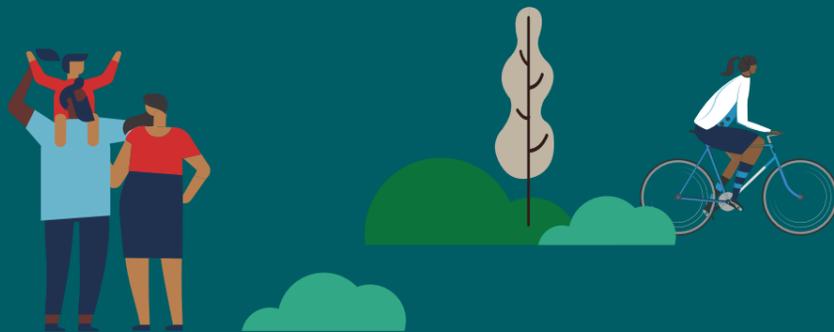


Changes to the Mayor's Transport Strategy

The Mayor's Transport Strategy is a statutory document that sets out the Mayor's vision for transport in London. TfL, the London boroughs and other stakeholders use the Mayor's Transport Strategy to plan and provide transport in London. All transport services and planning in London must align with the Mayor's Transport Strategy.

In the current Mayor's Transport Strategy, Proposal 24 sets out that the ULEZ will be expanded to inner London in 2021. This expansion happened in October 2021.

We would need to replace this proposal and update the text in the Mayor's Transport Strategy to enable the ULEZ to be expanded London-wide. We would also need to update the text to ensure the triple challenges of the climate emergency, air quality and traffic congestion are addressed.



The Mayor's Transport Strategy informs planning for all forms of transport in London

Proposal 3



Help shape the future of road user charging

Experts think that a new form of road user charging will need to be part of the solution to addressing the triple challenge of air pollution, the climate emergency and traffic congestion. This could include scrapping existing charges, such as the Congestion Charge, and replacing them with a road user charging scheme that uses more sophisticated technology to make it as simple and fair as possible for Londoners.

For this 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 and make it easier to travel around London without using a car.

We are now starting to explore the potential for future road user charging. We want Londoners to help shape any potential plans in the years ahead by telling us what is most important to them. Any potential scheme proposal would be subject to further consultation at a later date.



We continue to make walking and cycling easier for Londoners

How to have your say

For more detailed information on the proposals or to request alternative versions of materials, contact us. Respond to this consultation by 29 July 2022



Fill out the online survey:
tfl.gov.uk/clean-air



Email your comments to:
cleanairyourview@tfl.gov.uk



Write to us at:
Freepost TfL Have your say



Get in touch:
Call 0343 222 1155

Please visit our website tfl.gov.uk/clean-air for:

- Easy Read versions of our information and consultation survey
- British Sign Language video
- Translations into other languages
- Frequently asked questions

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cleanairyourview@tfl.gov.uk

Please reply to: Cllr Rick Jewell

Email: cldr.rick.jewell@enfield.gov.uk

Phone:

Date: 27 July 2022

Dear Sir/Madam

London-wide ULEZ Expansion

Enfield is committed to reducing the exposure of people in the Borough to poor air quality in order to improve health. Air pollution is associated with a number of adverse health impacts and is recognised as a contributing factor in the onset of heart disease and cancer.

Additionally, air pollution particularly affects the most vulnerable in society: children and older people, and those with heart and lung conditions. There is also often a strong correlation with equality issues, because areas with poor air quality are also often the less affluent areas.

Enfield Council has declared the whole borough to be an Air Quality Management Area and is updating its Air Quality Action Plan (AQAP), outlining the steps it will take to improve air quality in the borough, which can be broadly grouped into five themes:

- **Reducing Emissions from Transport:** despite emissions from transport reducing, it is the main source of air pollution in Enfield and hence will be a priority for measures within this Action Plan;
- **Emissions from developments and buildings:** emissions from buildings account for about 15% of the NOX emissions across London so are important in affecting NO2 concentrations;
- **Raising awareness:** increasing awareness can drive behavioural change to lower emissions
- **Lobbying and partnership working:** As a local authority, we cannot tackle the problem of air pollution alone and are not responsible for many of the contributing sources. As such, more effective actions will come about through collaboration; and
- **Monitoring:** air quality monitoring will be utilised to not only assess compliance with Government set objectives, but importantly to support and evaluate our policies and projects

Enfield has also declared a climate emergency and has developed an action plan setting out how we will become a carbon neutral organisation by 2030, and a carbon neutral borough by 2040. Again, reducing emissions from road transport plays a critical role meeting these objectives.

Sarah Cary
Executive Director Place
Enfield Council
Civic Centre, Silver Street
Enfield EN1 3XY

www.enfield.gov.uk

 If you need this document in another language or format contact the service using the details above.

Enfield Council is committed to help meet the Mayor of London's target that 80% of trips in London (75% in outer London) should be made either by foot, cycle or public transport by 2041. We are therefore delivering an ambitious programme of active travel schemes to encourage and support people use private cars less frequently, particularly for short journeys.

The triple challenges relating to air pollution, climate change and traffic congestion are therefore key issues for the Council and it is recognised that the ULEZ supports each of these challenges to a greater or lesser extent.

Reviewing the information provided as part of the consultation material it is clear that the scheme is forecast to improve air quality across the borough, albeit mainly for NOx rather than particulates. Some of the forecast impacts of the scheme for Enfield are summarised in the table below and compared with the rest of outer London.

| | Enfield | Outer LDN |
|--|------------|-----------|
| Change in road transport NOx emissions 2023 with scheme vs without | -5.3% | -6.9% |
| Change in road transport PM10 emissions 2023 with scheme vs without (incl. exhaust & non-exhaust emissions) | -1.1% | -1.4% |
| Change in road transport PM2.5 emissions 2023 with scheme vs without (incl. exhaust & non-exhaust emissions) | -1.6% | -2.0% |
| Change in road transport CO2 emissions 2023 with scheme vs without | -0.5% | -0.8% |
| Potential loss of retail spend from outside London - 2023 | £100-£200k | N/A |
| Potential loss of jobs due to loss of retail spend from outside London - 2023 | 1-2 | N/A |
| Car commuter trips from Herts. to Enfield 2023 with scheme vs without | -1.6% | N/A |

The current vehicle compliance rates are already relatively high in outer London, hence the forecast reduction in emissions is relatively modest. Nevertheless, this reduction is important when it is considered that the greatest number of deaths related to air pollution will be in outer London, mainly due to the higher proportion of older people who are more vulnerable to the impact of air pollution.

However, in outer London boroughs like Enfield, cars continue to play an important role for many people, particularly for orbital trips. It is essential that TfL therefore invests in active travel as well as rail and bus enhancements in outer London to ensure that people have an attractive alternative to private transport.

Whilst I am supportive in principle of the ULEZ extension, I have some concerns about aspects of the scheme relating to the uncertainty regarding the scrappage scheme; the short lead-in time; and the absence of sufficient information about the cost of the scheme.

Scrappage Scheme

Whilst noting that compliance rates are already relatively high in outer London (c. 82%), there are still many people, likely to be the poorest of our communities, that may depend on a car or van but cannot afford to trade up to a newer vehicle. The consultation documents suggest that a scrappage scheme may be put in place, similar to that introduced when the ULEZ was extended to the North and South Circular roads. A large-scale and targeted scrappage scheme aimed at people on low incomes, disabled people, charities and

businesses would help to mitigate many of the issues raised in the Integrated Impact Assessment. However, no details have been provided and this seems to be only something that the Mayor is 'considering' at this stage.

To my mind, the details of a scrappage scheme go to the heart of the acceptability of the proposals and I cannot fully support the Mayor's proposals without understanding exactly how the scrappage scheme is intend to work, who exactly will be eligible, how much will be available etc.

Lead-in Time

If the scheme were to go ahead in August 2023, there would be less than a year for people to save for a new vehicle or make other arrangements. I'm very conscious that these additional costs occur at a time when many of our residents will be struggling financially due to high energy costs and wider inflationary pressures on household incomes. Whilst I recognise that there is an urgent need to improve London's air quality, I do think that there would be merit in delaying the extension of the ULEZ to give people longer to replace non-compliant vehicles or make alternative arrangements or to put in place greater support for those most challenged.

Cost of Scheme

The consultation material makes no reference to the cost vs benefits of the scheme. This makes is difficult for people to gauge, for instance, whether the money could be better invested in alternative measures, such as public transport improvements or additional active travel measures. I note that various figures have been reported, including an FoI response from TfL earlier in the month indicating that the cost of expanding the ULEZ could be in the region of £200m. It is also reported that the extension could generate an operating surplus of around £200m (+/- 50%) in the first year of operation, quickly reducing over time as compliance rates increase.

I take the point that the scheme is about improving air quality and health and any surplus revenue is ringfenced for investment to help deliver the Mayor's transport strategy. However, I remain concerned that this financial information was not available to all during the consultation period to help people make a well informed decision.

Operational Issues

The consultation seeks views on a number of more operation matters that I have briefly responded to below:

| | |
|--|---|
| Removal of £10 auto top-up fee | This is supported as it will encourage more people to use this facility and thereby reduce the risk of a penalty charge notices being issued. |
| Increase PCN for non-compliance from £160-£180 | Any PCN charge needs to be reviewed from time to time to ensure that it remains an effective deterrent. Taking into account the effect of inflation, the proposed level of increase is reasonable. |
| Update to MTS Proposal 24 | The original Proposal 24 in the MTS needs to be updated as further action to address poor air quality in outer London is necessary. However, Proposal 24.1 goes beyond the need to extend the ULEZ to the whole of London, referring more generally to road |

| | |
|--|--|
| | <p>user charging schemes. Whilst the concept of road user charging offers many benefits, further work and engagement with outer London (in particular) is required to ensure that London is not placed at a competitive disadvantage compared to locations beyond the London boundaries.</p> <p>This concern is echoed in the IIA, which states:</p> <p><i>“The assessment identifies that the Proposed MTS Revision and Alternative A would result in negative impacts on employers in outer London due to the potential loss of individuals from outside Greater London who are willing to work in outer London. Businesses that operate outside standard working hours and in locations less accessible by public transport will be the most impacted especially those in the transport and distribution sectors and a range of building support services.</i></p> <p>To address this concern Proposal 24.1 should be reworded to say something along the following lines:</p> <p><i>The Mayor, through TfL, and the boroughs, will seek to address the triple challenges of toxic air pollution, the climate emergency and traffic congestion through road user charging schemes developed in conjunction with the boroughs, including by expanding the Ultra Low Emission Zone London-wide.</i></p> |
|--|--|

Future Road Charging

It is right that we should review options for future charging schemes, particularly as technology develops and smarter tools become available. In addition, the need for the current ULEZ is going to reduce in a relatively short space of time. We do therefore need to investigate other ways of managing traffic levels if we are going to achieve a switch to 75% of trips in outer London being made by public transport and active travel modes by 2041.

Enfield would be keen to get involved in these conversations to ensure that any scheme that comes forward fully takes into account the implications for outer London and, in particular, to ensure that neither residents nor business in the Borough are at a disadvantage compared to those outside London.

Your consultation pro-forma sets out a number of challenges and, in my view, they are all important and inextricably linked.

The criteria that might be used to shape a future charging system are increasing as technology improves, opening-up new options for a much more sophisticated and dynamic charging system. However, as well as technical considerations relating to charging by length of journey and /or time of day etc., it is critical that any system is easily understood by the public and accepted as fair.

Whilst London has led the way of road charging, this is a much bigger issue and we also need to reflect what is happening nationally.

It is estimated that fuel duty and vehicle excise duty raise some £35 billion a year. Around a fifth this revenue goes on maintaining and developing roads (although London does not get its share of the receipt based on the amount paid in Londoners). However, the transition to electric vehicles is going to severely impact this tax revenue as they currently pay neither fuel tax nor vehicle excise duty. Without change, policies to deliver net zero emissions will also result in zero revenue for the Government from motoring taxation. The UK Government will therefore need to put in place an alternative motoring tax, such as road user charging, if it wants to maintain investment in road maintenance and other public services. It is therefore essential that a possible road user charging regime in London takes into account the wider national position.

Conclusion

The Council is committed to improve air quality in the Borough and recognises that extending the ULEZ can play a part in achieving this objective. My concerns are therefore not about the principle of the Mayor's proposals, but about the timing of the scheme and the lack of clarity about the scrappage arrangements.

In the longer term, I recognise that changing technology makes road user pricing an increasingly viable policy lever to help us effectively manage road space and influence travel choices. However, there remains a number of important questions about how such a scheme would work in practice and its impact on residents and businesses in outer London. I therefore welcome the opportunity to continue the dialogue with TfL in the coming months.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Rick Jewell', with a stylized flourish at the end.

Cllr Rick Jewell
Cabinet Member for Environment

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Environment & Climate Action Scrutiny Panel Work Programme

| Date of meeting | Topic | Lead officer | Lead Members | Executive Director/ Director | Reason for proposal | Other Committee/ Cabinet/ Council approvals? |
|------------------------|---|-------------------------|-------------------------------|------------------------------|---|--|
| 7 July 2022 | Work Planning | | | | | |
| 11 October 2022 | Climate Action Plan Review | Rafe Bertram/Tilly Ford | Cllr Ergin Erbil | Doug Wilkinson | The Plan is being refreshed following the election. | Council |
| | Proposed ULEZ expansion for 2023 | David Taylor | Cllr Jewell | Doug Wilkinson | This was proposed as it will affect Enfield residents directly and Enfield will be expected to respond to the Consultation. | |
| 17 January 2023 | Parking Strategy – This will come to the Panel for information | David Morris | Cllr Jewell | Doug Wilkinson | This was highlighted as a priority during the work planning meeting. | |
| | Parks & Wetlands looking at rewilding and the number of trees planted | Ian Russell | Cllr Ergin Erbil/Cllr Anyanwu | Doug Wilkinson | This was highlighted as a priority during the meeting by the Cabinet Member. | |
| 14 March 2023 | Review the implementation of School Streets | Richard Eason | Cllr Jewell | Doug Wilkinson | This was highlighted as a priority during the meeting by the Cabinet Member. | |
| | Waste Recycling Management Performance | Jon Sharkey | Cllr Jewell | Doug Wilkinson | This was highlighted as a priority during the meeting by the Cabinet Member. | |

