



Department
for Transport

Iain Stewart MP
House of Commons
London
SW1A 0AA

From the Parliamentary
Under Secretary of State
Guy Opperman MP

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
E-Mail: guy.opperman@dft.gov.uk

Web site: www.gov.uk/dft

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Dear Iain,

Thank you for your email of 27 September sharing issues raised by your correspondents regarding Low Traffic Neighbourhoods (LTNs), the Ultra-Low Emission Zone (ULEZ) expansion and Net Zero. I am responding as the Minister for Roads and Local Transport. I apologise for the delay in replying.

This Government believes that effective traffic management is not about dictating travel choices, but about enabling more choice in how people make their journeys. Local traffic measures must work for residents, businesses and emergency services. This is why the Prime Minister announced a review of LTNs, to look at how they are working and whether they are providing the attractive choices for walking, wheeling and cycling that we want to see without unfairly penalising motorists.

We need to ensure changes to local roads have properly taken account of communities' views and are implemented in a way that does not dictate how people should travel. The Department is clear that traffic management schemes should always be developed through consultation and engagement with local communities. Installation of traffic management measures remain the responsibility of local councils, who are accountable for the decisions they take.

Turning to the ULEZ expansion, transport in London is devolved and is the responsibility of the Mayor of London and Transport for London (TfL). While the Department works closely with TfL on a range of issues, the operation and enforcement of the ULEZ is entirely a matter for them, and this includes decisions on road schemes which charge users. Government had no powers to intervene in the Mayor's decision to expand the ULEZ. However, we made it very clear that government grant funding, via the longer-term funding settlement, could not be used to cover the cost of implementing the scheme.

Therefore, the Mayor and TfL had to fund this through alternative sources available to them.

S.143 of the GLA Act only provides powers where the Mayor's Transport Strategy conflicts with a formal government policy. Whilst the Government has never supported or advocated the choice the Mayor of London has made to expand the ULEZ to the whole of Greater London, it is not in breach of a specific policy and hence this power is not legally applicable. It is therefore for the Mayor of London to justify his decision to expand the ULEZ and impose a tax on the poorest motorists.

If your constituents have any questions on the ULEZ, I would recommend that they contact TfL. This is the Mayor of London's decision and he is accountable for it. Details on how to contact TfL including by post, phone and online feedback form are available on their website. This can be accessed at: <https://tfl.gov.uk/help-and-contact/>.


Finally, regarding the Government's Net Zero policy, the UK leads the world on tackling climate change. It has decarbonised more than any other major nation since 1990, halving emissions while growing its economy by two thirds.

The Prime Minister has reiterated that net zero is a priority for this Government. We will transition to net zero in the most efficient, low cost, business friendly and least disruptive manner possible. The UK has overperformed on every target to cut emissions so far and has cut emissions faster than any other major economy, but we have to take a more measured approach to reach net zero, while still meeting our international commitments. Our targets remain unchanged.

We will be moving back the ban on the sale of petrol and diesel cars to 2035. The Zero Emission Vehicle mandate for the next seven years is still in place, which will require manufacturers to sell an increasing share of zero emission vehicles each year, and help charge-point and car manufacturers develop their business plans.

Thank you again for sharing your constituents' concerns.

Best wishes,

Sorry for the delay in replying.
Yours sincerely, 

GUY OPPERMAN MP

MINISTER FOR ROADS AND LOCAL TRANSPORT