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Dear Caroline,

Happy New Year. I hope you had a good break over Christmas.

Thank you for your letter of 14 October 2014 following my appearance in front of the Assembly Transport Committee to discuss the transport element of the Mayor's London Infrastructure Plan 2050. I am sorry it has taken me some time to respond.

You ask in your letter what road user charging studies have been undertaken by TfL, especially around 2006/7 and whether or not they are publicly available. Various road user charging studies were undertaken by Transport for London (TfL) and others under the previous Mayor. Prior to this, the Department for Transport (DfT) undertook a feasibility study on national road pricing, with TfL represented on the working group. The report was published on the DfT website and is still available in their archive. A copy is enclosed for ease of reference.


Further to this, TfL explored a range of options to extend or expand existing schemes, as well as new potential future models. This was reported in the Congestion Transport Innovation Fund bid, which was submitted to the DfT in 2006. It was not published but a copy is also enclosed.

At the same time, TfL undertook a series of technology trials which looked at what new technologies may be available for use in Congestion Charging in the period 2005 – 2015. Specifically, it studied the feasibility of using Dedicated Short-Range Communications (DSRC), or 'tag and beacon'. The report was available on the TfL website until fairly recently, and a copy of the report is enclosed.

A short summary of each of the reports is also enclosed.

I trust that this answers your question but please do not hesitate to get back in touch if you have any further queries.

Yours sincerely

A handwritten signature in black ink that reads "Michèle Dix". The signature is written in a cursive style with a large, looped 'D'.

Michèle Dix CBE
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Enc:

- Summary of road pricing reports
- 2004 DfT Feasibility study of road pricing in the UK – Full Report
- 2006 Congestion TIF bid
- 2008 Congestion Charging Technology Trials, Stage 3, Final Report

Summary of road pricing reports

1. 2004 DfT Feasibility study of road pricing in the UK – Full Report. Published on DfT website. Report enclosed.

The study was set up to consider whether it would be feasible to change the way we pay for roads, so as to bring about a more efficient and less congested roads system.

The report proposes that a new system of road pricing would mean moving away from the current motoring taxation system, and introducing charges to use roads that vary depending on how congested they are. It found that the time savings and reliability benefits are potentially large - as much as £12 billion a year for Great Britain.

2. 2006 Congestion TIF bid – submitted to DfT – not published. Report enclosed.

There was no formal bidding process for the Congestion element of the DfT's Transport Innovation Fund (TIF), other than for pump-priming funding. TfL submitted a bid in August 2006 with two main workstreams of:

- Road User Charging, consisting of three elements:
 - A proposal to demonstrate the merits of automatic vehicle detection and account based charges (more flexible charging mechanisms)
 - A pilot of charging outside central London (in Greenwich) both in and around a town centre and on adjacent routes, in the context of a series of complementary traffic and transport measures
 - Trials of distance-based charges and the scope to adjust these to reflect variations in congestion
- Travel Demand Management (TDM), which comprised:
 - A Town Centre approach- this is linked to the Greenwich road user charging pilot, giving the first opportunity to proactively pilot smart TDM and road user charging as a fully co-ordinated package
 - Workplace travel plans- the next phase covering two sub-workstreams of outer London and central London

- Managing Demand on Major Transport Corridors- using the experience from the existing Sutton soft TDM town centre pilot, the first project to apply the approach in a linear manner to major transport corridors (5,000 employees and 40,000 individuals covered by each three year pilot)

No money was ever distributed from the Congestion TIF.

3. 2008 Congestion Charging Technology Trials, Stage 3, Final Report. Published on the TfL website (although no longer available). Report enclosed.

The Congestion Charging technology trials programme commenced in August 2003. The overall objectives of the trials were to investigate the different technologies available which may:

- give more flexibility for paying the charge
- allow for new charging approaches (policies) or
- reduce the scheme's costs

The main focus of the trials was to identify technologies which could be deployed between 2005 and 2015.

Stage 1 of these trials was completed in late 2004 and Stage 2 was completed in July 2006. These previous stages focused on initial discovery of multiple technology options through the progression of a specific technology, a 'Tag and Beacon' based technology known as Dedicated Short-Range Communications (DSRC), to a carefully monitored trial in southern section of the current Congestion Charging Zone (known herewith as the 'mini-zone').

This report presents the results and conclusions from Stage 3 on the DSRC tag and beacon trial conducted in a "mini-zone" in South London.

This report focuses on the following areas:

- Results from the DSRC mini-zone trial
- The development of the capability to ignore travel in the "wrong" direction and to detect U-turns
- Integration of 'stand-alone' DSRC systems with the Congestion Charging Western region ANPR cameras
- Interoperability of a tag and beacon system in London with tag and beacon systems elsewhere in the country (and abroad)
- Integrating DSRC / ANPR infrastructure with the streetscape to minimise visual impact