

# LONDON CONGESTION CHARGE

## FINAL THOUGHTS

Implementing restrictions on high polluting vehicles in a significant part of London has contributed effectively to improving air quality in the broader London area and reducing CO<sub>2</sub> emissions.

The introduction of London's congestion charge two decades ago has helped maintain road traffic at the same level but did not significantly reduce the total volume of road traffic in central London.

The road pricing schemes are an important instrument for raising additional income for greening London's transport system. According to the **Annual Report and Statement of Accounts 2021/22 of Transport for London**, congestion charge net revenues reached £307 million in 2021/22. The ULEZ and LEZ generated a net income of £111 million and £34 million in 2021/22, respectively.

Political leadership matters. Politicians played a key role in tightening emissions standards to clean London's air. They intend to further reduce air pollution, carbon emissions and congestion, and commit to exploring a London-wide expansion of the ULEZ in 2023.

They plan to transform road user charging schemes into one simple and fair scheme and to explore development of a distance- and time-based scheme for the second half of the decade.

London is a member of C40 Cities, a network of nearly 100 cities working together to accelerate climate action in cities. London's extensive experience with congestion charging and LEZ offers many lessons for other cities.

Charges also exist in the following cities that have followed London's lead : Bath, Birmingham, and Portsmouth.

Greater Manchester has a scheme proposed by the present mayor but this is causing a great deal of debate and controversy in the area.