
BESTUFS WORKSHOPS in GENOA

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The Proposed Central London Congestion Charging Scheme and Freight

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Mayor's Transport Strategy

- ➔ Strategy published on 10 July 2001
- ➔ Sets out the timescale for the delivery of proposals and projects over a 10 year period
- ➔ Recognises the need for partnership to enable delivery, particularly with the private sector
- ➔ Highlights the importance of transport in achieving the overall objective of a prosperous, more accessible, greener city for people.

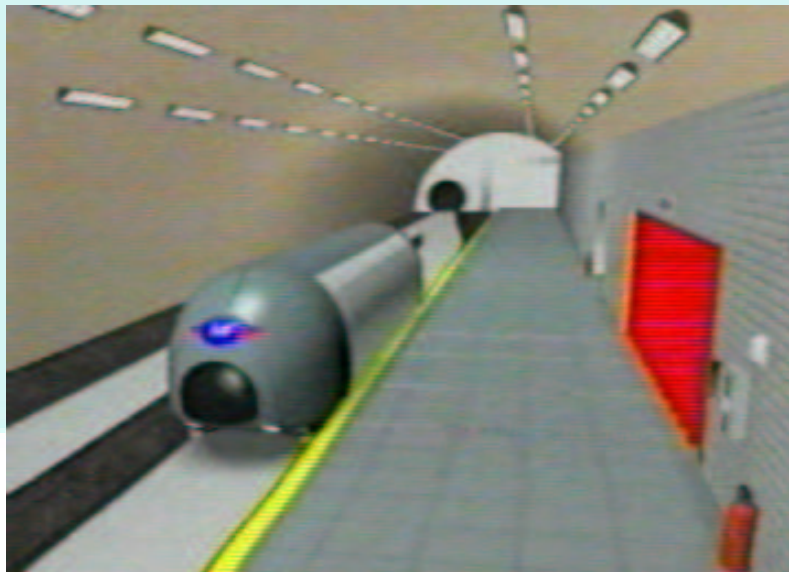
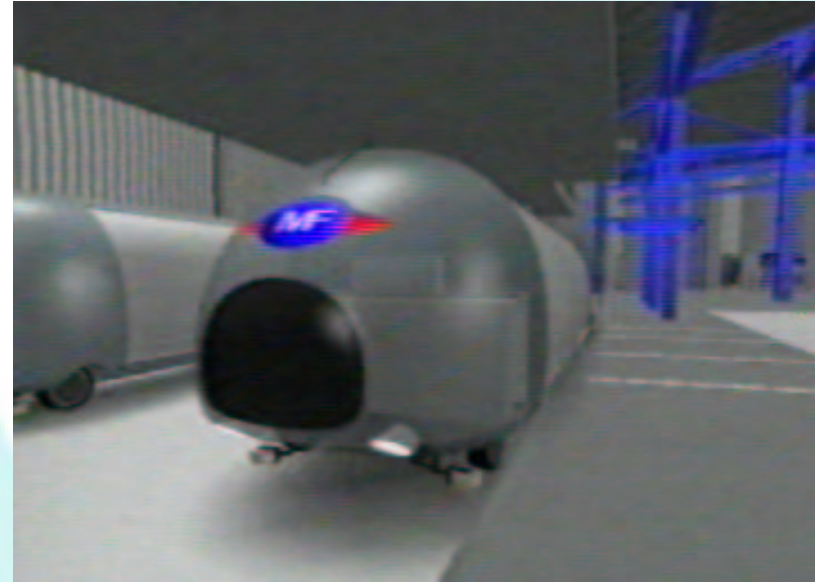
Freight and the Transport Strategy

- ➔ Improving reliability and delivery of goods and services
- ➔ Encouraging a more sustainable approach to freight
- ➔ A strategy on freight to meet the needs of business and Londoners
- ➔ 'London Sustainable Distribution Partnership' to be set up
- ➔ Creation of sub-regional FQPs

Agenda for the LSDP and FQPs

- ➔ Allocation of road space
- ➔ Loading, unloading and servicing
- ➔ The London Lorry Ban and overnight parking
- ➔ Road freight and the environment
- ➔ Rail freight
- ➔ Water-borne and air freight
- ➔ New Means of delivery
- ➔ Information technology

Opportunities for Innovation



Alternative Fuels



The bikes can carry approximately 160kg of shipments and travel an average of 3-5 miles during a delivery route.

Alternative Fuels

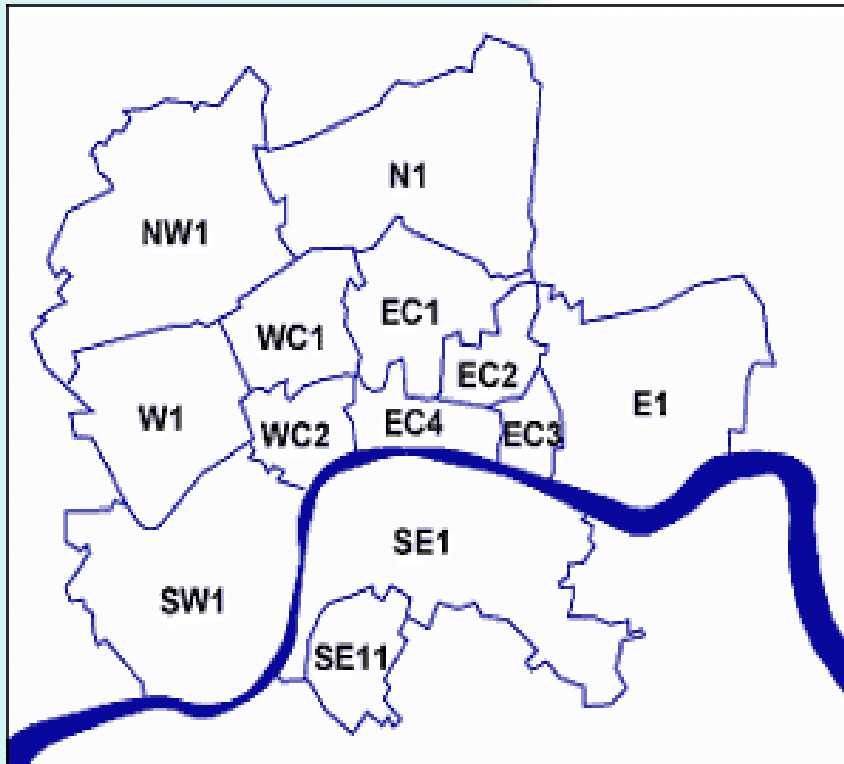
The Electric City vans are zero-emission vehicles ideal for use in and around cities.

At only 1.7m wide, the vans are designed to ease congestion in narrow city streets.

They are particularly well suited to heavy traffic as the motor only runs when the vehicle is moving.



Electric City - London Coverage



Electric City is initially operating only in the central area, collecting and delivering between 7am and 9pm, 6 days a week.

For volume collections outside this area, they use larger LPG vans.

Proposed London Traffic Control Centre



The proposed congestion charging scheme for central London

Some context

- ➔ Central London suffers the worst congestion in the country
 - vehicles typically spend half their time in queues
- ➔ Traffic delays are increasing, costing people and businesses both time and money

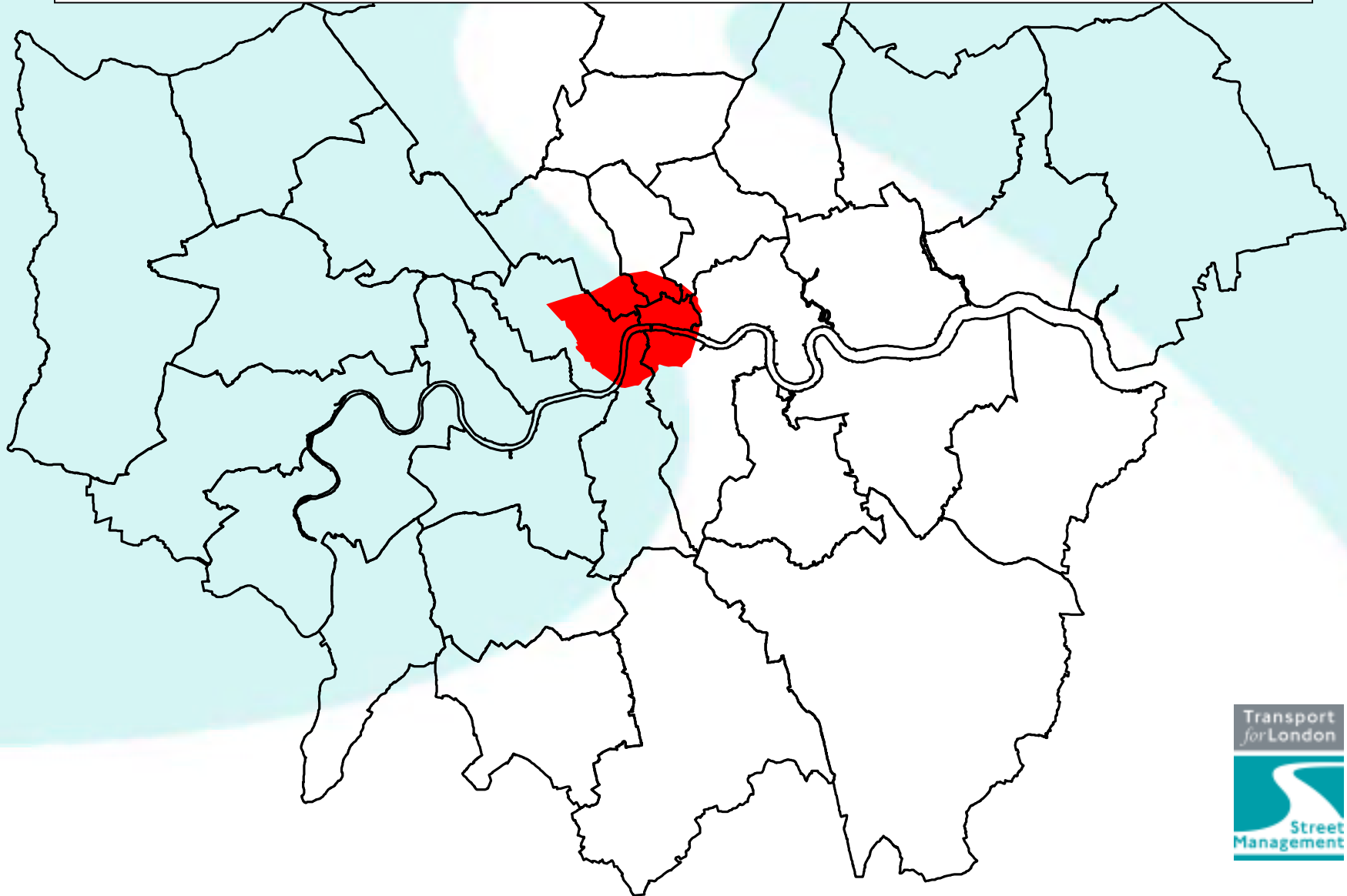
A bit of the history

- ➔ It's been discussed for decades as a potential solution
- ➔ In 1999, the Government gave the new Mayor of London powers to introduce it
- ➔ In 1998-2000, ROCOL considered the options
- ➔ It was a key element in Ken Livingstone's manifesto
- ➔ The Mayor outlined his initial proposals for congestion charging with some 350 stakeholders during July - September 2000

Public reaction

- ➔ 88% of respondents to the Mayor's draft Transport Strategy considered the objective of tackling traffic congestion to be important
- ➔ 69% regarded the Strategy's approach to tackling traffic congestion, including the proposed central London congestion charging scheme as important.
- ➔ Responses to the draft order consultation currently being analysed

Greater London and CCS area

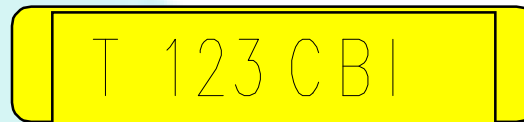


Central London CCS area



The proposed scheme operation

- ➔ Daily, weekly, monthly or annual licence, for individual vehicle registration number



- ➔ Flat fare of £5 per day for all vehicles
- ➔ Payment by post, telephone, retail, internet,
- ➔ Late payment until midnight, but charge rises to £10 after 7pm

Enforcement

- ➔ Vehicle registration numbers observed by fixed cameras and mobile cameras compared with licence database
- ➔ Cameras linked to automatic number plate recognition technology
- ➔ Penalty charge notice sent to official registered keeper of vehicle
- ➔ £80 penalty reduced to £40 for early payment; adjudication of disputes
- ➔ Follow up removal/clamping for persistent evaders

Proposed 100% discount for:

- emergency vehicles
- London buses
- London licensed taxis
- Borough operational vehicles
- NHS vehicles exempt from tax
- scheduled express and commuter coaches
- alternative fuel cars and electrically propelled vehicles
- disabled people

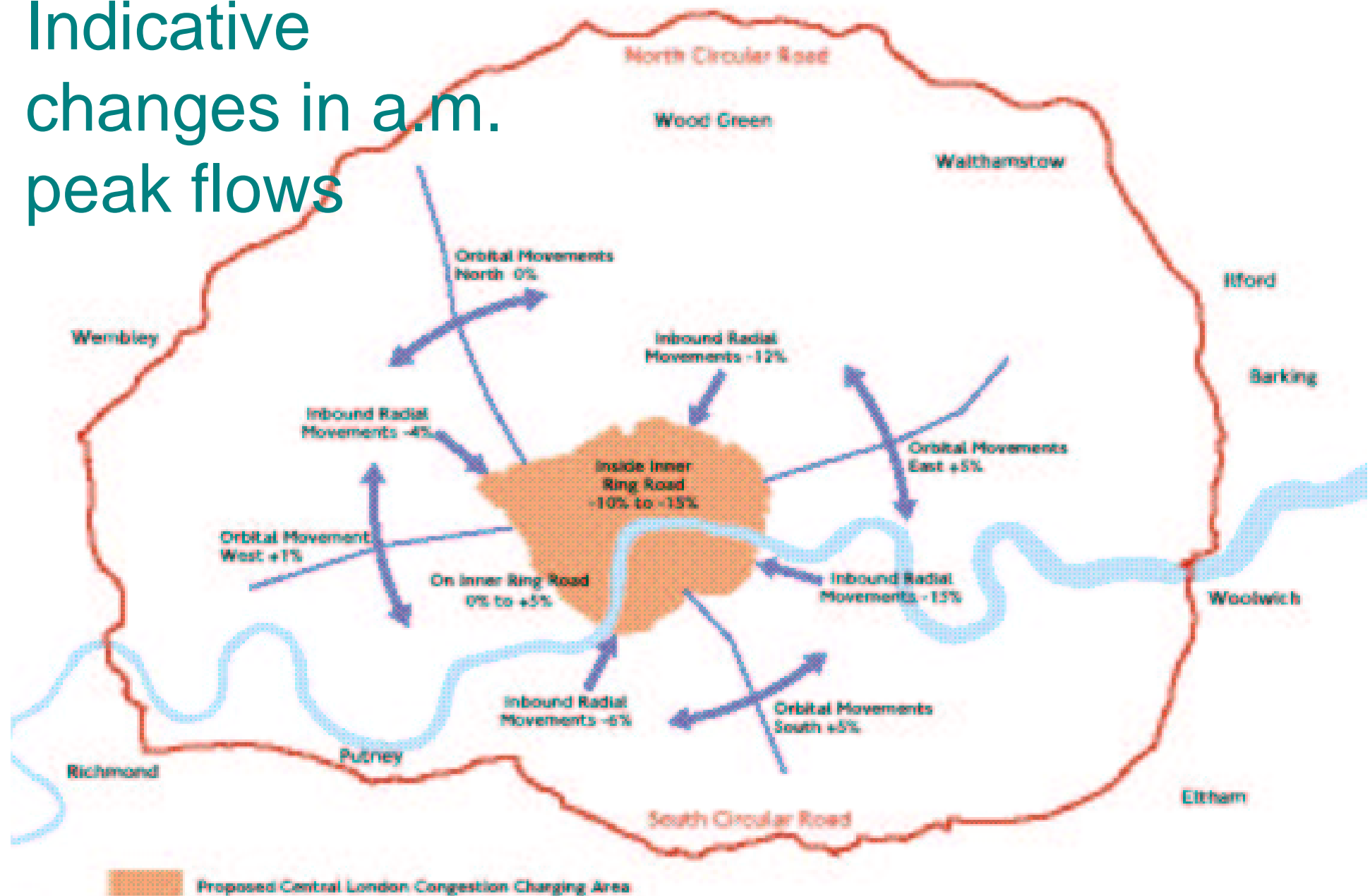
Other proposed discounts

- ➔ 90% discount will be available for residents in the charging zone, providing a weekly ticket is purchased (ie. £2.50 for a week's travel)

Proposed exemptions

- ➔ Motorcycles and mopeds (powered two-wheelers)
- ➔ Certain categories of military vehicles

Indicative changes in a.m. peak flows



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Complementary measures funded by the Mayor

- ➔ Public transport Improvements
- ➔ Diversion routes (eg. Inner Ring Road)
- ➔ Managing “knock-on effects” (eg. traffic calming, environmental management & parking measures)
- ➔ Signing
- ➔ Improved enforcement of parking and loading restrictions
- ➔ Improved co-ordination of streetworks

How London would benefit

- ➔ Reduces congestion within the central area by 10-15%
- ➔ More effective in reducing through traffic than other initiatives
- ➔ Takes advantage of good public transport networks serving central London
- ➔ Will help free roads for essential deliveries and improve bus operations
- ➔ Flexible and relatively quick to introduce
- ➔ Produces substantial net revenues
- ➔ Facilitates other initiatives

Freight and congestion charging

- ➔ Lorries will pay the same as cars - £5
- ➔ Less traffic inside and outside the zone will mean fewer delays and more reliable journeys
- ➔ Encouragement for the use of cleaner vehicles
- ➔ Revenue will be used towards a range of transport projects aimed at reducing congestion: expanded rail capacity, new Thames Gateway river crossings, improved access to London's town centres, improvements to London's road system

Conclusion

- ➔ CCS will benefit London business and residents
- ➔ Benefits will outweigh the costs for freight industry
- ➔ Discounts for cleaner vehicles
- ➔ Opportunities for innovation

Timescale

- ➔ Scheme Order confirmation expected in December
- ➔ Earliest congestion charging could 'go live' January

2003

