



Congestion Charging

The history, planning and implementation

Presentation to Bogota Transport Planning Workshop

Simon Buxton & Jon Hodges

Transport for London

9 April 2013



Why was Congestion Charging necessary?



- 185,000 cars entered central London each day
- Central London most congested area in UK; traffic speeds <13km per hour
- Congestion persisted throughout the day
- To address this, area-based charging scheme introduced in central London in February 2003
- Objectives of the scheme:
 - Reduce traffic and traffic congestion
 - Raise revenue to re-invest in transport



Background and Key Developments



- In 1998 Government established a working group of technical experts (ROCOL – Road Charging Options for London) to explore how a Mayor might use powers
- 1999 Greater London Authority Act became law
- 2000 ROCOL working group published report concluding road user charging in central London potentially feasible, effective and acceptable
- May 2000, Ken Livingstone was elected Mayor of London, with manifesto commitment to consult on road user charging and adopted proposals of ROCOL working group



GREATERLONDONAUTHORITY



Key Project Milestones



- January 2001 – a strategic plan for delivery of congestion charging in central London agreed by the Mayor
- July 2001 – TfL commenced consultation on Greater London (Central Zone) Congestion Charging Order, which set out specific details of the scheme
- 2001 – TfL undertook procurement for key service provider; Capita Business Services appointed in February 2002.
- March 2002 - Government approved the Mayor's plans to spend net revenues
- Late 2002-early 2003 – Extensive public information campaign undertaken to inform Londoners and visitors of nature and details of scheme



Mayor confirms Congestion Charging Scheme for C London



26 February 2002

- After extensive consultation Ken Livingstone, Mayor of London, confirmed that congestion charging for central London will go ahead. The Mayor signed Transport for London's congestion charge scheme order and set the 'go live' date as Monday 17 February 2003 – the start of school half-term week to help ease the adjustment to the new charge.
- Mr Livingstone said:
“As a result of what I am confirming today, for the first time there will be a serious attempt to tackle the chronic traffic congestion in central London. On TfL's estimates the scheme will raise a net revenue of £130m-£150m annually”.



LONDON



Communication ahead of launch



MAYOR OF LONDON

Remember, if you're driving in **Central London from 17 February you will have to pay the congestion charge.**

You can pay at the machine in this service station.
You can pay the £5 charge in advance or by 10pm on the day of travel.
£10 from 10pm until midnight.

The congestion charge will operate from 17 February • 7.00am to 6.30pm • Monday to Friday



MAYOR OF LONDON

Where exactly is the **Congestion charging zone?
Central London only.**



The charge is designed to help tackle congestion. All profits raised will be ploughed back into helping improve transport in London. It will cost £5 per day, 7.00am to 6.30pm, Monday to Friday. For further information log on to www.cclondon.com or phone 0845 900 1234.

Starts 17 February 2003 • 7.00am to 6.30pm • Monday to Friday



Complementary measures



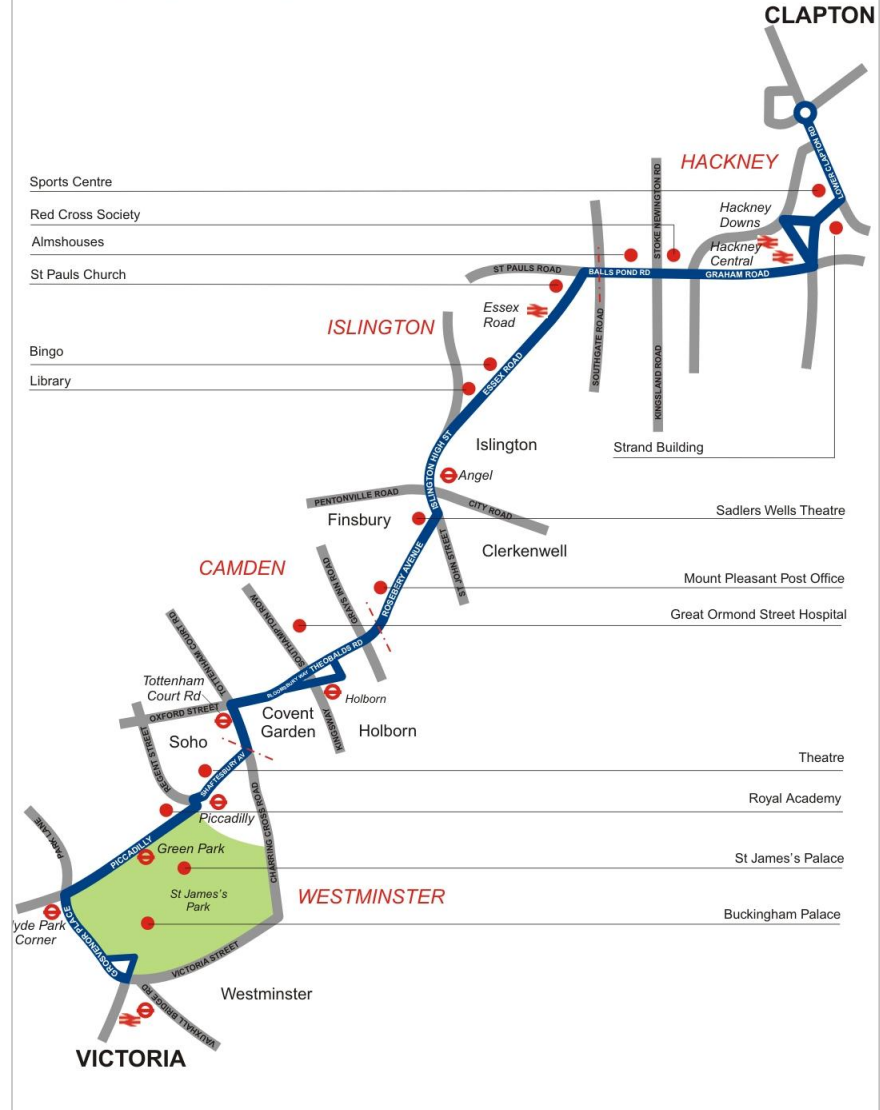
- Public Transport measures to complement the scheme:
 - Bus services
 - Traffic management
 - Underground fares
- Net proceeds from Charging – the scheme was forecast to generate net proceeds of some £130m per year and, by law, this must be spent on improving transport within London



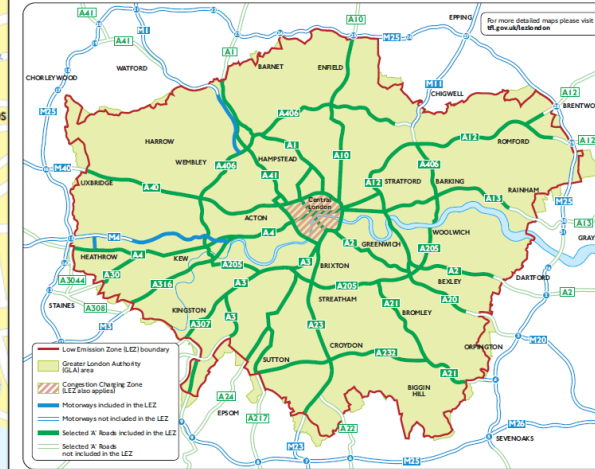
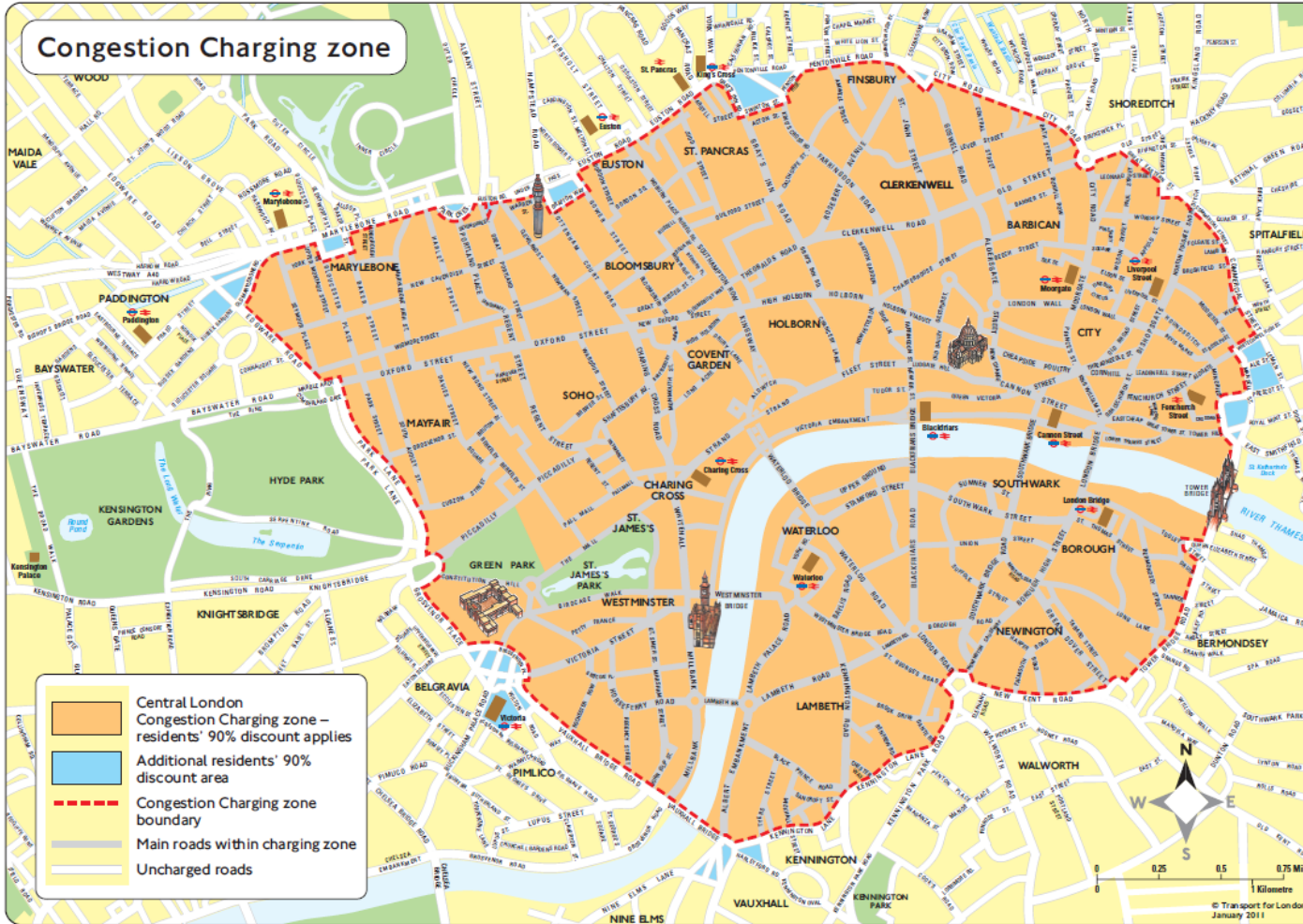
Improvements to the bus service



38 VICTORIA - CLAPTON



How the scheme worked back in February 2003



Congestion Charging begins



17 February 2003

- Congestion charging is underway in central London.
- Mayor of London Ken Livingstone said as the scheme began:
“This is an historic day for London. Everyone knows that tough decisions have to be made to tackle the congestion which cripples this capital city of ours. From today something is being done. If we want London to continue to be a success story for business and jobs, then we must enable people to move around the heart of London more efficiently. Congestion charging is the only option available – there is no practical alternative”.



LONDON



Day 1 - 'Smooth start for congestion charge'

- BBC News, 18 February 2003



Monitoring of the scheme since Day 1



Transport for London

Central London Congestion Charging



Impacts monitoring
Sixth Annual Report, July 2008

MAYOR OF LONDON


Transport for London 




Transport for London

Travel in London

Report 5



MAYOR OF LONDON

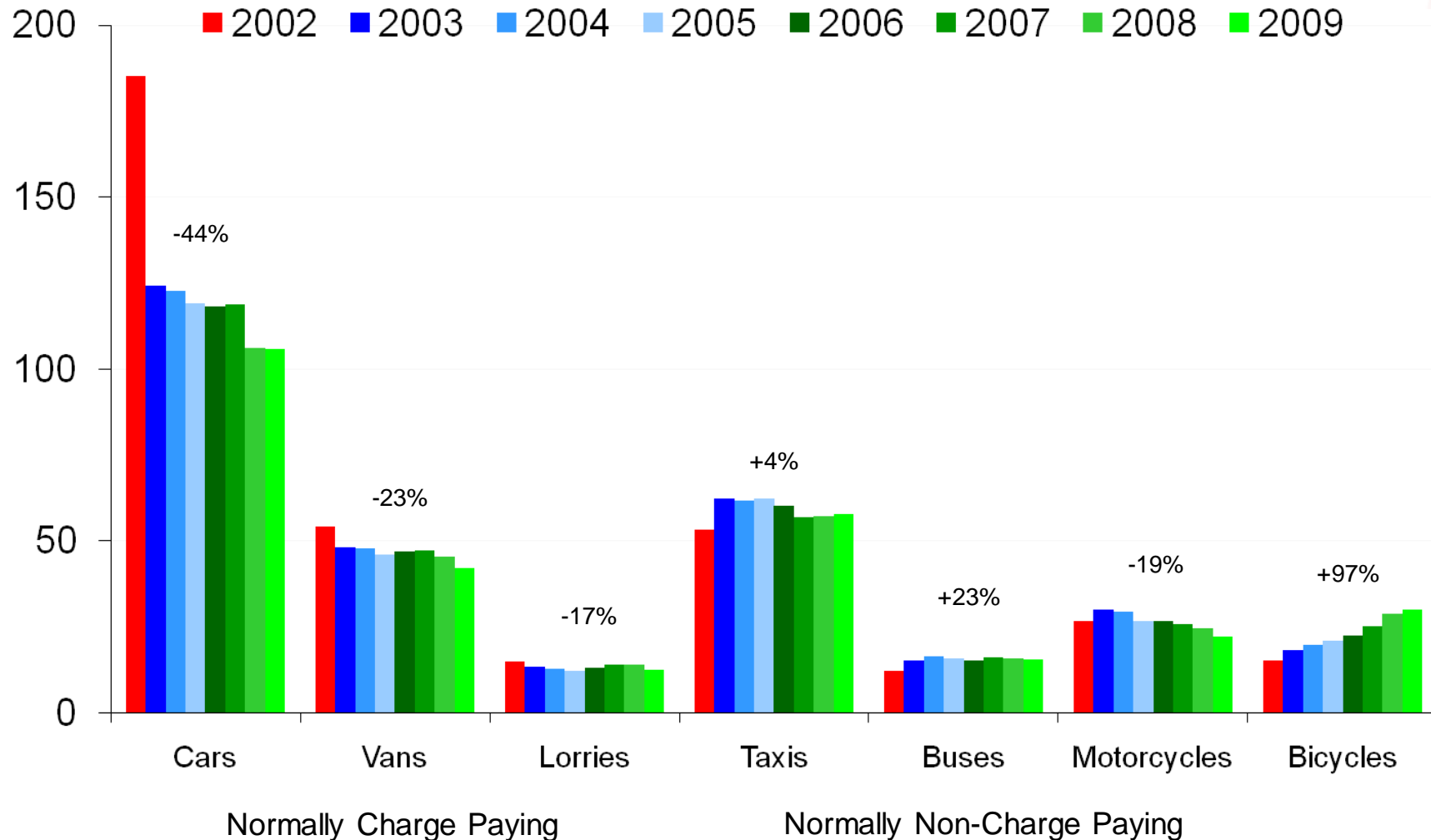
Transport for London 



Monitoring - Scheme Impacts



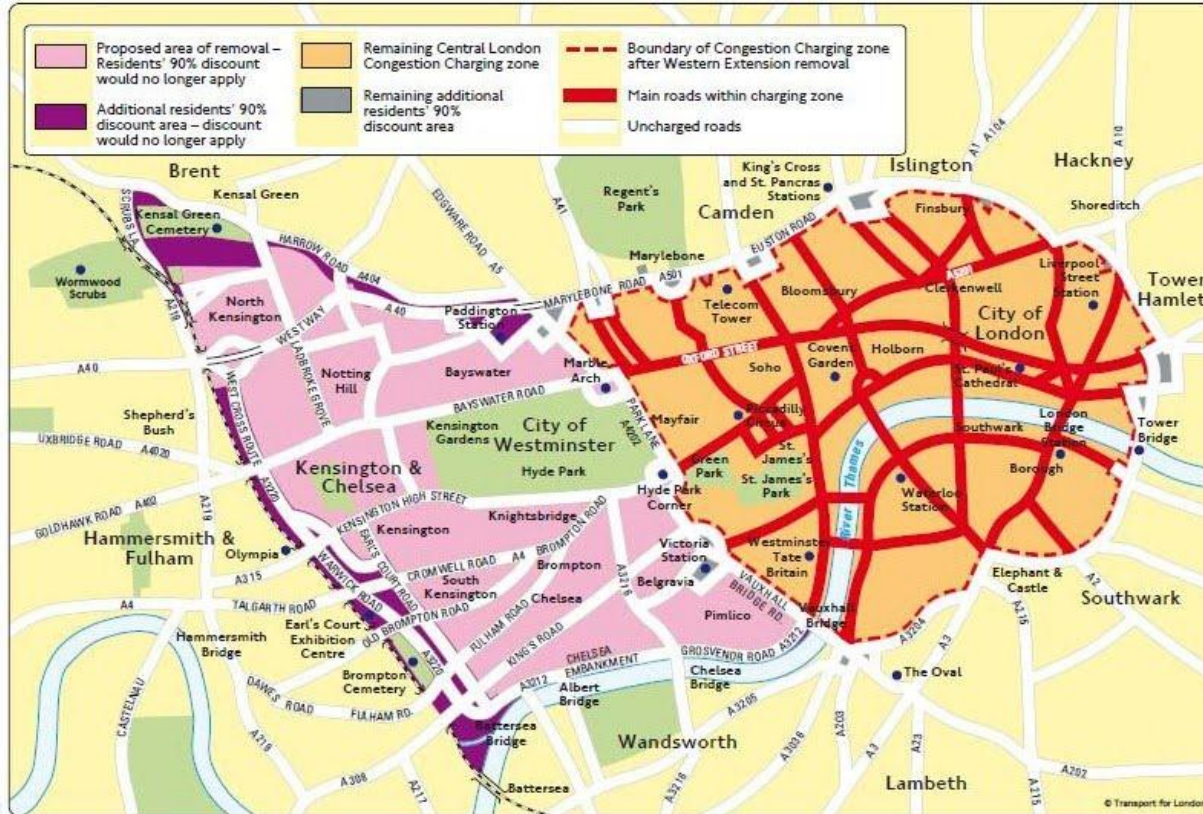
- Average daily traffic entering Charging Zone (2002-2009)



Key Scheme Developments since 2003



Congestion Charging zone map



Today: The charge and hours of operation



EU country identifier (optional)

Age identifier



Area code

Random letters



Enforcement



LM02 VXL

LM02 VXL

X

MERCEDES

C220 CDI AVANTGARDE AUTO

SILVER

ESTATE

Diplomatic?

Foreign?

Reinterpret Court: 0

Keeper Details: Yes

Usage Charge: CC

Taxation Class: DIESEL CAR

DVA Response Code

0-Full record

W163_22_0555 Elephant and Castle / Newington Causeway

Play
Stop
Pre
Cont.
Post
Front
Undo Last
Escalate
Reject
Accept

Exit

ongestion charging

Transport for London

Penalty Charge Notice The Road User Charging (Charges & Penalty Charges) (London) Regulations 2001 as amended, The Road User Charging (Enforcement & Adjudication) (London) Regulations 2001 as amended and The Greater London (Central Zone) Congestion Charging Order 2001 as varied.

To:

Issue date: _____

Penalty Charge Notice number: _____

Automated payment reference: _____

This Penalty Charge Notice has been sent to you as the registered keeper/tinier of the following vehicle:

Registration Number: _____

Make: _____

Model: _____

for the following contravention: the use of a vehicle on a road in the charging area to which a charging scheme applies without payment of the appropriate charge, at the time and location stated below:

Contravention Location: _____

Contravention Date: _____

Contravention Time: _____

Failure to respond within 28 days of service of this notice will result in a Charge Certificate being issued which will increase the penalty charge to _____. Failure to then pay the increased penalty charge will result in the outstanding balance being registered as a debt in the County Court.

You have _____ days from service of this notice to pay the discounted penalty charge of _____. If this is not paid by _____ then the full penalty charge of _____ is payable. If you fail to pay the penalty charge or make a representation by a Charge Certificate will be issued which will increase the amount payable to _____.

F378

Penalty charge payment slip

tear off section

Please complete the details below and sign as necessary

Tick to indicate payment method:

By credit/debit card

By cheque/postal order

Tick box to authorise/include payment of: _____ - for a penalty charge paid within _____ days

Card Number: _____

Valid from (mm/yy): _____ Expiry date (mm/yy): _____ Switch issue number (if applicable): _____

Name on card (to check postal): _____

Signature: _____ Date: _____

FME_01 v1.1

MAYOR OF LONDON



Scheme Costs and Revenues



- Scheme cost some £160m to introduce in 2003, including complementary measures and impacts monitoring
- Capita - scheme cost some £90m to operate each year
- IBM - scheme costs some £45m to operate each year
- Scheme has consistently made a surplus (net revenue), which by law has to be spent on transport improvements in London
- In 2007/08, net revenues were some £90m
- In 2011/12, net revenues were some £140m



Re-investment in the transport network



- In its first 10 years. The Scheme generated net revenues of £1.2bn, which were spent by TfL as follows:

• Bus Network Operations	£960m
• Roads and Bridges	£102m
• Road Safety	£121m
• Sustainable Transport	£36m
• Total	£1.2bn



Lessons from Congestion Charging



- Political commitment is key.
- Effective research and clear policy objectives.
- Extensive public consultation and stakeholder engagement.
- Strong project management.
- Need for effective contract management.
- Good public transport alternatives.
- Effective traffic management.
- Strong public information campaign.
- Need to listen to customers and be prepared to make changes / improvements.

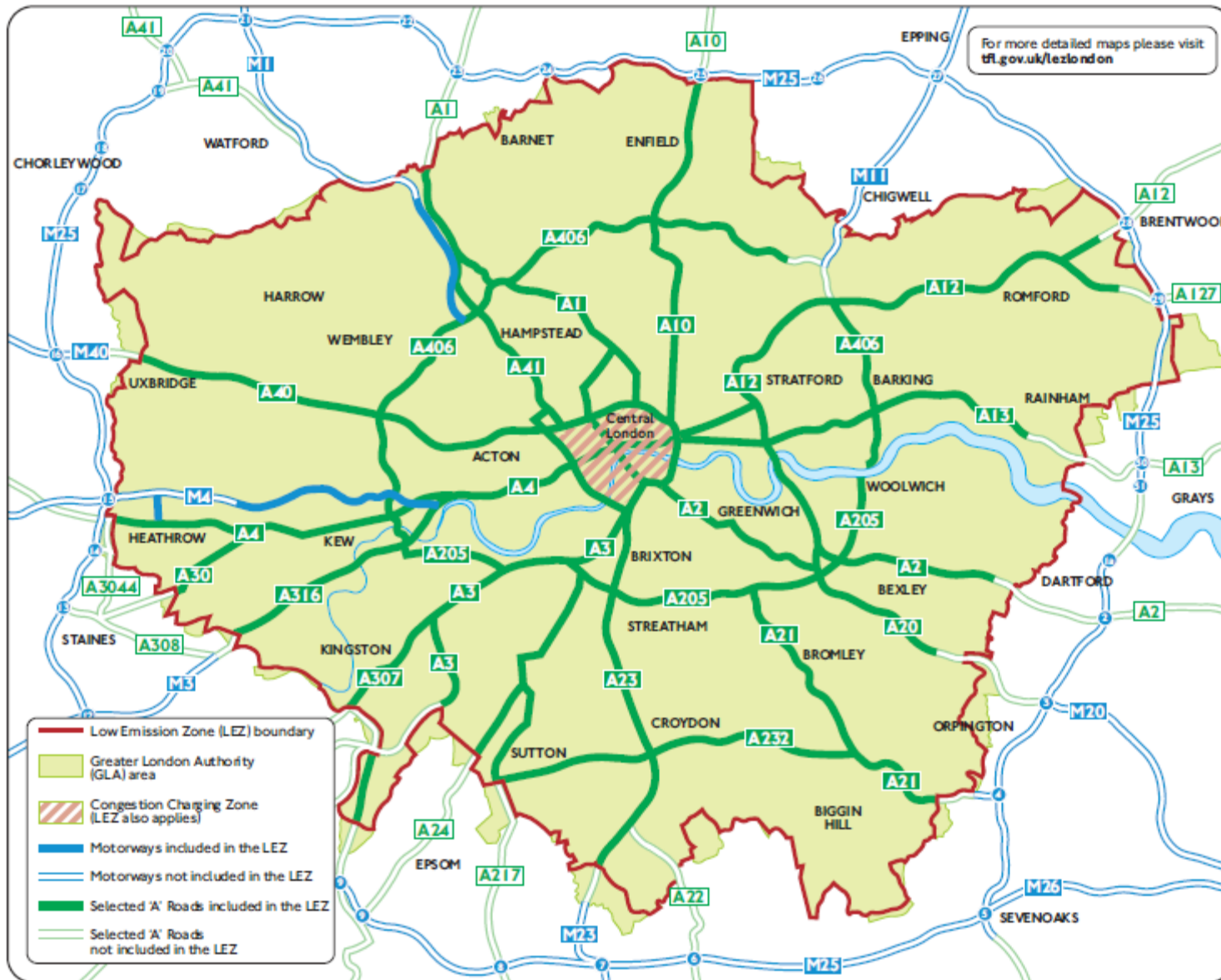




Cleaner Air for London



What is the Low Emission Zone?



Cleaner Air for London



MAYOR OF LONDON





In Summary...



Congestion charging



Central ZONE

Mon - Fri
7 am - 6 pm

 Transport for London

Congestion charging



Central ZONE

Mon - Fri
7 am - 6 pm

 C. London
(Westminster)
A 3220

  C. London
(West End)
A 4

The WEST
Heathrow 
Hammersmith 
A 4

10 L...
020 77... 7360
REF: ...
Enter the above reference nu...
for full property particulars.

BY
chesterton