

## The Delays and Obfuscation from TfL on the ULEZ Income and Costs

Transport for London (TfL) have repeatedly obstructed and delayed the obtaining on information on the profits that they are likely to make from the ULEZ. That includes providing information that is misleading and inaccurate. The following is the timeline of events:

1. Before Sadiq Khan was elected as Mayor in May 2016, Boris Johnson proposed to implement an Ultra Low Emission Zone (ULEZ) in central London (covering the existing Congestion Charge area) in 2020.
2. In May 2016 Sadiq Khan, after he was elected, announced that he proposed to move the implementation of the central ULEZ to 2019, and extend it to the North/South Circular by 2021. The above was confirmed in the Mayor's Transport Strategy document published in May 2017.
3. In April 2017 the ABD submitted a request under the Freedom of Information Act (FOI) which included these words *"Could you please also provide the costs of implementing the ULEZ (i.e. the capital cost) and the other proposals and the revenue and profits, i.e. surplus over operating costs in future years, forecast to be obtained by TfL as a result. Please provide this information or point me to where it can be found as soon as possible. If this request is not clear in any way, please telephone me on the number below"*. Note: this request was clearly made after the announcements mentioned above. The purpose of the request was to try and deduce the cost/benefit ratio of the proposals.
4. TfL initially refused the request on the grounds of commercial confidentiality, but an appeal to the ICO overturned that decision. But that took until December 2017 when the public consultation on the 2019 date had closed some time before.
5. In January 2018 finally provided some information which indicated that the Implementation Cost would be £38.4 million and that the income "over 5 years 2017/18 to 2021/2022 inclusive" would be £55.3 million and the costs for that period would be £12.7 million.
6. When that information was queried on the basis that it seemed to be grossly inaccurate based on estimates calculated by the ABD, on 20/3/2018 TfL provided more information. They gave these figures which they state cover both the implementation of the ULEZ in 2019 and the expansion in 2021:

### ULEZ Implementation in 2019 and proposed expansion in 2021 (subject to consultation)

	2019/20	2020/21	2021/22	2022/23
Operating Income	56	92	126	135
Operating Costs	(10)	(27)	(87)	(93)
Net Operating Total	46	64	39	42

The above shows that there is a very substantial surplus to TfL from the ULEZ proposals, even assuming that the proposed charges are not increased further at a later date.