

Appendix 1 – Draft of the KCC consultation response to be sent to cleanairyourview@tfl.gov.uk

Dear TfL,

Thank you for the opportunity to respond to the London-wide Ultra Low Emission Zone (ULEZ) expansion consultation. We appreciate your efforts in working with us to ensure the consultation is widely advertised in Kent and encourage you to work as closely with the Local Planning Authorities that border or are nearby to the Greater London Authority (GLA) area – namely Sevenoaks District Council, Dartford Borough Councils, Gravesham District Council, Tonbridge and Malling Borough Council and Tunbridge Wells Borough Council. We also encourage you to ensure that the sub national transport body, Transport for the South East (TfSE), is engaged with the proposals given they also represent the interests of councils and local authorities across the area up to the GLA boundary.

We recognise that businesses and residents of Kent travel into the proposed ULEZ zone, as some already do for the existing ULEZ. Those businesses staff and residents that work in London or enjoy its services are beneficiaries of London's efforts to clean its air, helping to prevent pollution having an adverse effect on their health and act as a block on their enjoyment of the capital.

The proposed zone extension would bring the boundary up to the administrative border of Kent County Council (KCC). A more detailed map showing the precise location of the proposed boundaries would be welcome. The consultation map is too indicative for KCC to precisely discern those routes out of Kent and into London that would see the charging zone come up to the KCC border.

Within west Kent, there are an estimated 50,000 residents of driving age living in wards that border the GLA area. For many of these locations, even short vehicle trips could entail a journey into the GLA area and therefore the proposed zone. We note no analysis has been taken of the volume of resident population, their estimated vehicle mix and its likely level of compliance with the ULEZ. Given the reported statistics in the ULEZ consultation brochure, of 82% of outer London vehicles already being compliant, we would like to draw your attention that if a similar figure applied to the 50,000 residents of driving age in Kent, this would still leave several thousand residents with likely access to non-compliant vehicles.

Furthermore, the proximity of these residents and their businesses to Outer London's range of services such as health, schools, community facilities, shopping, entertainment, and customer markets, means they are likely more susceptible than many others in Kent to the proposed ULEZ zone. London and its home counties enjoy a symbiotic relationship. The ULEZ zone if implemented in the right way has the potential to ensure that continues; however, we view that outcome as contingent on ensuring there is adequate and fair access to financial support by those residents and businesses who would need to replace their vehicles.

We understand the initial ULEZ was supported by a scrappage scheme which successfully replaced 13,000 polluting vehicles and saw a full draw down on the funding that was in place. We see no alternative but for that initiative to continue for the ULEZ to be successful and fair in its impact on communities in Kent affected by the ULEZ. We note in the consultation material that the Mayor of London is

committed to developing a new scrappage scheme. This scheme cannot discriminate between Londoners and non-Londoners when the ULEZ would come so close to creating a new constraint on the travel that people in Kent can do even on a short distance local basis. The spatial scope is too narrow for those affected to find alternative routes to travel, alternative locations to travel to, or alternative means of travel (particularly given the far lower density of public transport in south east London compared to the rest of the GLA area) in order to avoid the proposed ULEZ if they cannot afford to replace their vehicle or pay the charge.

Given this our consultation response calls for the Mayor of London to work with central Government to ensure funding support is provided to enable access to the scrappage scheme for those residents and businesses based outside the proposed ULEZ zone, but that frequently travel into the zone owing to unavoidable person reasons for private trips, or for businesses whose sales are reliant on access to the Outer London market.

Our response further demands that the scrappage scheme is weighted by traffic flows observed crossing the border from Kent to the ULEZ and ringfenced to ensure that a set proportion of any scrappage scheme budget is available for KCC residents and businesses. This should be for a defined time from scrappage scheme introduction to post ULEZ extension, after which point any remaining funds could become available for TfL to administer to whatever areas see highest demand. This will ensure that scrappage scheme take-up is not limited to being administered on a first-come first-served basis.

We also wish to flag for consideration that any new scrappage scheme consider, were the former scheme not operated on the following basis, that compliant second-hand cars can be purchased in replacement of scrapped vehicles. We are aware of the supply constraints in the car industry and the long waiting lists for some vehicles. Ensuring the public and businesses can utilise the second-hand market to source ULEZ compliant vehicles would help mitigate the risk, if it is likely to realise by the time a scrappage scheme is established and ensure eligible scrappage scheme users are ready to continue making their journeys when ULEZ expansion is implemented.

We also demand that until the full set of mitigations, which must include a scrappage scheme eligible for those outside of London, are established along with their planned implementation and eligibility criteria, or the ULEZ expansion should not be permitted to be implemented.

We encourage the Mayor of London and central Government to recognise the wider benefits a scrappage scheme that is eligible to both Londoners and non-Londoners could bring, specifically it would:

- Make the vehicle fleet operating in Kent cleaner, bringing air quality benefits, including to Air Quality Management Areas (AQMAs) close by to the boundary of the ULEZ such as in Swanley and Dartford town centres.
- Assist with decarbonisation of the vehicle fleet operating in Kent and London, by replacing older engines that typically also have higher CO2 emissions.

- Add to existing activity underway by KCC and Local Planning Authorities responsible for AQMAs in raising general awareness of the impact of motor vehicle type and use on air quality and public health.
- Ensure Kent's economy can continue to recover from the pandemic and current rising costs by providing financial support for them to obtain vehicles compliant with the ULEZ and continue to access their customer markets to grow and prosper, benefiting both customers and employees in London and Kent.

Without prejudice to our points above, we request that TfL provide further information in follow up to the consultation on the following aspects:

- The volume of Light Goods Vehicle (LGV) traffic movements forecast to occur between Kent and Bexley and Bromley in the without and with scheme case. In the Integrated Impact Assessment (IIA), only car traffic is reported to this level.
- Evidence of the Equalities Impact Assessment (EqIA) conducted that considers protected groups both within the extended charging zone and those affected by the extension that travel into the zone from outside it, so including in Kent.
- Evidence of consideration for the setting of the ULEZ expanded zone to correspond with the boundaries of the London AQMA as published on the [AQMAs interactive map \(defra.gov.uk\)](https://defra.gov.uk) . It is not clear why the charging zone is not limited to addressing the area established as requiring action as per the AQMA designation.

We trust you find our response helpful for your further consideration of the proposed expanded ULEZ. We look forward to seeing the response to the issues we have raised and are happy to work with TfL and the Mayor of London to ensure that the mitigations on non-Londoners that are under consideration are secured and implemented fairly.