



Contact: lewishamcyclists@gmail.com



Website: www.lewishamcyclists.org.uk

About Lewisham Cyclists

Lewisham Cyclists (LC) are the local borough group of the London Cycling Campaign (LCC) with more than 1500 supporters of whom over 650 are fully paid-up members of LCC. We speak up on behalf of everyone who cycles or wants to cycle in the London Borough of Lewisham and its adjacent local parks; and we speak up for a greener, healthier, happier and better-connected capital.

Improving air quality and Londoners' health, tackling climate change and reducing congestion Consultation 20/5/22 – 29/7/22

<https://haveyoursay.tfl.gov.uk/cleanair>

Overview of our response:

We are strongly supportive of these proposals on the implementation and expansion of the Ultra Low Emission Zone (ULEZ) in London.

However we would like the proposals to go further with the funds raised going directly to encourage alternative non-polluting transport modes and generally reduce vehicle use across London. We are aware that the Mayor's Transport Strategy includes commitments to dramatically increase the walking/cycling/public transport modal share across London and we welcome those commitments.

Additional comments:

It is not enough to tackle tailpipe emissions. To radically improve air quality the Mayor should further incentivise "modal shift" to walking and cycling: the Mayor must make walking and cycling safe and attractive enough to become the norm (particularly for local journeys), as well as improve public transport and access to car-sharing schemes (as an alternative to car ownership). Mass modal shift is vital to reduce motor traffic and thus help clean up London's air.

Further, we note that other major cities in Europe have recently dramatically reduced motor traffic. Large areas of Copenhagen are car-free, and Paris has begun to make areas of the city car-free (albeit only at certain times). London, which is of course a much bigger city than those cited, can learn from these examples and itself introduce car-free zones across the city.

The Mayor should incentivise modal shift for deliveries and services: we also note that there is a significant opportunity to assist businesses to switch to using cycles (including electrically-assisted cargo/freight cycles) to deliver goods and services within London (especially the centre): the Mayor must incentivise modal shift of this kind too, and highlight the joint pilot initiative of the city of Hamburg and UPS as an example of how this may be done.

The Mayor should also use the Healthy Streets programmes to reduce pollution hotspots in town centres and high streets. We urge that maximum impetus is given to this objective for its own sake but also because it would help clean up the air in high streets and town centres in every borough, where localised air pollution can be very high.

The Mayor should not pursue policies that increase motor traffic, pollution and congestion: the Mayor must avoid policies that would heighten pollution and thus undermine efforts to clean up London's air, through the increased motor traffic and congestion that they would cause. This includes not going ahead with new river crossings (such as the proposed new Silvertown Tunnel) unless for purposes of providing new walking, cycling and public transport links.

The Mayor should join up policies on pollution, climate change, transport, public health and quality of life under a unifying strategic framework: to drive down London's carbon emissions, reduce congestion, improve public health and create better places for people to live, work and play in.

Specific responses to the online Survey are detailed below:

How concerned are you about air quality where you live?

Very concerned

How important do you consider it is to continue to have these existing discounts and exemptions and reimbursements for the ULEZ?

Important

Do you think we should provide any further discounts, exemptions or reimbursements for the ULEZ?

No



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We are proposing to expand the ULEZ London-wide on 29 August 2023. What do you think of the implementation date?

It is the right date

For the London-wide ULEZ proposal the Mayor is considering a large-scale and targeted vehicle scrappage scheme to support Londoners, including, for example, those on low incomes, disabled people, charities and businesses.

How important is it that the proposed expansion of the ULEZ is supported by a scrappage scheme?

Important

To ensure that Penalty Charge Notices (PCNs) remain an effective deterrent, we are proposing to increase the PCN for the ULEZ from £160 to £180 for people with a non-compliant vehicle who do not pay the daily charge from 30 January 2023. We are also proposing to increase the PCN for the Congestion Charge, by the same amount, at the same time. If paid within 14 days, the amount would reduce by half.

Do you consider the proposed PCN level of £180 is?

Sufficient to act as an effective deterrent

How important is it that we remove the annual £10 Auto Pay administration fee per vehicle (for the ULEZ, the Low Emission Zone (LEZ), and the Congestion Charge)?

The proposed removal of this fee would take place from 30 January 2023.

Important

Please use this space to give us any comments about the proposed revision to the Mayor's Transport Strategy.

Very important to do this asap

How important is it to you that we take further steps to tackle air pollution in London?

Very important

How important to you is it that we take further steps to tackle the climate emergency by reducing emissions in London?

Very important

How important to you is it that we take further steps to tackle traffic congestion in London?

Very important

How important to you is it that we take further steps to improve the health of Londoners and address health inequality in London?

Very important

If we were to develop a future road user charging scheme to replace our existing schemes, how important is it for the new scheme to address the following challenges?

Tackle air pollution *Very important*

Tackle the climate emergency by reducing emissions *Very important*

Tackle traffic congestion *Very important*

Improve health and well-being *Very important*

Provide more space for walking and cycling *Very important*

Improve bus journey times and reliability *Important*

Improve journey times and reliability for freight and servicing trips *No opinion*

Make roads safer for everyone *Very important*

If we develop a future road user charging scheme to replace existing schemes, what elements should be considered? (please select all that apply)

The distance driven, The time of day, The type of vehicle (for example car, van, Heavy Goods Vehicle), How polluting the vehicle is, Where the vehicle is driven in London



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Tim Collingridge (LC Secretary) 25/7/22 pp Alex Raha (LC Coordinator)