

Emissions Related Congestion Charge Consultation
J31210
Ipsos MORI House
79-91 Borough Road
London SE1 1FY

9 October 2007

Dear TfL

Consultation on proposals for emissions-related congestion charging

London TravelWatch welcomes the opportunity to comment on these proposals, which were the subject of a report to and full discussion by our Board at its meeting on 26 September 2007.

After considering all aspects of the proposals, our members resolved (on a majority vote) to advise TfL that London TravelWatch :

- (a) Has no objection in principle to the use of congestion charging as a means of regulating harmful atmospheric emissions from roads vehicles, provided this is clearly stated as an objective, and can be demonstrated not to detract materially from the core purpose of the scheme (i.e. does not negate the decongestion benefits). There may be a case for reconsidering its title/branding.
- (b) Has no objection to the introduction of a £25 daily charge for high-polluting (primarily VED band G) vehicles entering the charging zone from elsewhere.
- (c) Believes that a discount should continue to be available for a limited period of time (to be determined) for such vehicles already registered by residents within the zone at the date on which this proposal was published for consultation. The cost of disposing of or replacing them is potentially considerable and it would be unduly punitive to require those residents who had already invested in the ownership of such vehicles to divest themselves of these (or face the full £25 daily charge) without allowing them a reasonable period of grace in which to make other arrangements.

- (d) Has no objection, at least initially, to offering a 100% discount to drivers of vehicles in VED bands A and B to encourage greater uptake of these vehicles. But if this policy results in substantial switching from vehicles in other bands (or from walking, cycling or public transport), it may be appropriate when the scheme is reviewed in 2010 to reconsider the level of discount offered and, indeed, to consider a sliding scale of charges for vehicles in other bands. We are aware, however, that this would introduce an additional element of administrative complexity and may only be practicable with the eventual introduction of more sophisticated “second generation” systems of vehicle registration and scheme enforcement.

We hope these responses are helpful, and will be glad to discuss them in more detail if so invited.

Yours sincerely

John Cartledge
Deputy Chief Executive