Green Light:
What could the next generation of road user charging look like?

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17:30 | Opening speeches
17:35 | Presentation
17:45 | Panel discussion, Q&A
18:45 | Networking
19:00 | Close
Welcome

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Ben Rogers
Director
Centre for London

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Green Light: What could the next generation of road user charging look like?

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Research Manager
Centre for London

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1. Current challenges on London’s roads and streets
London’s transport faces some challenges...

1. **Congestion**: has been growing, due to population growth, reallocation of road space and recent increase in overall vehicle usage.

2. **Air pollution**: remains consistently above legal limits, harming people’s health and wellbeing.

3. **Health**: Car dependency has led to increased inactivity and associated health impacts.

4. **Public realm**: Cars’ dominance of cars blights the public realm and deters people from enjoying socialising and active lifestyles.
London’s transport faces some challenges...

5. **Safety**: many are killed or seriously injured on London’s roads.

6. **Unfair funding**: little of the driver taxation collected by government is spent on London’s roads.

7. **Poor quality network**: under-funding has created a road maintenance backlog.

8. **Social inequity**: the negative impacts of vehicle usage harm the poorest and most vulnerable in society the most.
Road user charging can help to overcome these challenges by:

- Managing the demand for limited road space
- Reducing overall motor vehicle usage
- Promoting the use of more efficient and sustainable transport, including public transport, walking and cycling
But the current system has drawbacks...

1. **Congestion Charge**
   
   - World-leading when it launched and helped reduce private car traffic
   
   - But traffic has grown outside of operating hours and by exempt vehicles

2. **Ultra Low Emission Zone (ULEZ)**
   
   - Much needed to address air pollution
   
   - But limited impact on some types of pollutants and – like the CC – is a flat daily charge, which costs the same regardless of how much and when one travels
By 2025 we could have 5 separate schemes

Map of existing and planned charging schemes in London

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London has always been a leader in transport innovation...
...and we need similar vision for our roads

67% of Londoners say that they have suffered symptoms from poor air quality.
Source: London Councils 2018, Air quality polling

60% of Londoners agree that introducing a mileage or time-based charge in congested parts of London would be fairer (only 13% disagree).
Source: Populus 2016, Traffic congestion and road charging survey

Changing public attitudes and new digital technology now provide an opportunity to create a modern, sophisticated charging system that can better address the city’s needs.

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2.

A next generation scheme for London
Design principle 1:
A distance-based scheme, with charges set in advance and varying according to:
• vehicle characteristics
• local congestion and pollution levels
• availability of alternative transport

Design principle 2:
A single London transport platform, City Move, that:
• allows users to compare, plan and pay for journeys across the full range of modes
• proactively suggests cheaper, faster or healthier journey options
• offers a number of driver services
Design principle 3:
Individual account
- enabling a fairer approach to charging, including targeted discounts
- options to split the charge between passengers
- can work for car hire, car clubs and ride hailing

Design principle 4:
Charging levels
- set against objectives and reviewed regularly
- linked to existing public transport fare structure
- revenue spent on London’s roads, public transport and associated measures
Design principle 5:

Technology

• web platform and smartphone app for user registration, journey planning and payment
• in-vehicle device or app for journey verification
• roadside cameras for added enforcement

Design principle 6:

A level of service guarantee, and potentially ‘delay repay’, offering a partial or full refund where a journey takes significantly longer than expected.
Design principle 7:
A system of reward Mobility Credits for
• registering for an account
• choosing public transport, walking or cycling
• Giving up a car or scrapping an older vehicle

Design principle 8:
Dedicated business account
• managing the whole fleet easily
• cheaper pre-booked off-peak delivery slots to encourage retiming and consolidation
3. Impact assessment
The scheme would be better for consumers & the city as a whole

**Consumers**

**Simpler**
- Single easy-to-use scheme

**Smarter**
- Compares options to enhance customer choice

**Fairer**
- Reflects impact of individual journeys and allows for targeted discounts

**The city**

**More efficient**
- Promotes better use of road space and ensures roads are self-financing

**Healthier**
- Increases safety and physical activity

**Greener**
- Reduces emissions and air pollution and improves public realm

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The scheme could reduce demand and pollution significantly

We modelled the impacts of the proposed scheme

- Charge graduated by vehicle emissions and geographic area
- Drivers on less congested roads not charged at all
- Charge for average 10-kilometre journey in the region of £1.50

The impacts included

- Overall demand down by 10-15%
- CO2 emissions and air pollutants down by 15-20%
- Largest reduction from private vehicles and vans and in inner London
4. Implementation
The next Mayor should introduce a new approach to road user charging by the end of the 2020-2024 Mayoral term.

Implementation could be gradual...

The scheme should
- operate at all times of day and night
- cover all motor vehicles with some exemptions
- replacing all existing and planned schemes

Phasing could include
- Determine scheme parameters and develop platform
- Upgrade GPS accuracy and 5G network connectivity
- Pilot within the CCZ to test the technology
- Launch the platform across the whole of London
- Gradual extension of charging, starting with areas of high demand and pollution
...and government should support cities

A national vehicle taxation scheme can complement city schemes.

- Cities across England can introduce elements of the London scheme in the implementation of Clean Air Zones
- With vehicle taxation revenues declining, central government will eventually need to move to a national distance-based system
- Any national reforms should complement city schemes, with a national charge for the strategic road network replacing VED and Fuel Duty, while city schemes address local congestion and pollution
- Government should support London with funding on the same basis as other cities

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Panel discussion

Chair: Julian Glover,
Associate Editor, Evening Standard

Anthony Alicastro,
Chief Executive Officer, emovis

Silviya Barrett,
Research Manager, Centre for London

Richard Dilks,
Programme Director of Transport,
London First

Shashi Verma,
Director of Strategy and Chief Technology Officer,
Transport for London

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