

LONDON CONGESTION CHARGE

IMPACT

- The congestion charge initially contributed to reducing the level of car traffic in inner London.
- However, the regained space was quickly filled by taxis and other service vehicles, which benefit from exemptions. Cars and taxis represent about three-quarters of London's road traffic.
- The number of miles driven by cars and taxis has progressively decreased by about 6% or 1 billion vehicle miles since 2000; in turn, the traffic of light commercial vehicles increased by 1 billion vehicle miles.
- Overall, the level of London's road transport has thus remained fairly stable over the past two decades, ranging around 20 billion vehicle miles per year.
- However, the traffic situation would probably be much worse, if London had not introduced the congestion charge.
- The City of London was more successful in discouraging older, more polluting vehicles to cross the inner London area and thus reducing carbon emissions and other toxic air pollutants.
- According to the **six-month assessment report of the expanded ULEZ**, a larger share of vehicles in London is cleaner. Nearly 94% of vehicles driving in the ULEZ meet the emission standards on an average day.
- The compliance rate on boundary roads is 90% and the compliance rate in outer London is 85%. Similarly, the tightened standards of the LEZ triggered a reduction of more polluting large and heavy vehicles, which had a compliance rate of 96% in 2022, compared to only 48% in 2017.
- The City of London also recorded a sharp decline in the use of diesel cars driving in the ULEZ, resulting in cleaner air and important health benefits for Londoners. On average, there were 44 000 fewer diesel cars each day, representing a 20% reduction. Vehicles and traffic flows have been slightly reduced by about 2%.