

Transport Committee investigation on The Future of Road User Charging: Written evidence from individuals

Updated 19/04/2024

The investigation

In 2022-23 the London Assembly Transport Committee carried out an investigation into the future of road user charging in London. The investigation focused on examining the practical issues around the potential introduction of any future road user charging scheme in London. The Committee has published a Report with recommendations to the Mayor and to TfL as part of its investigation, which can be found on the Assembly's website.

The Committee conducted a Call for Evidence as part of this investigation, which ran from 9 February 2023 to 10 March 2023. The Committee received over 3,300 responses to its Call for Evidence from organisations and individuals and would like to thank those who took the time to respond.

Publication of evidence

The Committee aims to publish the evidence it receives as part of its investigations, including responses to calls for evidence. The large majority of responses are published here alongside the Committee's report. The Committee has taken a careful approach to categorising responses for publication: it has not included responses that were exact duplicates, that asked to remain confidential, that were not directly relevant to the subject of the investigation, or that were deemed abusive or contained offensive or potentially distressing references. In addition, redactions have been made where data protection considerations apply. However, all submissions, whether published or not, have been read carefully and were taken into account in putting together the report.

In some cases, respondents have focused on separate but connected topics, such as the expansion of the ULEZ or smart roads. While these are not necessarily published as part of this investigation, they provided useful context and indication of opinion on these topics, which has been recognised and noted in the report.

A number of responses from individuals follow a similar 'template', and the Committee identified seven different templates in total which were submitted by multiple individuals. All responses that followed a template were categorised as evidence. However, only one response from each of the seven different templates is being published due to the volume received and the similar nature of each response. We have in each case recorded how many of each template email text we received.

Responses were all given a reference number, and responses from individuals that are published have been anonymised and are referred to via the reference number. Published responses do not appear in the order of the reference numbers, and not all reference numbers are published due to them being duplicates, template responses, or for the other reasons defined above.

Due to the volume of responses received the evidence from individuals has been split into separate documents for publication for administration purposes. The order each piece of written evidence appears is random and responses from individuals have not been grouped together in any substantive way. Submissions from organisations have also been published alongside the response reference number and the organisation's name.

Some personally identifiable information has been redacted for publication.

Views expressed in the written evidence published here represent the opinions of the respondents rather than those of the London Assembly.

Written Evidence from Individuals: Part One

Additional charges!!

| | |
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| Reference | RUC3111 |
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It seems to be another money making scheme at the expense of the public and I don't support this scheme!!

U.L.E.Z. RUC Consultation

| | |
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| Reference | RUC3110 |
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RUC consultation

1. Do the current road user charging systems in London require reform?

Yes. Remove Ulez.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Will not work. Will be super expensive (where would the money come from? Us the people), will curtail individual freedoms, people will not accept it.

3. How might charges for driving in London be varied for different types of services?

This will need too much knowledge of people's habits and will result in total erosion of individual freedoms. Not needed, not wanted. What organisations propose these schemes? Why isn't the people consulted before these type of proposals are developed? How expensive are these proposals to be taken to the planning stage? Why is the London Assembly spending money in projects like these without consulting the people before studies are done? Consulting the people after the studies are done, feels like a foregone conclusion and the final consultation is just a box ticking exercise. This is not a democratic process.

4. What strategies and targets could smarter road user charging support?

None that can not be implemented with the current taxes. How about upgrading traffic lights so they can be more responsive and to work in sync creating fast moving corridors, so there could be a weekend mode, peak hour mode, off peak mode, all in sync with the objective of moving the most amount of people through. No need to implement a whole new scheme of electronic surveillance.

5. What technology could be used to support smarter road user charging?

There are already thousands of cameras and 5g devices in London. How many more will be needed? Who will pay for all of that infrastructure? Why isn't that money invested in a productive activity (e. g. Nuclear energy) instead of a social engineering experiment?

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It will restrict traffic and make things worse. Public transport infrastructure is already at breaking levels. London will become a third world city where people spend hours commuting to and from work from short distances.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

City level, as not all cities have the same issues of road capacity, so a national or regional scheme will end up penalising cities that may not have a traffic issue.

8. If smarter road user charging is introduced, which charges or taxes should

Written Evidence from Individuals: Part One

it replace and how should the current taxes and charges be changed?

The state of London roads is appalling in some places, what is being done to address it? At present, roads are not maintained properly and here we are embarking on an even more ambitious and expensive project without having solved the problems of the basic infrastructure.

Why would people even consider supporting a new system that will give councils more money and power when the current system is not being maintained properly.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

In areas of low level of transport, introduce a system of smaller vehicles (vans), so buses can be used where needed. Legalise the use of scooters, so they can be consider a proper vehicle and be regulated. Bicycles could have a plate number so law breakers can be identified and dealt with. Traffic lights can be optimised to ensure ease of traffic flow, at the moment some of the traffic lights are out of sync, too slow, causing delays and bottlenecks.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No! If a trial like this was to be conducted, it will need a small city, so disruption and costs can be minimised. To use London as a trial is ludicrous.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

More. Successive governments will raise the rates and people will end up paying a lot more.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

The proposed change to road use is so fundamental that it requires a national referendum. I don't believe Mayors and local authorities have the authority to introduce these type of changes, it will amount to abuse of power.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I don't know of any city that has implemented such measures.

[personal information redacted for publication]

ROAD USER CHARGING

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|------------------|---------|
| Reference | RUC3109 |
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Dear Sir / Madam

Please note and record that I do not agree with the proposal as outlined in the Road User Charging consultation.

Regards.

[personal information redacted for publication]

Re: Call for Evidence: The future of smart road user charging February 2023

Written Evidence from Individuals: Part One

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| Reference | RUC3108 |
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- >
- > 1. Do the current road user charging systems in London require reform?
- >
- > [Your answer here]
- >
- >
- > I think probably not. Definitely not before well advertised, comprehensive consultations with all types of road-user- including the level off all and any proposed increases in charges.
- > -----
- >
- > 2. How might smarter road user charging differ from the current daily charges for driving applied in London?
- >
- > [Your answer here]
- >
- > This would be an unwarranted and very worrying complication. Any future increases should be clearly sent to all road users who might be affected - well in advance of decision making.
- >
- > -----
- >
- > 3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? Why get so complicated. Many citizens would probably find this proposal un-necessarily complex and very worrying. All proposed changes should be very well advertised to all road users likely to be affected - including all residents, businesses, commuters, etc.
- > The level of all such changes should be clearly and comprehensively shown - along with all "time requirements" and hidden costs.
- >
- >
- >
- > -----
- >
- > 4. What strategies and targets could smarter road user charging support?
- >
- > [Your answer here]. No new road charging should be imposed without first being clearly , comprehensively, advertised to all and everyone who might be affected
- >
- >
- > -----
- >
- > 5. What technology could be used to support smarter road user charging?
- >
- > [Your answer here]

Written Evidence from Individuals: Part One

> Any new technology should never be deployed before it has been clearly and fully advertised to everyone who might be affected.

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> 6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

>

> [Your answer here]. Make more road space to enable vehicles to move more fuel-efficiently - thus keeping pollution to a minimum. You should avoid slowing traffic by unnecessary stop-start driving.

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> 7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

>

> [Your answer here] Do your own research.

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> 8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

>

> [Your answer here]

> DYOR

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>

> 9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

>

> [Your answer here] Sure to result in strong feelings of unfair treatment, bitterness and deep resentment - maybe even damage and injuries.

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> 10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Written Evidence from Individuals: Part One

- >
> [Your answer here]
>
> NO! London has caused its own problems. You should NOT expect the whole country to pay for home made, crammed London planning problems.
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>
> 11. If distance-based road user charging was introduced, do you think
> Londoners who drive should pay less in total for vehicle or driving-
> based charges, the same, or more than they do currently?
>
> [Your answer here]. Only if the same principle is applied in reverse for all non-Londoners. So it would be an unnecessary complication
>
>
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>
> 12. Mayors and local authorities currently have powers to introduce new
> road charging schemes. Do you think anything further is required beyond
> an electoral mandate for these bodies to use those powers (for example
> a local referendum)?
>
> [Your answer here]
> These powers should be cancelled outright. For large cities - London, Birmingham etc to start with - all road charges should be set by a new, nationwide authority.
>
> -----
>
> 13. How are other cities and countries working on similar smarter road
> user charging ideas faring, and what alternatives are they looking at
> for achieving similar policy goals?
>
> [Your answer here]. I have no idea — this is a matter for a new, nationwide, road taxation department - Any new system would have to be very carefully set up and monitored.

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ROAD USER CHARGING

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| Reference | RUC3107 |
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Dear Sir / Madam

I am writing to register my formal objection to the proposal of Road User Charging.

Regards

Written Evidence from Individuals: Part One

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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|------------------|---------|
| Reference | RUC3106 |
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No ULEZ in bromley

Subject Line:

Call for Evidence: The future of smart road user charging February 2023

Then copy and paste these questions in, and put in your own answers to each question. You must also supply your name and address otherwise it will be discounted.

1. Do the current road user charging systems in London require reform?

No

2. How might smarter road user charging differ from the current dailycharges for driving applied in London?

No change needed, look for other options .

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Reduce public transport costs

4. What strategies and targets could smarter road user charging support?

We don't need changes, people need to get to work

5. What technology could be used to support smarter road user charging?

Better and cheaper public transport

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Cheaper public transport

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

None

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Should not be introduced

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

None

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

INsert your full name and address.

[personal information redacted for publication]

response to road user cahrges

Written Evidence from Individuals: Part One

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| Reference | RUC3105 |
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Q1. The current road user charging systems don't need reform. The existing systems are perfectly adequate though they could improve e.g. to reduce congestion and pollution we need better traffic lights phasing to reduce idling and better signage to improve flow. There are other means like road humps to regulate speed, and road maintenance in general. Digital and new tech systems are not needed here, just better use of what we have.

Q2. The use of smart technology for road charging has lots of problems. For one thing there is the surveillance needed to monitor users. In this country we have had freedom of movement traditionally but with smart technology this could easily be abused and curtailed. Also the technology itself is full of problems because not only is there the invasiveness and ability to abuse; but the lithium and cobalt used for batteries comes from Africa and other places where children are mining these materials. This cannot be right, we are exploiting these people so even if we fulfilled any goals ourselves, if we include the effect on these people then we cannot say that our efforts are for the good.

Q3. The idea that one has to vary charges depending on what the purpose of one's journey is, goes against freedom of movement. It is an outrageous overreach of powers by the state- will we have to justify every journey we make to someone? Who would that be? This is like the worst of the Soviet union. Who will decide the relative value of a journey? Imagining the expense of the bureaucracy required to elaborate and police the rules, the money would be better spent on maintaining the roads as discussed in Q1. Of course people would not tell the truth if they felt that the truth would preclude their ability to make such a journey.

Q4. There are no strategies and targets which smarter road user charging could support as that kind of strategy tends to lead to unexpected and perverse outcomes with unintended consequences. The money would be better spent on urban design and road maintenance.

Q5. No technology. It is not needed and has more disadvantages than benefits. Smart road charging implies monitoring and there is enough of that already or we will end up like China. We are surrounded by noxious electric magnetic radiation, the long term effects of which are not fully known though already some have been researched and none are good. Human beings are not meant to live like that.

Q6. Smart road user charging cannot help with these things. People would drive less if they had more local shops and businesses which they could get to, and better road design would improve that. If there was less idling there would be less pollution, while fewer road calming measures would reduce the polluting tyre dust. Tax and charges just add yet another inefficient and expensive layer of bureaucracy without benefit and this will negatively impact small businesses, meaning people will have to travel further to get what they need.

Q7. I strongly think that road user charging should not be implemented anywhere at any level.

Q8. In light of my answer above I would reiterate that these schemes should not be introduced and so they should not replace any taxes and charges currently applied. Such schemes are in no way beneficial.

Q9. This sounds like means testing but for journeys. It would mean someone deciding which journeys are more important or valid than others. People would have to justify every journey, in order to qualify for a more favourable rate. This means that we would no longer have

Written Evidence from Individuals: Part One

freedom of movement. That is like being in a prison. We already have the Blue Badge system and people using it should be given support and help. This could be made more effective. In some areas Blue Badge users are not exempt from clean air charges but they should receive help to pay them or to obtain a more efficient car.

Q10 I disagree with this premise and my answer is NO. We have fuel tax already. We could also charge EV users a higher road tax.

Q11 I do not think such a scheme is needed or should be introduced.

Q12. Mayors and local authorities should not have the power to introduce schemes like these which could have an enormous impact on the ability of people to live their lives free of intolerable interference by bureaucrats in their daily choices. Even this consultation has not been well debated and certainly has not been well publicised. Such an important matter as this must be debated openly, without censorship, with full provision of all facts and data, and widely debated by all sectors of society since it will affect everyone. We are in a democracy. The will of the people must be made known and there must be proper and free voting.

Q13. We do not know what the goals of these other bodies are. We do not really know what the policy goals are for this country. The amount of surveillance required to implement such a policy as I think is being proposed is truly frightening and cannot be justified. The kinds of decisions which would be being made, like whether one had permission to visit someone or go to work, are ones which should not be taken by anyone but the individuals concerned. I highly doubt that smart road user charging can be justified compared to the huge costs in terms of freedom. There are other ways to persuade people to drive less- a better public transport system for example. More local businesses and easier access to them would make a great difference.

Call for Evidence: The future of smart road user charging

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| Reference | RUC3103 |
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1. Do the current road user charging systems in London require reform?

[Your answer here]

Current road user charging systems in London must NOT be reformed without proper open consultation of the adult population of London given enough time to consider the proposals properly and make their points easily.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

[Your answer here]

“Smarter road user charging” sounds as ominous as “Smart Motorways”

Written Evidence from Individuals: Part One

And in the wrong hands will be just a dangerous to everyone that they are inflicted upon. New road user charges must be put to the populous of London before any discussion is made.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

[Your answer here]

Such charges should not be made. Everyone (with a few exceptions) has to travel to work, school, shop, health services etc etc why on earth should they be tracked. So many things change during any particular day you go out intending to do one thing and find you must do another. It's madness.

4. What strategies and targets could smarter road user charging support?

[Your answer here]

I fear that such strategies and targets will become the governments form of coercive control of the populous.

5. What technology could be used to support smarter road user charging?

[Your answer here]

Refrain from 'Smarter road user charging' then you won't need the technology. Why not try fixing the Smart Motorways before they kill too many more people.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

[Your answer here]

Don't go charging road users for the fact that roads have been blocked, dead-ends made causing more traffic jams. Bike Lanes messing up roads. Do these lanes truly work? Are they used when it rains, when the weather is grotty? Carrying shopping? Getting the aged around? Going out in the evening, the theatre, the flics? I think not.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Written Evidence from Individuals: Part One

[Your answer here]

The only 'road user tax ' should be one to re-coup the loss of 'vehicle fuel tax' and plus 'Road Tax'. This could be made much fairer so that you only paid for the journey miles and the size and weight of your vehicle.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

[Your answer here]

See my answer to Question 7. Same thing applies.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

[Your answer here]

See my answer to Question 7 same thing applies.

Fix the public transport system with enough trains and buses that can be relied upon to be frequent and on time and people just might trust you enough to leave their cars at home.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

[Your answer here]

No.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

[Your answer here]

Is the intension to track every vehicle everywhere it goes - that is madness. It should not be introduced. It would be totally unfair even if every road was perfect - no road works, no divisions, no protests making it inevitable that journeys would be lengthened or abandoned altogether.

Written Evidence from Individuals: Part One

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

[Your answer here]

No 'New road charging schemes' should be introduced without proper consultation with the ordinary citizens and a country wide referendum. Sack any Mayor and council who try to do it any other way.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

[Your answer here]

I don't know and I don't care. Is all this tracking and tracing, watching and weighting really going to be accepted by a Democratic country like ours? It smacks of the horrors of such places as China under Chairman Mau. Are we going to be deprived of our travel permits if we dare to challenge any decisions made by the controllers of all things SMART. Ye Gods we all might just as well be lemmings.

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC3100 |
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Pease find enclosed my email response - as requested - to the above - slightly corrected from what I sent last night (see specifically points 9 and 11 for comparison).

Please also send me acknowledgement of receipt.

Questions as listed in the above Call for Evidence, plus my responses:

1. Do the current road user charging systems in London require reform?

If anything, reform should be looking to increase, not decrease people's right to free movement. If this question is whether current road user charges need to be increased and expanded, the answer is a resounding No. Increased charges, limits and controls to motorists and people people generally to go about their days, are fast exploding to be way outside of anything reasonable. If this question is asking whether things should be changed in any way, then yes: The proposed new ULEZ expansion should be stopped in it's tracks NOW. Furthermore, the existing ULEZ zone should be reviewed with a view to scrapping it altogether, with a more reasonable return to the Central Congestion Charge Zone being the only area chargeable.

Written Evidence from Individuals: Part One

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

As said above, review the existing ULEZ zone with a view to scrapping it and leave just the Central Congestion Charge Zone in place. It is not "smarter" charging to expand it beyond this - as evidence of only "negligible improvement" of air quality from the previous expansion has shown. IF it is not possible to scrap the existing ULEZ, it is still totally appropriate (and inappropriate not to, for many reasons) to scrap the next expansion. Also, at very least, charges in the existing ULEZ if it cannot be scrapped, or until it is, should only be applied to once every 24 hours - i.e./e.g. If someone enters the zone at 23.58 on a Monday, they should only be charged once as long as they leave the zone before 23.58 on the Tuesday.

3. How might charges in London be varied for different types of journeys such as travelling for work, caring responsibilities or essential services?

Firstly, essential services i.e. ambulance, fire, and police should be exempt from all "zone" charges. Secondly, there should be no discrimination for any other type of travel, and it is quite frankly over-intrusive to think otherwise. We pay our road tax and we pay our tax on fuel to drive. That is all that is required.

4. What strategies and targets could smarter road user charging support?

None.

And, there is no reasonable excuse for creating an electronically dependent (i.e. energy-using) system to try.

5. What technology could be used to support smarter road user charging?

As already said, it is not "smart" to create another energy reliant system in an era when we are supposedly decreasing our energy use-age. It is completely hypocritical to think otherwise.

6. How could smarter road user charging assist with current climate challenges such as traffic, air pollution and climate change?

I really don't think it can. What is needed is ongoing gradual improvement in (Internal Combustion Engine) car technology - which is happening (Electric Vehicles being Not either a green or large-scale sustainable answer), vastly improved public transport - with special reference to emissions on this, rules for less dense building schemes, more open green spaces, more trees, and to stop closing off roads - which only makes congestion worse. It may superficially 'look' like it 'might' address problems to adopt more road user charging, but the truth is it is simply making things worse and creating more problems.

There are far larger problems than cars to tackle for climate change and pollution. The end user/consumer of what has so far been sanctioned/provided by governments and corporations, should not be penalised for the lack of previous foresight and proper investment in greener solutions by said governments and corporations.

This is a backwards plan to disproportionately make the people on the ground floors pay, in advance, for solutions that either do not yet exist, or have not yet been allowed to. It is not right, and goes nowhere to even attempting to solve the bigger and more relevant problems.

7. Are road user charging schemes best set up on a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach.

Written Evidence from Individuals: Part One

We already pay per mile with fuel, and pay nationally for road tax. No more than that is needed.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should current charges and taxes be changed?

It shouldn't be introduced.

9. What discounts and exemptions would you like to see for any smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We don't want road charging schemes, full-stop. Also, further segregating society is a bad concept to promote - this question suggests discriminatory legislation, which would not be able to satisfactorily or fairly account for anyone.

10. If the government were interested in a national, distance-based, road user charging scheme, would London be a sensible place for a trial?

No. Nowhere would. It is not right to censor people in this way.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

It should not be introduced.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Any of these, or any other schemes. should be put to properly advertised public vote/referendum.

13. How are other cities and countries working on similar road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

We, the people, have had no say on any policy or policy goals. Give the people their rightful chance to vote on policies and on road user charging.

Yours sincerely

[personal information redacted for publication]

Smart road charging consultation

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| Reference | RUC3097 |
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Key questions

Written Evidence from Individuals: Part One

1. Do the current road user charging systems in London require reform?

No. The current charging regimes have achieved their objectives at considerable cost to the road users and businesses of London. It is not clear that the benefits exceed the costs at this stage but the rules are reasonably clear and simple to understand. Reform of the kind envisaged - smart charging - puts unjustifiable power in the hands of authorities and allows for complex rules and arbitrary enforcement in the future.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It will differ in that it represents a massive erosion of the rights of people to move freely - giving the authorities the right to track and licence, and therefore restrict, every car movement in the capital. Once given the power, it will certainly be abused. There are a hundred reasons a corrupt official or administration might one day wish to know any one vehicle's location at every moment and be able to stop or charge them. Smart charging is a wolf in sheep's clothing and should be resisted at every level.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

This is none of your business - the suggestion of this question is that authorities should have the right to know the reason for my every journey. That is an utterly monstrous intrusion on privacy. The purpose of my journey is my business not yours. If it is not criminal then it cannot matter to you. I am not a child and you are not my parents. You do not have the right to tell me what kind of journey is acceptable.

4. What strategies and targets could smarter road user charging support?

In the short term it looks attractively like smart road charging could support reducing traffic congestion and pollution, worthy objectives. But giving the authorities the power to micromanage all road traffic in London will do more harm in the medium and longer term. Not only does it create an authoritarian's dream scenario of total control of all vehicle movements, it also removes the chance for innovation in a market of ideas. The roads of London are already safe; congestion and pollution are barely an issue compared to other comparable cities or compared to London 30 years ago. There is simply no need to intervene further. There is no moral, climate related, health, safety or economic justification to make the power grab that smart charging entails.

The road to hell is paved with good intentions, or in this case, excused by the good will of people who just want to make the world (and the capital) better. I submit that smart charging will make the world worse, much worse in the longer term, and should never be implemented.

Sent with compliments

[personal information redacted for publication]

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[personal information redacted for publication]

Re: Call for Evidence: The future of smart road user charging

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| Reference | RUC3096 |
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I would like to add to my response below that I am aware of the 2019 report done by Centre for London, funded by C40 Cities which seems to be driving the targets and suggestions behind this proposed smart road user charging scheme. I am also aware that the Mayor of London, Sadiq Khan, has affiliations with this organisation and that there appears to be a clear conflict of interests and lack of ethical transparency about these suggested changes. I would like my submission response to include the following:

Written Evidence from Individuals: Part One

This scheme seems to require members of the public to own a smartphone, to download an app to access mobility credits. This would discriminate against those, like me, who do not own or cannot use a smartphone. This discrimination would affect disproportionately those with protected characteristics of age (young or old), disability and those without the financial or technical means, those already marginalised by society. To require a smartphone to be able to move around the city (or the country were this to be extended) be that in a car or other modes of transport, in other words to live as a free man and not a prisoner, would be in contravention of the Human Rights Act 1988 and the Equality Act 2010. Not everyone can own a smartphone. Not everyone will own a smartphone. And no one should have to. This will not do.

Thank you for your consideration,

[personal information redacted for publication]

On Fri, 10 Mar 2023 at 19:30, [personal information redacted for publication]wrote:

To whom it may concern,

Please find my responses to your questions below:

1. Do the current road user charging systems in London require reform?

The Human Rights Act 1998 mandates respect for everyone's private and family life, home, and correspondence. The imposition of 'smart' road charging would infringe on this right by necessitating the surveillance of individuals' movements and the collection and storage of personal data that may be employed for other purposes. Moreover, we have the right to free movement, and being charged to use our roads in such a way would violate that right.

Additionally, the existing road tax and fuel duty system are already geared towards addressing environmental concerns, and adding another layer of charges would disproportionately impact those on lower incomes, who may not have access to other means of transportation. Therefore, I believe that all road user charging systems, both in London and nationwide, should be eliminated.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter road user charging could differ from the current daily charges for driving in London in that it may be based on distance rather than a flat daily fee. However, this approach could be problematic from an equality standpoint as it would disproportionately affect commuters and those residing in regions with insufficient public transportation options. Additionally, it may violate the Equality Act 2010, which mandates that public bodies consider the impact of their policies on people with protected characteristics such as disabilities or those on lower incomes. The cost of implementing the considerable infrastructure to rollout smart road user charging would clearly be passed to the taxpayer, which would not only discriminate unfairly against those not driving on those roads but also likely work out more expensive than the current road tax and fuel duty which should be sufficient.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Varying charges for different types of journeys, such as work-related, caring responsibilities, or essential services, may also be problematic from an equality standpoint. It may result in discrimination against those who have to travel longer or more frequently, such as those residing in remote areas or those who need to travel for work. Furthermore, it may unfairly impact those with disabilities or caring responsibilities who may have to make more frequent trips. Finally, without significant intrusion into individuals' private lives that would be totally unacceptable, it would be difficult for the government to know what type of trips one is taking. Government needs to respect and safeguard people's privacy and stop creating a Big Brother society. It would also be difficult and costly to implement, requiring significant investment in technology and infrastructure, and would likely result in administrative and enforcement expenses that would be passed on to taxpayers. Stop overcomplicating and squandering tax payers' money to infringe upon their freedom of movement and right to a private life.

4. What strategies and targets could smarter road user charging support?

Written Evidence from Individuals: Part One

Smarter road user charging may not serve the people's best interests nor the environmental targets it may seek to address. It would presumably require a phenomenal rollout of wireless infrastructure, with the resultant carbon footprint in the production, build and running costs, increase in temperature of the city and detrimental effects on health. It could also have unintended consequences, such as drivers seeking alternative routes to avoid the charges, thereby increasing traffic congestion in other areas - simply moving the problem - or encouraging the use of older, more polluting vehicles that are exempt from the charges. Are the targets to which you refer in the interests of the people or not in the interests of the people?

5. What technology could be used to support smarter road user charging?

As I disagree with the notion of smarter road user charging, I am inclined to say none. Whatever would be required would be at a substantial cost and intrusion to the taxpayer and, if wireless, to the detriment of the health of all living things. The better option would be to scrap all charges, allowing people to use their technology such as satnavs to find the quickest and easiest route, avoiding traffic, and thereby reducing the time spent on the road. People want more technology not less, to be treated as humans not cattle, to be free to go out about their private life without being constantly monitored. The explosion in CCTV cameras in our country has created a surveillance state. We need fewer not more.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Evidence has shown that such schemes have a negligible effect on air quality but have a significant impact on people. Most individuals do not favour these schemes, and in a democratic society, the people should have the final say. Climate change and air pollution can be better tackled by targeting the companies and industries that pollute the planet most, not by controlling and curbing individuals' movements. This is a bogus motive for such a scheme. "Just 100 companies have been the source of more than 70% of the world's greenhouse gas emissions since 1988, according to a new report." <https://www.theguardian.com/sustainable-business/2017/jul/10/100-fossil-fuel-companies-investors-responsible-71-global-emissions-cdp-study-climate-change>

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

As someone who opposes road user charges, I don't believe they should be set up at any level – city, regional, or national. Road user charges are unfair and discriminatory, and they punish people for exercising their right to drive. They also place a disproportionate burden on low-income individuals and those who rely on cars for work or accessibility reasons. At a city or regional level, road user charges can be particularly problematic as they create disparities between different areas. It could also create confusion for drivers who are unsure about which areas they will be charged to drive in.

At a national level, road user charges would be an overreach of government authority and would further burden individuals who are already paying for road infrastructure through existing taxes like fuel duty and road tax.

Ultimately, road user charges are an infringement on our fundamental right to move freely and should not be implemented at any level.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It is my view that the current system of road tax and fuel duty is the most suitable to be maintained. Unlike smarter road user charging, the current system is not discriminatory, as previously discussed.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Clearly fairness and equality is an issue that would need to be considered and which would be impossible to get right without undue private data submission. In my opinion, the

Written Evidence from Individuals: Part One

implementation of a new smarter road charging scheme is unnecessary, excessively invasive and unworkable within the bounds of human rights and the Equality Act 2010 and, therefore, I do not think any discounts or exemptions are necessary at this time.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

In my opinion, the implementation of a national distance-based road user charging scheme would be highly controversial and could potentially cause unrest among the public, as seen with the recent resistance to clean air zone charges in Birmingham and Manchester. The Government should carefully consider the potential consequences of such a scheme before proceeding. The infrastructure costs (financial and environmental) would far exceed any perceived benefit. It sounds as though the government is exploring creating a nationwide digitally-surveilled prison. Its citizens are not offenders to be tracked and traced. We are free men and women. Cease and desist with your plans to curb people's basic human right to move and assemble freely.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

As previously discussed, I believe that road tax, council tax, and fuel duty are sufficient contributions towards the right to free movement on roads that individuals have paid for. Therefore, I do not support the implementation of distance-based road user charging, and the question of payment amounts becomes moot.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

I believe that local referendums should be required before any new road charging schemes are implemented, with both arguments presented and the cost of the referendum being paid for by the council. This will ensure that any decisions made are fair and unbiased and that the needs and preferences of concerned residents are taken into account.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Many cities and countries are implementing similar smarter road user charging schemes. However, the success of these schemes is questionable, and they often face resistance from the public. Alternative solutions should be explored to achieve similar policy goals without infringing on the rights of road users.

Thank you for your consideration.

[personal information redacted for publication]

Smarter road user charging - comments on the consultation

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| Reference | RUC3094 |
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1. Do the current road user charging systems in London require reform?

No. I think we have more than enough charges already for using the roads, both long standing and those which have been introduced in recent years. We definitely do not need any more. The current charges are levied at both a national and local level - comprising fuel duty, road tax, local authority parking permits, central London congestion charge and the ULEZ charges. The charges already take into account the engine size, emissions and distance travelled by vehicles. Revenue raised is high and already a burden on motorists. The charges on motorists, although high, generally protect a person's privacy, which is not

Written Evidence from Individuals: Part One

the case for any new "smarter" charging system which relies on tracking an individual's movements..

2. How might smarter road user charging differ from the current daily charges to driving applied in London?

This is a difficult question to answer because the consultation information you have provided tells the public nothing about what the road user charging will actually look like in practice. It is much too vague.

However, there is a very serious concern that smarter road user charging will be connected to the vision set out in the 'Green light for next generation road user charging' government paper from 2019.

<https://www.centreforlondon.org/publication/road-user-charging/>

I am strongly opposed to this for numerous reasons, but in summary it looks akin to what one would find in Orwell's 1984 or current day China, or worse... A society where we are charged by the mile for distances travelled, whether by vehicle or shockingly even by foot (how does going for a walk contribute to climate change or pollution??)! The paper explains how we will be tracked by apps and roadside cameras, our movements dependent on a system of mobility credits and so forth. We know that the government is already planning on bringing in a digital ID, so I assume that will be linked to the City Move app which will be monitoring us at all times. Couple this with 15 minute cities and we may as well be back to Covid lockdowns, as we will be so curtailed in our ability to move from our local vicinity. I find this an unprecedented violation of our freedoms, privacy and human rights.

Whilst the current road user charging is merely monitored by vehicle plate registration, the new City Move app sounds like it will be monitoring the movement of the individual, probably using facial recognition cameras. I strongly object to this.

New government initiatives are often explained in a benign way in order to neutralise opposition to their introduction with misuse or over extension of powers only coming to light later. The Covid Lockdown Files which divulged Matthew Hancocks's tweets show how politicians manipulated the public discourse to impose the government narrative and crush dissent.

Personal data held by any smarter user charging system could easily be used by an officious government to impose restrictions on dissenting voices and control citizens' behaviour. Citizens, for example, could be allowed only to travel for reasons which fits the government approved purposes.

3. How might charges for driving in London be varied for different types of journeys such as travelling for work, caring responsibilities or essential services?

Charges should not be differentiated according to the purpose of the journey. That is a further violation of our rights; the public should not be required to divulge their personal reasons for travel! It is completely outrageous.

4. What strategies and targets could smarter road user charging support?

Traffic at the moment is busy but perfectly manageable in London. What is making it worse is the ridiculous closure of some roads and lowering the speed limit to 20 in so many areas. No strategies or targets are required.

The London economy should not be sacrificed for a green agenda. London emissions are tiny in comparison to those of overseas pollutants such as China and India.

5. What technology could be used to support smarter road user charging?

I think it is a slippery slope to start using technology to monitor people's whereabouts. It is abhorrent to even consider having apps and cameras that monitor individuals travelling around the city. Digital ID, City Move and anything of a similar ilk, should be scrapped. If anything, the government should be supporting people to get off their mobile phones, away from technology and get back to basic human family values which will serve the country and society (especially our youth) far better.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Written Evidence from Individuals: Part One

The ULEZ and congestion charges are already in place, acting as a deterrent to people using more polluting vehicles and driving in London. And we know it won't be long before all cars are electric and so this issue of car pollution is a relatively temporary one.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging schemes should not be set up at city, regional or national levels. We already have national charges of road tax and fuel duty. That is enough.

And why not reduce the road tax on older vehicles - for citizens who are environmentally conscious enough that they still drive 20 year old cars and are not contributing to the wastage of resources by buying new cars every couple of years. These people have more than paid their carbon dues (considering most of the carbon is from the building of cars rather than running them). This might incentivise people to keep their cars for longer and thereby reduce the amount of car manufacturing.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

The current taxing system seems perfectly fair because you have a road tax on cars depending on their engine size, fuel duty on distance travelled and there are already fees for driving in Central London and there is the soon to be imposed ULEZ charges for those driving older cars in the whole of London. There are therefore more than enough charges. The Mayor should not introduce smarter charging as a revenue raising exercise to fund their latest 'pet' projects.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work or people who live in areas with low levels of public transport?

The scheme should simply not be brought in.

I note that the Mayor seems to be unable to travel even short distances without an accompanying entourage of vehicles. Surely the City Move app won't give him permission to take his dog to Battersea Park in his 3 car convoy when he has a perfectly good park in Tooting that he could walk to? <https://www.telegraph.co.uk/politics/2021/08/22/congestion-charge-hypocrite-sadiq-khan-takes-three-car-convoy/>. There should certainly be no exemptions for him or other MPs.....

10. If the government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Obviously London is the worst place in the country to set up a trial like this because it is going to involve huge amounts of costs and infrastructure because of the huge size and population. If it does not work out and gets thrown out after a year, it will be an extortionate waste of money. Far better to trial it in a small city. Though clearly this is going to be a hugely unethical programme wherever it is imposed.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Distance-based road user charging is completely unacceptable. People should be allowed to move freely around London at will without having to pay for the privilege. It should not be a privilege to be able to have freedom of movement. It is a basic human right. People are poor enough as it is, without having to add further financial burdens on them.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example, a local referendum)?

If there is any real likelihood of this coming to fruition, then there absolutely should be a referendum - although we saw what happened with Brexit because most people did not understand what the implications would be of leaving the EU. So any referendum requires that the public are given full and complete information about what this smarter road charging will involve - to clarify whether it includes travel on foot and bicycle, if it involves digital ID,

Written Evidence from Individuals: Part One

digital currency, mobility credits, surveillance cameras, permission to travel based on purpose of journey, limits on distance or frequency of travel etc.

I cannot understand how mayors and local authorities could have any powers to introduce road charging schemes. Going ahead with this without a referendum seems more like a dictatorship to me than a democracy.

No mention of smart charging was mentioned in the Mayor's manifesto - neither was the expansion of the ULEZ zone. The people of London need their say.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I don't know. This question does not seem at all relevant.

London Consultation Smart Road User Charging.

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| Reference | RUC3093 |
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London Consultation Smart Road User Charging.

Contact. Submissions - scrutiny@london.gov.uk

1. Do the current road user charging systems in London require reform?

No. The existing one has affected too many Londoners and people travelling into the area in a bad way.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Reduce the daily charge as Londoners, visitors and trades people etc are paying too much. Make the charge for a 24 hour period from when they enter and then for a 24 hour period.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

It should be kept as one price for the 24 hour period.

4. What strategies and targets could smarter road user charging support?

NONE, it is only for charging of traffic movements.

5. What technology could be used to support smarter road user charging?

None with any more capabilities than what is in use now. It must only be for logging in and out and changing. Not to be used for anything else. i.e. linking in to a social credit score to unfairly control and have a financial 'imprisonment /penalty' element to it.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Nothing only as ULEZ is already doing this.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Only as a local area only. We have a road user charging at national level, called ROAD TAX and the FUEL DUTY.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It shouldn't.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

None.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No as none should be instigated at all.

Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

I will answer NO as what does this actually mean? Do you mean that to go into the London area you pay twice?

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

They certainly should not have the powers to do what they are doing now. Nothing to increase their powers should be introduced. Going by the Brexit vote, if the powers to be do not like the result, then just quietly ignore it and carry on as it it went your way....

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

We did not have a say about what became a policy goal. We did not have the chance to vote. Has what is going on here got to with what is going on there?

Road User Charging Consultation Response

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| Reference | RUC3092 |
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As a veteran motorist I have seen many many changes, some good some bad but now nothing short of TYRANNY is coming about to reduce freedoms and usher in Dystopian measures of control over people just trying to go about their lawful ordinary lives.

On a tiny pension I can barely afford fuel but would like to maintain some freedom. The charges to enter the Low Emission Zone put the block on visiting my Mothers and Sister's Graves, truly hurtful to say the least.

Motorists already pay in proportion to the mileage they drive via the heavy duty on fuel, why impose more burdens?

If the intention is to tax people off of the roads then why not be honest and come out with it? The Hancock messages revealed the true motives behind another narrative.

My father [personal information redacted for publication]said that 'he was born to drive', he loved it and became a chauffeur. After his second major stroke I overheard him ask the family doctor 'When can I go back driving Doc?' The response was '[personal information redacted for publication], I'm sorry but you will never drive again'. I was eight years old at the time and I saw my Dad cry his eyes out every single day for 2 years until he died.

By squeezing motorists so hard you will destroy many lives in so many ways by making driving so expensive and difficult. If that is your aim just come out with it as that's the way it seems to the majority of people.

To think both my parents and millions of other Brits gave up so much, many their lives to preserve freedom, why did they bother looking at what os being proposed in these very dark times?

I never thought I'd say this but I'm glad that I will no doubt be dead sooner rather than later as I witness a ons pleasant way of life being utterly destroyed, and in the name of what?

Written Evidence from Individuals: Part One

Regards

road user charging

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| Reference | RUC3091 |
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I do not agree to any low emission zones anywhere in the UK. Motorists already pay road tax and fuel duty and there should be no further payments for driving anywhere. No mayor or local authority should have the power to impose such life changing schemes without the consent of the people. There should be no restrictions on road use, we should be free to decide when and where we travel.

ULEZ

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| Reference | RUC3089 |
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Dear Assembly.

As a former licenced London Cab Driver I have added my responses to the questions you have laid down below :

1. Do the current road user charging systems in London require reform?
A) Beyond the Road Tax which is laid down by Central Government, no other form of charging is required.
2. How might smarter road user charging differ from the current daily charges for driving applied in London?
A) They should be scrapped, the proposals shredded, and never revisited again.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?
A) As stated in response to question 1, only the Road Tax as laid down by Central Government is required.
4. What strategies and targets could smarter road user charging support?
A) ULEZ and its supporting infrastructure and administration should be completely scrapped.
5. What technology could be used to support smarter road user charging?
A) None. It should be scrapped.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
A) It shouldn't. Indeed, it should be scrapped.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?
A) As the response to question 1 refers, any charging should be left to Central Government in the form of Road Tax. Anything else should be redundant.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?
A) It should never be introduced. Such a proposal should be scrapped, shredded and never revisited.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in

Written Evidence from Individuals: Part One

areas with low levels of public transport?

A) Effectively, every road user should be exempt because such a totalitarian scheme should never be introduced.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

A) Every road user should be exempt because such a totalitarian scheme should never be introduced.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

A) Every road user should be exempt because such a totalitarian scheme should never be introduced.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

A) There is a role for Ceremonial Mayors in opening bridges, care homes and organising Thank You meals for hard working volunteers in the community. They should be the only form of Mayor, and they should be their only roles. All other powers should be revoked.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

A) This question is irrelevant. Road User charging beyond the Official Road Tax as controlled by Central Government should be scrapped forthwith.

Yours faithfully

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC3088 |
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Dear Sir/Madam,

Please find below my response to some of the questions raised in the call for evidence for road user charging.

Q1. Do the current road user charging systems in London require reform?

No. It would be better to put the money that would be used to implement into improving the current traffic flow. This alone would reduce road congestion, journey times, and pollution. Before implementing another expensive scheme, consideration should be given to the Mayor negotiating with central government on the redirection of the funds received through the various existing road charges and taxation already in place.

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter charging inevitably requires the use of more technological devices leading to tracking of individuals' whereabouts, collation of the data of individuals, increased surveillance, punishment of citizens for non-compliance, all of which is not welcome. It might

Written Evidence from Individuals: Part One

lead to the need for an individual to be carrying identification at all times which is not acceptable.

Q3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

It is not clear how a “type of journey” can be defined. It might be that one journey may have many purposes. The need to change direction or add extra stop off points might change during the journey. This would be micro managing to a too finer detail. It would be tracking for the sake of tracking for no real benefit.

Q4. What strategies and targets could smarter road user charging support?

Before considering another charging scheme that will be very expensive to implement and maintain, further consideration is required on making smarter modifications to the roads, that work for all road users e.g. the undoing of recent modifications to road design (e.g. by removing recently installed bus islands that back the traffic up behind the bus when it stops for passengers), traffic light phasing, reworking the painted road markings so they guide road users through the latest road layout, re-open roads to remove the build up of traffic in residential roads, surface maintenance etc.

Q5. What technology could be used to support smarter road user charging?

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Q6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It is unclear what the targets are for each of these challenges. These targets should not be focused on to the detriment of the residents, shops, cafes, visitors, deliveries, services, attractions etc etc.

Q7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging should not be introduced anywhere.

Q8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging should not be introduced because any advantages for each individual are outweighed by the disadvantages.

Q9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

As soon as there is a need to introduce exemptions the requirement loses all credibility as a useful scheme. Either it is there to achieve the goals as a whole or it does not work at all. The identification and explanation of every journey is not the business of the authorities and the need to ask permission from the authorities is not acceptable.

Q10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Written Evidence from Individuals: Part One

No. London is very unique and therefore does not represent other cities throughout the UK. The normal approach for any project of this complexity is to conduct a pilot on a small example that represents a simple or typical version of the wider scope of potential implementation sites. The management of the capital city needs a different focus to the introduction of greater surveillance and money making schemes. London is not a trial site for new expensive schemes.

Q11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Distance-based charging scheme should not be introduced.

Q12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities may have the power to introduce schemes but proper and democratic procedures that fully involve the residents, businesses, attractions, road users, visitors etc should be followed before new ideas are implemented. This should involve a full consultation with impartial presentation of data, various referenda to determine the will of the many impacted people. We need a full and uncensored debate through all forms of public discourse, and without the underlying assumption that the plans will go forward regardless of people's opinions being considered. Dissenting voices should also be fully attended to.

Q13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate

Regards,
[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC3086 |
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1. Do the current road user charging systems in London require reform?

Yes, their bias towards raising funds from drivers of older vehicles, and the minimal efforts taken to tailor the requirements to the areas affected, lead to growing feelings from residents and visitors alike that the schemes are unfair.

2. How might smarter road user charging differ from the current dailycharges for driving applied in London?

Written Evidence from Individuals: Part One

One would hope that, if they truly are smart enough, they'd deal with the above negatives and provide a fairer scheme which doesn't penalise certain people merely for daring to drive a car through even the quietest and least polluted parts of London, whilst letting others drive merrily around all day without paying a penny.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Serious consideration MUST be given to those journeys which have no viable public transport alternative, and especially those journeys which involve crossing the Greater London boundary in either direction - with the present schemes, the mitigation measures generally seem to be based around the presumption that if someone is driving around in London, their journey occurs entirely within London and might therefore be doable via TfL-provided services, yet for many of us driving around, particularly in outer London areas, this simply isn't true.

Whilst opinions on what might constitute "viable" will differ from one person to another, as an example from my own life, my journey to work by car (west London-north Maidenhead) takes 30 minutes each way, whereas by public transport it's 90 minutes. So whilst it is possible to do the journey by public transport, the extra 2 hours spent each day doing so - time I don't then get to spend at home with my family - makes it non-viable for me to do except on an as-needed basis (e.g. to be able to go to the occasional works evening out and have a few drinks)

So whatever sort of charging model is introduced, I'd be disappointed if people who do realistically need to drive, regardless of when, where or for how long, ended up having to pay more than people who genuinely could use alternatives and simply choose not to. We shouldn't punish people for wanting to have a better quality of life.

I'd also suggest that charges are less focussed on how polluting a vehicle is - as we're seeing at present with the ULEZ expansion, there's a lot of debate over just how accurate the predictions for pollution reduction are, as well as serious concerns over the way some statistics are being used to suggest pollution is more of an issue than it may actually be. If you want people to be more inclined to accept any future scheme, they need to be removed as much as possible from any factors that can be used as emotive arguments to criticise anyone who dares oppose the scheme - let the scheme live or die based on the genuine benefits it can bring to the table, don't use scare tactics to shut down opposition to it.

And besides, by the time such a scheme is introduced, many more of the vehicles currently on City Hall's radar for

Written Evidence from Individuals: Part One

attention via ULEZ will have been replaced naturally anyway, and this gradual, natural, entirely expected, turnover of older vehicles for newer cleaner ones will occur with or without a pollution-focussed scheme. So sooner or later any attempts to vary charges based on how polluting a vehicle is will be difficult to achieve given how clean they've all become - why complicate the scheme from the outset by introducing factors which will become redundant relatively soon after?

4. What strategies and targets could smarter road user charging support?

no answer

5. What technology could be used to support smarter road user charging?

no answer

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Given the present still-significant variance in air quality across London, if this is to be considered a key factor in how the scheme is run, then in contrast to the existing ULEZ scheme, I'd suggest that attention is paid to what the actual air quality is in each area, with charges being applied accordingly - it should NOT be as cheap for someone to drive through the more heavily polluted areas such as central London, as to drive through the countryside out on the fringes of Greater London. Note also this ties into the "can this journey be feasibly done by other means" aspect noted above - those areas which currently need more attention paid to air quality tend to be those areas which already have good public transport/cycling/walking alternatives, so would be the areas where discouraging driving makes more sense.

As for traffic, this would need to be considered with care - if much of the traffic in a given area is there because it has to be, then imposing charges on the drivers would feel like an unfair aspect to the scheme. This is key to me - any scheme needs to come across as treating drivers as fairly as possible in achieving its aims, taking their individual requirements, and the nature of the areas through which they're driving, into account as much as possible, so that if a driver does incur a charge then they'd know it's either because they've made a journey which genuinely they could have done another way and simply chose not to, or because conditions were so bad that some level of mitigation was deemed necessary to try and discourage people from making those journeys at all knowing that they didn't have any viable alternatives.

Written Evidence from Individuals: Part One

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Given the need to take regional/local/hyperlocal factors into account, it feels as if there would need to be more of a local aspect to how the schemes are managed. However, operating them as a national system would, hopefully, reduce the risk of different schemes springing up with differing requirements for drivers (e.g. if app-based tracking/payment were used, as we see with car parking apps today you can end up with half a dozen different ones to cater for the different operators across the country) and potentially confusing differences in restrictions, exemptions etc.

So perhaps run as a national system in terms of the technology/generic aspects to provide commonality, but leaving the finer aspects to be configured at a local level to avoid the feeling that it's not taking those local factors into account, both in terms of what issues might need addressing in those areas, as well as accepting that some areas really don't need much if any sort of scheme to be operating.

On that note, I feel it's important that, unlike pretty much every existing scheme, users are given every opportunity to see there's more of a sense of fairness about this new proposed scheme and that whenever it costs them money, they're more likely to understand why that was necessary and accept it, rather than just feeling like they've been treated yet again like a cash cow motorist to have their pocket picked whenever local/national government feels the need to raise some funds.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Ideally every single one of them - if you're going to introduce a scheme which can cover the entire country and take into account the amount of driving being done as well as the when/where aspects that are more of a local issue, then there's no need for fuel duty as that can be taken into account with the distance side of things, there's no need for ULEZ/CAZ-type charges as they could be addressed at their local levels in a more targeted way (as touched on above), there's no need for CCZ as that too could be dealt with on an as-needed basis.

And vehicle excise duty as an up front cost could also be replaced by some sort of "standing charge" for each day the vehicle is actually used on the roads - e.g. if you drive every day then you'd end up paying the same as you'd have paid

Written Evidence from Individuals: Part One

for VED today, whereas if you drive once a week then you'd pay 1/7th, and on the days you aren't driving it'd be the equivalent of your having SORN'ed the vehicle for those days, just done automatically so that you aren't left paying VED when you shouldn't have needed to, or left facing a penalty for having forgotten to un-SORN your vehicle when you start using it again.

Basically, if you want to impose such a scheme across the country, then it really HAS to be a replacement for all the other charges drivers face, otherwise it very much will just be seen, and rightly criticised, as yet another raid on motorists finances.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

This would depend on the scope of the scheme - if it's just implemented locally rather than nationally, then it wouldn't be replacing things like VED or fuel duty, so it'd be more reasonable to grant higher levels of discount/total exemptions to those who need to drive in those area, whereas if it were to become an all-encompassing national scheme as per my dream scenario above, then clearly such exemptions would be less reasonable and we'd then be looking more at lower rates of discount or some type of partial exemptions (e.g. still having to pay the VED/fuel duty equivalent parts of the charge, but exempt from the local pollution/congestion parts).

And as noted above in my comments about a London-specific scheme, it would be important to take individual needs/requirements into account for any scheme implemented anywhere. If you want to get the motoring public on side with any new proposal, you need to learn from the mistakes made in how existing schemes have been implemented, so that we feel like what replaces them is fair and reasonable and aimed at genuinely unnecessary use of personal vehicles, and not just a giant stick to beat ALL motorists us up with until we submit and ditch our cars/vans no matter what the personal cost to us.

No matter how you design the scheme, no matter how you sell it, you will get criticised for being anti-car/anti-freedom of movement etc - that comes with the territory you're working in here. But that doesn't mean you should just take that as an excuse not to make the scheme as friendly as possible. Look at the growing anger and backlash towards ULEZ expansion - this isn't just coming from a small group of particularly militant motorists, this is mostly ordinary people who just want to be given a chance to get by in difficult times, and have good reason to feel the way the expansion is

Written Evidence from Individuals: Part One

being introduced leaves a lot to be desired. And if the expansion goes ahead despite all the reasons not to do so, any scheme that comes along later to act as a replacement will have a much harder job of trying to persuade people that this time things will be different

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Perhaps - there's sufficient variation in types of roads and areas for it to provide a wide range of data. However, given my comments above re feelings towards ULEZ expansion, using Londoners as guinea pigs for a new scheme when passions may still be running hot might not be a good idea unless it's done in a sympathetic manner - e.g. use London to test the data gathering aspects needed, but not the actual charging aspects, unless it was done at a nominal level (i.e. charging only a fraction of the intended amounts by way of compensation for being used as a testing ground) with the existing ULEZ/CCZ charges removed entirely.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

That would depend entirely on just how far they're driving, and where they're doing it. The present flat rates paid by some regardless of how much mileage is done within the charging areas is a stupidly simplistic means of charging, and leads to genuine anger when one person might be charged full whack for driving half a mile down the road from their home to the zone boundary, whilst someone else pays the same amount (or possibly is exempt) for driving all day within the zone. So as a starting point, I'd suggest that the existing charges could be used as a baseline for how much a new scheme might charge someone if they spent all day within the chargeable area with no exemptions/discounts, whilst anyone driving less than that - e.g. the "half a mile to the area boundary" example - should expect to pay an increasingly smaller amount, potentially even reducing to nothing at all as per the "is it viable to do the journey by any other means" consideration from earlier.

Londoners absolutely, categorically, should NOT be expected to pay more than right now - that would just show the scheme to be nothing more than a cynical cash grab that would see even more hostility aimed at it and anyone involved in its conception than ULEZ expansion.

Written Evidence from Individuals: Part One

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes. Even if a scheme is referenced clearly in a manifesto (something which hasn't always been the case despite what some people choose to believe), something voted on potentially years ago shouldn't be presumed to still have the support of those who voted for the mayor/councillors/etc at the time, let alone the support of other affected people who voted against them. So yes, if a significant scheme is to be introduced, then it ought to be put to a public vote closer to the time once all the details of the proposed scheme are known, so that everyone has a chance to have their say on the actual scheme, rather than having their earlier votes for a possibly more vague manifesto reference taken as solid proof they still support the scheme now.

Also, unlike local elections which are restricted in terms of who can vote, such a referendum could be opened up to all parties affected by the scheme - residents, workers, people living in neighbouring areas etc. - which would also address the criticisms of how existing schemes have been implemented.

And finally, making it a binding referendum as opposed to a consultation or similar that the local authority can then simply choose to ignore entirely if the results don't go the way they were hoping for despite their best efforts to turn things around, would be essential as part of gaining the trust of the public. I keep referring to ULEZ expansion throughout my answers with good reason - the way this has been handled from start to (not quite yet) finish has fallen well short of how a scheme that affects so many people ought to have been handled, and this isn't likely to be forgotten any time soon by those who feel their concerns were talked down, ridiculed or simply ignored entirely.

As a further point not specifically related to road charging schemes, but to the increasing amount of power wielded generally by some mayors/local authorities, I also think that the more power that gets devolved to them, the easier it should be to take it away from them again. Having mayors/LAs appearing to run their areas like their own personal fiefdoms with no risk of comebacks until the next elections does little to endear devolved government to anyone.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

No answer

Written Evidence from Individuals: Part One

Answers submitted by:

[personal information redacted for publication]

Reason for responding:

I am a London resident who needs to drive through parts of outer London to get to work/visit family outside of London.

Road User Charging

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| Reference | RUC3085 |
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With respect to Road User Charging this idea should be scrapped immediately. The existing charging system is already too punitive to road users who pay heavily in road tax and parking. There is no scientific evidence to support the claimed danger of 'toxic air pollution' and I speak as a lifelong asthma sufferer, born in London. The so-called 'Climate Crisis' is a scam that proper science has disproved over and over. Just saying that a situation exists does not make it true and we have been lied to repeatedly by those in power. Such decisions as this should not be up to people like the Mayor. We used to believe in democracy but now we seem to be ruled by a dictatorship. This must not be allowed to happen.

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC3084 |
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Sir or Madam,

Please find below my comments on the above-named call for evidence.

Do the current road user charging systems in London require reform?

No.

London has ULEZ approved, which is already a bridge too far – too many people have been adversely effected already. You cannot charge more whether it be for charging for work needs or otherwise – There must be less monitoring and this ridiculous regulation and there must be less financial demands on people.

Written Evidence from Individuals: Part One

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smart in the language that I learned has one meaning which is 'hurt'. To force a 'tax' on someone who travels at present perhaps for work purposes and overlaps midnight I understand already causes a double fine. This, no doubt, would similarly impact under the proposed scheme. Don't introduce further pain on motorists from an already unjust system.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential

You should not have to pay extra whether you are travelling for work, for caring responsibilities or for essential services. We already pay fuel duty - We don't need any more road charging systems.

4. What strategies and targets could smarter road user charging support?

None – Targets that don't have common sense involved should be ignored.

5. What technology could be used to support smarter road user charging?

None – Unnecessary use of technology that intrudes on an individual's life should be banned. The state holds too much personal information at present and should go no further with 'smart' technology

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The ULEZ is already doing this. Individuals are taxed vehicle excise duty on emissions and use of electric cars have been given incentives. There should be no more changes.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

A National system is already in place for Road Tax and also for Duty on fuel. This is enough. We do not need further schemes at city or regional level.

If you are so worried about implementing new schemes and bearing in mind that there is a colossal part of a car's carbon cost is in its manufacturing – why can't incentives be brought in for keeping older cars far longer – it seems to me a matter of common sense mathematics.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging shouldn't be introduced. The proposals are pricing people out of driving cars and particularly those visiting families. By not introducing the proposed changes this would benefit people on a national level by keeping a level of sanity in place with better health both physically and mentally.

Written Evidence from Individuals: Part One

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

I do not believe that the people of London want these proposals brought in. We have suffered the promotion of a ULEZ expansion for little benefit but much pain.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. There should be no trial anywhere introduced by the Government. Nowhere is a sensible place for a trial. This question smacks of the further advent of authority's desire to control every aspect of human life.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

It is quite clear that the majority of Londoners would pay much more under the proposals.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Of course there should be – there must be checks and balances to curtail what some may see as otherwise authoritarian dictats. Any new scheme should be put to a public vote. The public vote should have questions relating to that scheme that do not nudge a person to answer in a way that the authority would like them to answer.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

The public has not had a say on policy goals. The people should have their say and vote on the policy after which the public should have the chance to vote on any road charging scheme. It must not be rules and policy without public consent.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC3083 |
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Dear all I would like know

1. Do the current road user charging systems in London require reform?
Yes, I think driver are over charged.

2. How might smarter road user charging differ from the current dailycharges for driving applied in London?

Written Evidence from Individuals: Part One

Don't think it should be applied at all

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Don't think charging should happen

4. What strategies and targets could smarter road user charging support?

Getting cyclist taxed and insured

5. What technology could be used to support smarter road user charging?

None

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

No because India America and Chinese industry belch out more green house gases then cars ever will in London.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

They shouldn't exist

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

None quite happy to pay a flat road tax fee

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Everyone exempt

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No don't think it should be introduced

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

So are electric cars going to pay this too?

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes they have too much power let the people decide

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Written Evidence from Individuals: Part One

Don't know

[personal information redacted for publication]

Fwd: Pay per mile Consultation.

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| Reference | RUC3081 |
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Q1. Do current road user charging systems in London require reform?

A1. No, they are quite appropriate. Existing methods are better than new technologies. Modern ICU's are very good and continue to be improved.

I have noted that traffic lights cause more problems, congestion and hold-ups than islands. Improved signs and road surfaces can very often increase flow of traffic and thus less stationary exhaust.

Q2. How might smarter road user charging differ from the current daily charges for daily charges for driving applied to London?

A2. I strongly oppose this due to the rare minerals required in that they are mined by child labour in Africa. This is highly offensive and this price is too high for those who do this work so that the rich can prosper.

Q3. How might charges for driving in London be varied for different types of journeys, such as: travelling to work, caring responsibilities or essential services?

A3. This will clearly result in discrimination against those on lower incomes. There should not be a variation in journeys and as we have far too many rules being thrust upon us already this is a distinct NO!

Q4. What strategies and targets could smarter road user charging support?

A4. There are no strategies and targets that smarter road user charging can support. Target-chasing always ends up incentivising corrupt outcomes and does more harm than good. Target-monitoring is costly. Put effort into quality of urban design.

Q5. What technology could be used to support smarter road user charging?

A. None. We already have too much technology in use.

Q6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead better quality road design is needed, along with reduced charges and support for local shops, such as free parking outside the businesses so that people can fulfil their routine needs without the need to travel to out of town FREE parking at shopping centres.

Q7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Written Evidence from Individuals: Part One

Road user charging should SHOULD NOT not be introduced anywhere.

Q8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

A8: NO, NO, No to Smarter road user charging.! It should not be introduced because any advantages for each individual are outweighed by the disadvantages.

Q9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

A:9 AGAIN NO, NO, NO such discounts or exemptions should be introduced. The concept introduces the need to justify your journeys to the authorities!

Why should I have to ask permission?

I have rights under common law and the Magna Carta.

Instead the Blue Badge system already exists and can be widened in scope or reformed. The way to improve the lives of the groups mentioned here would be to reduce fuel charges by increased oil exploration and extraction.

Q10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

A: 10

NO NO NO!

No such trial is needed. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be an increase in annual road tax on EVs.

Q11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

A11. NO such distance-based charging scheme should be introduced.

Q12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

A12: WHO GAVE THEM AUTHORITY OVER US?I DON'T REMEMBER VOTING FOR THEM! Mayors and local authorities' powers to introduce these schemes should be removed immediately. We need a full and uncensored debate through all forms of public discourse. Dissenting voices should be fully attended to, and only after that specific referendums should be required to determine the will of the people.

Q13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

A13: None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate.

IN CONCLUSION, THIS IS AGAINST MY RIGHTS IN CONSTITUTIONAL LAW.

Written Evidence from Individuals: Part One

Do we like in a democratic country or not?

LONDON ASSEMBLY TRANSPORT COMMITTEE: CALL FOR EVIDENCE The future of smart road user charging February 2023

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| Reference | RUC3076 |
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LONDON ASSEMBLY TRANSPORT COMMITTEE: CALL FOR EVIDENCE The future of smart road user charging February 2023

1. Do the current road user charging systems in London require reform?

No, they do not. And the current systems should be kept as simple as possible and as focused as possible. The expenditure that would be allocated to an unnecessary 'reform' should be applied to the basics: improving the basic road quality'; removing unnecessary blocks to circulation that create much more pollution and congestion; returning to a public service mentality in City Hall and abandoning ideologies that are ruining the city for the people who live here and who visit.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

By 'smarter' what is clearly meant is 'surveillance' and more of it, which is not wanted and not necessary. The fixation on these schemes has little or nothing to do with getting London moving and creating the wealth that spreads prosperity and improves lives. London does not need more pet projects. It needs more intelligent investment in the basic infrastructure – roads, pavements, bridges, tunnels etc.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Varied charges are unnecessary and unwanted. They are an unwarranted restriction of personal freedom and when basic freedom is restricted human flourishing and society is inevitably damaged.

4. What strategies and targets could smarter road user charging support?

We do not need 'smarter' road user charging (see above). We need a vibrant city where people are free to move as easily as possible. We need intelligent management of the road (and the broader integrated transport) networks 'Strategies and targets' should be limited to attaining the simple objective of keeping the city moving as freely as possible and removing the obstacles that have been put in place by successive administrations that have burdened London with expensive restrictions that hinder its development every day.

5. What technology could be used to support smarter road user charging?

We need less technology used more intelligently, not more. We should prioritise human interactions – employing people and training them properly to serve the citizens of London – and reduce the use of AI, which for the most part is neither smart or effective and is shot through with rigidities.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The existing road user charges and other related measures have significantly increased pollution and congestion. The city needs to undertake a massive programme to remove the many obstacles to freedom of movement that have been put in place in the last decade, often without proper consultation with residents and frequent users of the city's roads and broader transport networks. Simplification is the priority, not new user charges (taxes) and systems.

Written Evidence from Individuals: Part One

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

No such charges are needed. They should not be set up anywhere. They reduce the freedoms that are vital to the vibrancy of the city and the country.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

No new charges should be introduced. They are a barrier to freedom of movement and will have a net negative effect on the smooth running of the city.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Discussion of exemptions assumes that the charges are inevitable. That is a mistaken assumption. Such charges are negative; they are damaging to the free flow of movement in the city which negatively impacts human flourishing wherever they are introduced. They create zones of congestion on the fringes of the charging zones and areas of weak economic activity within the zones.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

A national distance-based road user scheme would be a huge negative to the economic vibrancy of the country. As such no trial is needed.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

There is no need to introduce such a scheme. It would be damaging to the economy and to the human flourishing that drives entrepreneurial wealth creation.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors should not have these powers. They exercise them in an unwise and ad hoc manner, over the heads of residents and to the serious detriment of the cities. They encourage ill-thought through schemes that damage cities and actually impact in a very negative way the quality of life and freedom for the residents of the city.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Wherever they are introduced it is usually over the heads of the residents and to the detriment of the economic and human flourishing of the cities and their residents. They are rarely properly debated and the damage they do is ignored. The conclusion has to be that the maximum freedom of movement should be the governing principal and that all efforts should be concentrated on achieving this aim with intelligent policies that are properly debated with residents.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC3074 |
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1. Do the current road user charging systems in London require reform?

Written Evidence from Individuals: Part One

Yes. The present Congestion Charge hours of 12:00 noon to 18:00pm at weekends and all bank holidays is strangling Central London's tourist, restaurant and shopping economy and should be scrapped to allow complete freedom of movement of vehicles across Central London for the entire weekend and on Bank Holidays.

The present ULEZ already discriminates against poorer families who cannot afford a ULEZ compliant car. It also discriminates against those who start their car journey before midnight and complete it after midnight. I cannot be right to be charged two lots of ULEZ for making one journey, typically affecting night shift workers. There needs to be greater ULEZ concessions for essential and key workers, including the disabled plus those responsible for looking after the elderly, the infirm, small children and those using a car in the course of working for a charity.

We need less charging in London, not more.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It won't be smarter it will be just another raft of charging on an already over policed and unfair road charging system, namely, ULEZ and the Congestion Charge.

Instead of proposing new systems, adjust the existing ones. You already have the annual VED and duty on fuel. Why make things even more complicated?

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Micro-managing the purpose of people's individual journeys will be impossible to police. It is also a breach of civil liberties.

We already pay an annual road fund licence and fuel duty, which is a cost per mile as you pay more if you drive more.

4. What strategies and targets could smarter road user charging support?

The fact that this question has to be asked demonstrates the spurious nature of smarter road user charging. A good tax is one that is simple to understand, cheap and simple to collect and difficult to avoid. The government presently taxes a car when it is new, charges an annual VED and charges tax on the fuel that we use, whether it be petrol, diesel, LPG or electric. If the government re-assesses the taxes on those, there will be no need to introduce costly and admin heavy alternatives.

5. What technology could be used to support smarter road user charging?

More technology? Haven't we got enough already? Why does technology have to be brought into everything? You don't need rocket science and expensive technology to operate the taxes I have referred to in the answer to 4 above.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The ULEZ is already doing this and so are the other present vehicle taxes. People are already being priced out of car ownership (which will deal with traffic levels) individual vehicle emissions are the lowest in history, and getting cleaner (that deals with vehicle pollution) and if there is a climate change emergency it is coming from China, India and the Third World, not here. The public are sick to death of government policy being driven by the spurious excuse of 'Climate Change'. Enough is enough.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

People don't want any new form of road user charging whether at city, regional or national level. Whichever options you go for will be a nightmare to set up and operate. Also, don't under-estimate public push back. Use the present forms to vehicle taxation already in place and adjust them accordingly. For one thing, at least you know that they work.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Written Evidence from Individuals: Part One

It is completely unnecessary to introduce smarter road user charging because it won't be any smarter than what you already have, just a lot more expensive to set up and run and less efficient in collection than the present regime of vehicle taxes.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

People do not want a new road charging scheme. A fair system should already grant exemption to the classes of people referred to. I would add people working for charities. I drive for a charity collecting and transporting disabled people. I object to being taxed/charged for doing that.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. Nowhere is a sensible place for a trial. The government already taxes vehicle users for the fuel they use. That is distance based and fairly applied to each user. Why introduce another form of distance -based charge?

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Introducing a new distance based road user charging system is a bad idea for the reasons stated in my answer to question 11.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

All of these new schemes should be put to a public vote like any good democratic country would do. To do otherwise would be undemocratic.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Just by asking this question clearly shows an intention to introduce a road user scheme not only without having a clue to its viability, but that you intend to go ahead with it without allowing the people of this country the opportunity to decide on such an important matter by a public ballot / referendum.

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC3072 |
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I am a resident in [personal information redacted for publication], London for 27 years. I believe the targets of cleaner air, addressing the climate emergency and addressing traffic congestion are all admirable and are targets most people would want to support but the policies being implemented are clearly not going to do any of these things, are punitive and are just a way to collect more cash from the public. Please find below my replies to your call for evidence regarding the future of smart road user charging.

Kind regards,

[personal information redacted for publication]

1. Do the current road user charging systems in London require reform? **Absolutely. We all want clean air but we also want to be able to get around. I was in Mayfair last week and the air quality was horrific. Road usage in inner London needs to be addressed urgently and the current charging system is clearly not doing what it was allegedly set up to do. Equally, the air in outer London where I live is perfectly acceptable but the public transport system is not good. The proposed expansion of ULEZ must be**

Written Evidence from Individuals: Part One

stopped immediately as it's impacting people too unfairly and will not in any way fix the problems it is allegedly being brought in to fix.

2. How might smarter road user charging differ from the current daily charges for driving applied in London? **They should not be brought in at all but if they are implemented, the whole system should be fairer and should apply to everyone using the roads and not just the poorer people in society. The wealthy with their top of the range electric cars are not paying the current charges in London. It is a totally unjust system.**

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? **This is a ridiculous question. As usual, something expensive and difficult to administer will be brought in. Keep it simple for crying out loud.**

4. What strategies and targets could smarter road user charging support? **Smarter road user charging is I'm afraid just another way to get poor people to pay even more money to central and local governments.**

5. What technology could be used to support smarter road user charging? **Just will be another excuse to bring in more cameras, more monitoring of our movements and to erode even more freedoms.**

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? **The best way to tackle these issues is to provide a significantly upgraded and reliable public transport system and to reduce flights going into airports. Tax the airports, not the every day person trying to live their life.**

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? **Road user charging schemes are another tax on road users. Frankly, it should not be brought in at all and if so it should be at a national level. Good luck getting that through without public uproar.**

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? **It should replace every other tax and charge currently being paid by motorists apart from parking charges. How many times does a motorist have to pay to use the same road? So road tax, ULEZ, Congestion charges and tolls should all be replaced.**

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? **The question is 'what is the reason for smarter road charging'. If it is just to get yet more money from the public - which it seems to be - then it should not be brought in at all. Surely a reliable and efficient public transport system is a must before this is even considered and at the moment, public transport in outer London is worse than it has ever been.**

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? **No. London has too many infrastructure problems which should be addressed before a scheme of this kind is trialled. As usual, it's the cart before the horse in this country.**

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? **less - it is becoming absolutely prohibitive to drive in outer London but for a lot of people there are just no other options**

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? **Absolutely, unfortunately. The behaviour of the current mayor regarding the expansion of the ULEZ has proven that he has too much power and he is behaving like a dictator. This is not democracy and is not in the interest of Londoners.**

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? **I am**

Written Evidence from Individuals: Part One

unsure but my friends from Berlin visiting last weekend were horrified at the ULEZ expansion and said there is no way that could ever happen in Germany as the public would not tolerate it and their views would be listened to

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC3069 |
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Dear London Assembly Transport Committee,
Kindly see below my answers to the questions of your Call for Evidence: The future of smart road user charging February 2023. Your questions are marked in blue and bold font.

1. Do the current road user charging systems in London require reform?

No, not at all. The ULEZ initiative is already in place and it impacts men and women in London negatively. The people and businesses are stressed due to the economic impact of the past three years. We need less regulation and monitoring to recover.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

We do not need new monitoring systems, but adjustment of the existing systems, instead. For example, the quotidian charge stops at midnight. These result in drivers who visit between 10 pm and 2 am being charged twice.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

There should not be any additional charge, regardless if we are travelling for work, for care or essential services. The Tax duties that we pay on fuel are sufficient, as they are a cost per mile. And this means that men and women travelling more by automobile will pay more. There is no need for additional road charging systems.

4. What strategies and targets could smarter road user charging support?

There is no need for further target setting in this direction. It would be more beneficial for the men and women in this country if the government focused on the well-being and health of the nation.

5. What technology could be used to support smarter road user charging?

The women and men in this country do not need more technologies intruding into their lives.

Written Evidence from Individuals: Part One

6. **How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?**

The ULEZ initiative is already addressing this. The women and men in this country do not need more road charges.

7. **Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?**

The Road Tax and Fuel Duty are already charged on a national level. The women and men in this country do not need more charging schemes.

8. **If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?**

It should not. Kindly focus on the health of the nation instead. There is no need for smarter road user charging that prices people out of travelling in their automobiles.

9. **What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?**

The women and men in this country do not want a road charging scheme.

10. **10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?**

No, not at all. There is no sensible place for a trial in this great country. The people want to be free.

11. **11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?**

As a result of any such introduction, the men and women in London would all pay more.

12. **12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?**

Written Evidence from Individuals: Part One

Yes, there is a requirement beyond an electoral mandate for these bodies to use those powers. All the proposed schemes should be subject to a public vote with six to twelve months for consideration and consultation.

13. 13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

The women and men in this great country did not have a say in the policy goals. There needs to be a vote on this policy and the road charging scheme. Anything less is not acceptable.

Best regards,
[personal information redacted for publication]

[personal information redacted for publication]

Reply to Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC3067 |
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FAO: London Assembly Transport Committee

Reply to Call for Evidence: The future of smart road user charging February 2023

There should be no road user charging scheme at all. Vehicles are already taxed through the annual vehicle excise duty.

Distance-based tax already exists; it is fuel duty. The further one drives, the more fuel used, and the more paid in tax (duty and VAT).

A road-user charging scheme would require huge numbers of cameras. One might posit a malevolent council/national government/police force abusing such a system.

The computing infrastructure and processing demands for the endless film/photos taken from such a camera system would require a major IT project; there is a poor history of major public IT projects in the UK, including NHS systems, the police national computer upgrades, and the Post Office's Horizon finances, which led to several tens of post-masters-and-mistresses wrongly imprisoned for fraud.

Those on low incomes (but not supported by benefits) will be hurt the most - the neighbour who takes an old lady shopping, the volunteer at the foodbank, and those who have to drive for work and transport materials and tools - builders, plumbers, etc. On one occasion, a friend gave me a lift home after I had hit my head. A distance of a couple of miles cost him £12.50 in ULEZ charges. He has not changed his car for several reasons, not the least of

Written Evidence from Individuals: Part One

which is that scrapping a functioning car would be far more polluting than carrying on using it, as even Extinction Rebellion acknowledged when planning a tour in diesel-powered buses last year.

The mayor's recent comments that those who oppose such a scheme were joining up with the 'far-right' were disgraceful, and indicate that he has contempt for the public. If he cannot come up with better arguments in support of a plan than insults, it shows that the plan is fundamentally flawed.

A radical suggestion is simply to allow people to drive as they need, and spend the tax raised from the sale of fuel on maintaining the roads to a high standard, while providing reliable, clean, and regular public transport.

[personal information redacted for publication]

[No subject]

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| Reference | RUC3065 |
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Answer to question number:

- 1) No, we already have ULEZ which has impacted people enough. Even that should be scrapped. People are already suffering with the cost of living and don't need extra charges to pay to drive around their cities.
- 2) We shouldn't have to pay extra money to drive on our roads.
- 3) We don't need anymore charges, we already pay road tax and fuel duty. You are trying to make people poorer. Tax the rich.
- 4) People don't need extra charges and taxes to pay for driving. The state of the economy is hard enough on people without having extra things to pay for.
- 5) We don't need anymore technology

- 6) Charging motorists will not stop climate change or air pollution. Why don't you look at the rich population which carbon footprint is far bigger than any normal person and tax them.
- 7) Road Charging already exists in the form of ROAD TAX AND FUEL DUTY. We don't need anymore road taxing.
- 8) There shouldn't be more charges. Get rid of ULEZ stop taxing the poor and working class. Tax the rich.
- 9) The people do not want a road Charging scheme.
- 10) No, nowhere is a good place for a trial. Let people be free, stop the dystopian future we don't want it
- 11) It would cost people more, you are making people worse off for something that will not change any climate change or air pollution
- 12) All of these new schemes should be put to public vote. Are we a democracy or is it dictatorship? You are supposed to be making life better for citizens, not worse
- 13) Let the people vote on this matter. It is us who it effects, stop making life for people more difficult and sneaking in new schemes to make people's lives unbearable

Smart Road User Charging

Written Evidence from Individuals: Part One

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| Reference | RUC3061 |
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Q1. The current system does not require changing or updating. We have had congestion charging for at least 20 years, LEZ and ULEZ have been introduced and Sadiq Khan is expanding the ULEZ boundaries. It's time to think of the cost these are / will be incurred by those travelling within these zones especially those doing so for work. The impact upon small business these charges are / will cripple so many and they will not be able to survive. So introducing further charging is an absolute preposterous idea, how sustainable is this for those on a lower income especially given that driving can actually be cheaper than taking public transport. It most certainly is in my case. Londoners and indeed other counties don't yet another need another tax or surcharge to drive their vehicles - where does it end???

Smart Road User Charging

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| Reference | RUC3060 |
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Dear Sirs,

I am writing in response to your consultation on Smart Road User Charging.

I would like it noted that I believe this to be an extremely poor policy for a number of reasons.

Due to a patchy, expensive and unreliable public transport network, ordinary people already under financial pressures like no other in a generation, will be financially penalised for using the only affordable and reliable mode of transport open to them to get to work, run their businesses and take their children to school, cars.

Further, the extensive network of surveillance cameras required to operate such a system and the data as to people's day-to-day movements collected by a state organisation would be an unacceptable encroachment on individual liberty and privacy.

This proposal is misguided and an overstep of the role of government. People should be encouraged to use public transport via the provision of an excellent and reliable service, not punished for not doing so under threat of financial penalty.

Yours faithfully,

[personal information redacted for publication]

[No subject]

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| Reference | RUC3055 |
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Q1. Do the current road user charging systems in London require reform?

No.

We do not need lots of 'charging systems' to pay for the cost of our roads. That is what the vehicle tax is for. A record of travel does not need to be kept as is a breach of an individual's privacy.

All of the aims can be achieved by improving the infrastructure we already have. One way systems encourage driving further than needed. Pedestrian zones often mean vehicles

Written Evidence from Individuals: Part One

have to do long detours. Street narrowing causing vehicle congestion and prevents emergency vehicles in some cases. Traffic lights are not necessary where they could be replaced by roundabouts, which would be unaffected by power cuts.

We don't need technological systems in order to travel around

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

As this would require technology and the maintenance of that technology there would be overheads. As this is not necessary funds would be better spent improving the existing infrastructure.

There are also many reasons why the increased use of technology isn't ethical such as the mining of rare natural resources.

Q3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

You shouldn't have to state a reason for a journey. We are free to travel the roads as the roads belong to the people and that is the way it should stay.

Q4. What strategies and targets could smarter road user charging support?

Targets don't work, there are always ways to 'beat the system'.

For instance NHS waiting times didn't drop they just removed them from treatment lists and then readjusted again to 'meet the targets'

Q5. What technology could be used to support smarter road user charging?

None. We don't need any more technology. The use of sat nav has ended in disaster for people driving into rivers, dead ends etc. and doing long detours to nowhere. Drivers need to be more preceptive and this will be achieved by removing technology as it is over relied on.

Q6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

We don't have air pollution and climate change is something the climate does itself not something we do to it.

Take away unnecessary one-way systems, blocked off or artificially narrowed roads, improve signage and improve the public transport network. That in turn will make travel more efficient and therefore reduce 'pollution'

The high Street needs to make a resurgence and parking needs to be available on it, so that people support their local community.

Q7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging should not be introduced anywhere.

Q8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

We already pay an excessive amount for our road upkeep. The vehicle tax needs to cover the cost of running the roads and that is it. Money is being wasted in administration by running multiple unnecessary schemes

Smarter road user charging should not be introduced because any advantages for each individual are outweighed by the disadvantages.

Q9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Written Evidence from Individuals: Part One

No such discounts or exemptions should be introduced.
You do not need permission to travel.

There are already schemes in operation such as the blue card scheme which as a previous user I know are very effective.

The tax on fuel also needs to be cut as this is not being used to fund the upkeep of the roads.

Q10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. We do not need a 'trial'

Q11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No such distance-based charging scheme should be introduced.

Q12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities' powers should not have any power to introduce anything this is not the role of local government.

Q13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

We need to assess where these 'goals' and 'objectives ' have come from before any decisions are made. It is not for any entity or public body to decide what is appropriate without a public debate.

This consultation needed to be advertised in the media as widely as government health advice has been for the last three years. Unless of course there is something to hide?

Re: Road User Charging Response.

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| Reference | RUC3054 |
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To Whom It May Concern;

This is my response to the Road User Charging Response due by this Friday 10th March 2023 as follows:

1. Do the current road user charging systems in London require reform?

YES! We would like both the Congestion Charge and ULEZ to be phased out as opposed to the impending ULEZ extension to London's outer boroughs as these Stealth Taxes are adding to the already crippling costs of acquiring, insuring and taxing motor vehicles, especially for the motorists who need a vehicle as transport to go to & from work or for parents who need their vehicles to do their school runs during the week.

Written Evidence from Individuals: Part One

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

This smarter road user charging is already operating in China coupled with a Social Credit System imposed on the Chinese's people for good behaviour if bad behaviour they will be penalise if he / she goes against the government in a city where China has the most CCTV in the world watching its citizens every day. I can see London not being far off ie it's has the 2nd largest number of CCTV in the world. This to me is Big Brother and infringing on my Civil Liberties & Human rRights.

I am totally against this smarter road user charging scheme.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

It's already a big burden on us Londoners due to the slump in the economy i.e. raising fuel prices gas, electricity, rent, mortgages with the impact of inflation.

4. What strategies and targets could smarter road user charging support?

Nothing, it's just money to support the treasury.

5. What technology could be used to support smarter road user charging?

Nothing other than this country becoming a Dictatorship.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Additionally, I truly do not KNOW what your ongoing obsession with so continuously bleeding London's motorists via an additional Road Tax that also is not spent on the roads is about which is why I reiterate my answer to 'smarter road user charging' is a resounding NO THANK YOU.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

I truly do not KNOW what your ongoing obsession with adding to the so punitive ROAD TAX and FUEL DUTY all cars are currently incurring in that why are you so continuously bleeding the UK's motorists via yet another additional Road Tax that also is not spent on the roads which is why I reiterate my answer to 'smarter road user charging' is a resounding NO THANK YOU.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

I do not want 'smarter road user charging', smart meters and the constant blocking of back streets that have forced the utility of main roads / severe congestion problems just because you overtly paranoid Controllers want to constantly observe us BIG BROTHER style in every area of human activity. What is your ongoing obsession with TOTAL CONTROL really about?

I am totally against this road user charging scheme it should be scrapped immediately.

Written Evidence from Individuals: Part One

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

I do not want 'smarter road user charging' in any shape or form as I truly cannot envisage anything beneficial about this Scheme other than totally unnecessary additional Stealth Tax.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

I do not want 'smarter road user charging' in any shape or form in London or anywhere else in the UK as I cannot envisage anything beneficial about this in today's world. This is not the future I want to envision for me, this is yet another unnecessary Stealth Tax.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

I repeat, I can't see anything beneficial regarding the use of road user charging' in any shape or form in London or anywhere else in the UK as I cannot envisage anything even marginally good about this so totally unnecessary additional Stealth Tax.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

A local referendum with regard to 'smarter road user charging' and the impending ULEZ extension is definitely the Way to Go which is why Mr Sadiq Khan would never have a local referendum because he knows that the overwhelming British Public who are not sleepwalking when they go to the polls would kick this scheme straight out.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I repeat, I do not want 'smarter road user charging' in any shape or form in London or anywhere else in the UK as I truly cannot envisage anything even marginally beneficial about this so totally unnecessary Stealth Tax, as for other cities it should be a choice for the citizens to have a choice and vote for it or against it in a democratic country.

Your faithfully,

Kind regards,

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC3051 |
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Please find my answers it the Key Questions below and reply confirming receipt.

Written Evidence from Individuals: Part One

1. Do the current road user charging systems in London require reform?

Yes, get rid of congestion charging, LEZ and ULEZ

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Please don't introduce "smart" user charging, it sets a dangerous precedent for future control

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Journeys shouldn't be charged for in this way, it's divisive

4. What strategies and targets could smarter road user charging support?

Only bad ones, stop charging us more to move around our towns and countryside

5. What technology could be used to support smarter road user charging?

I don't agree with "smarter road user charging"

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Pollution can be managed by technology, cleaner fuel and cleaner engines, it isn't a big problem in many areas and will decrease as vehicles reach the end of their natural life and are replaced with newer technology. Forcing people off the road and removing our freedom to move around at will is a frightening prospect.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Please don't set them up at all

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Just keep the current vehicle tax system - change the name to match the narrative if you like

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example, to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Please don't introduce a new smarter road charging scheme. It is a complicated and expensive system purely designed to make people miserable

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

A national distance-based road user charging scheme is not wanted - what a horrible thought, having to plan a route based on how many miles you can afford to travel - that will take all the joy out of exploring.

Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for a vehicle or driving-based charges, the same, or more than they do currently?

A distance-based road user charging scheme is not needed, or wanted.

12. Mayors and local authorities currently have the power to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities shouldn't be allowed to introduce road charging schemes, particularly if they promised they wouldn't, disregard consultation results and massage figures to show their preferred outcome. Also there needs to be a way of preventing the use of dubious information and emotional manipulation in their marketing

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Badly - it's causing division, misery and poverty

[personal information redacted for publication]

[No subject]

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| Reference | RUC3050 |
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At a time when most people are financially hard pressed to make ends meet introducing more charges for motorists is just not fair. No, no, no.

Pay per mile Consultation.

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| Reference | RUC3049 |
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Q1. Do current road user charging systems in London require reform?

A. No they're adequate.

There is no need for technological methods. Traditional methods better.

Combustion engines good, especially with modern engines since 2010.

Congestion could be improved by more roundabouts instead of traffic lights or better phasing of traffic lights.

Better road surface maintenance and improved signage.

These would help alleviate traffic congestion and improve air quality and pollution.

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

A. I totally object to this because these devices are unethical in that rare earth minerals are required. These are mined from poor countries such as Africa and use child labour in dangerous conditions to mine these minerals.

Q3. How might charges for driving in London be varied for different types of journeys, such as traveling to work, caring responsibilities or essential services?

Written Evidence from Individuals: Part One

A. This is discrimination, likely against the unemployed and pensioners who will have to beg to be allowed to use the roads and give justification for their journey.
Are we really living in a democratic country?

Q4. What strategies and targets could smarter road user charging support?

There are no strategies and targets that smarter road user charging can support. Target-chasing always ends up incentivising corrupt outcomes and does more harm than good. Target-monitoring is costly.
Put effort into quality of urban design.

Q5. What technology could be used to support smarter road user charging?

A. None. We already have too much technology in use.

Q6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead better quality road design is needed, along with reduced charges and support for local shops, such as free parking outside the businesses so that people can fulfil their routine needs without the need to travel to out of town FREE parking at shopping centres.

Q7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging should SHOULD NOT not be introduced anywhere.

Q8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

NO, NO, No to Smarter road user charging.! It should not be introduced because any advantages for each individual are outweighed by the disadvantages.

Q9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

AGAIN NO, NO, NO such discounts or exemptions should be introduced. The concept introduces the need to justify your journeys to the authorities!

Why should I have to ask permission?

I have rights under common law and the Magna Carta.

Instead the Blue Badge system already exists and can be widened in scope or reformed.

The way to improve the lives of the groups mentioned here would be to reduce fuel charges by increased oil exploration and extraction.

Q10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

NO NO NO!

Written Evidence from Individuals: Part One

No such trial is needed. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be an increase in annual road tax on EVs.

Q11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

NO such distance-based charging scheme should be introduced.

Q12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

WHO GAVE THEM AUTHORITY OVER US? I DON'T REMEMBER VOTING FOR THEM!
Mayors and local authorities' powers to introduce these schemes should be removed immediately. We need a full and uncensored debate through all forms of public discourse. Dissenting voices should be fully attended to, and only after that specific referendums should be required to determine the will of the people.

Q13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate.

IN CONCLUSION, THIS IS AGAINST MY RIGHTS IN CONSTITUTIONAL LAW.
Do we like in a democratic country or not?

Smarter road user charging views

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| Reference | RUC3047 |
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Dear Scrutiny

There is enough charging at the moment without adding another scheme.

I have a daughter with autism, adhd who needs taking everywhere, my job involves going from place to place to assess people, and I care for my aunt who lives 15 miles away. How do you expect me to fulfil all those commitments on public transport. We are barely scaping through month to month. My gas and electric bill is a third of my total salary. How do you expect me to pay further charges?

You are hitting the poor by making it harder for us to work, do essential journeys, etc.

I do not agree about your goal about Londons air quality.

I do not agree that road space has been allocated for other uses. No wonder this is creating chaos and congestion.

Yours Sincerely,

[personal information redacted for publication]

Written Evidence from Individuals: Part One

: The future of smart road user charging February 2023 Evedences.

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| Reference | RUC3042 |
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As below in question number order.

1: Certainly not, motorists are already charged enough through direct and indirect taxes, plus congestion and ULEZ charges.

2: Charging people twice by exceeding the midnight deadline for work, to music gig, or dinner and a show, is not conducive to encourage domestic and overseas visitors.

3: Definitely not charging for all the examples given. Varying charges for different road users sounds like yet another layer of bureaucracy.
Over complicated, cumbersome and an expensive system to implement and run.

4: It would have a detrimental effect on businesses, tourism, retail, entertainment and the hospitality sectors. Especially in respect to the outer boroughs without accessibility to a comprehensive public transport system.

5: **No more technology**, especially not more cctv cameras or internal vehicular data monitoring systems.

Motorists are already overloaded by too many obtuse and confusing road signage. Whilst excess street furniture reduces the available pavement space for pedestrians.

6: Of course London has the current ulez and congestion charges, however motorists are already taxed via VED on an emissions basis .

Buying an EV has been incentivised for higher earners, who also do not have to pay vehicle tax.

Car ownership shouldn't be considered in isolation for causing pollution and climate change. Other pollution factors are the London Underground , industry, construction works and their associated vehicles.

7: Neither, setting up these schemes either on a city by city or regional basis will result in a messy array of confusing and differing qualifying criteria throughout the country.
We already have an national level of road charging via vehicle tax and fuel duty.

8: I do not believe smarter road used charging should be introduced. It is a very open ended pricing tool and would become an additional layer of taxing motorists off the roads, whether for business, pleasure or necessity.

9: The answer to all examples quoted would be we do not want or could afford a road charging scheme. Especially after enduring years of austerity , the effects of covid, recession and inflation caused by the current cost of living crisis.

10: My answer would be a definite NO to a trial in London or elsewhere. It presents an opportunity to impose this scheme on a permanent basis, by using "a back door" method. After further research into this topic, the scheme is too controlling, unfair, unequal and curtails peoples freedom.

11: This is a loaded question as both inner and outer London have completely different requirements in regards to their driving needs.

Written Evidence from Individuals: Part One

Income, occupation, availability of public transport, age and family circumstances or health issues, would need to be taken into consideration.

However everyone would pay more, but it would have a greater negative impact on people on average or lower salaries.

12: These new schemes have such a massive impact affecting peoples lives and into the future.

Too important not to be common knowledge and must be put to a public vote.

I thought we lived in a democracy.

13: I am aware the Italian government considered nett zero too ambitious and unachievable by the proposed date.

Even Germany want a hold on banning new car internal combustion engine manufacturing due to the development of new fuels.

We should bear in mind the detrimental effect on trade, freedom of movement and a more divided and unequal society.

Any emission reductions would be totally wiped out by the massive year on year pollution levels produced by China alone.

[personal information redacted for publication]

Road user charging consultation

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| Reference | RUC3040 |
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Q1. Do the current road user charging systems in London require reform?

No. Motorists are already heavily taxed and should not be charged extra to use the roads which belong to the people and are paid for by the people. More resources should be put into keeping the roads in a good state of repair and ensuring that repairs are carried out quickly with no unnecessary inconvenience to the public. I have noticed recently that roads are being closed for weeks while no work takes place. This should stop.

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It would be smart to remove any charges for driving in London, since the people have a right to freely travel on their roads.

Q3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

There should be no charges for driving in London or anywhere else. See above.

Q4. What strategies and targets could smarter road user charging support?

There are no strategies and targets that smarter road user charging can support.

Q5. What technology could be used to support smarter road user charging?

None. We do not need any more technology.

Q6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Carrying out road works quickly and efficiently so that drivers do not need to do unnecessary mileage because of diversions would help.

Written Evidence from Individuals: Part One

Q7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging should not be introduced anywhere.

Q8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging should not be introduced because any advantages for each individual are outweighed by the disadvantages.

Q9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No such discounts or exemptions should be introduced. The concept introduces the need to justify one's journeys to the authorities, that is, to ask permission, something that should never happen. Instead the Blue Badge system already exists and can be widened in scope or reformed. The way to improve the lives of the groups mentioned here would be to reduce fuel charges by increased oil exploration and extraction.

Q10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. No such trial is needed. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be an increase in annual road tax on EVs.

Q11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No such distance-based charging scheme should be introduced.

Q12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities' powers to introduce these schemes should be removed immediately. We need a full and uncensored debate through all forms of public discourse. Dissenting voices should be fully attended to, and only after that specific referendums should be required to determine the will of the people.

Q13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate.

Road user charging

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| Reference | RUC3039 |
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1:

NO. We have sufficient taxation at present with the ulez and congestion charges. We need less regulation and taxes rather than more in this time of economic stress.

2:

I think instead of instigating new systems we should adjust the old systems ie we pay daily charge should be adjusted as it penalises people who travel overnight, they get charged twice would it be better to have a 24-hour system first entry for a 24-hours period.

3:

Written Evidence from Individuals: Part One

I don't think there should be any extra charges for travelling on any of the reasons above. Motorists are already charged fuel duty & vat which equates to a charge per mile according to the the vehicle used, the less efficient the more tax that person will pay.

I don't think we should have to pay any more tax.

4:

I don't think is right that we are looking for strategies and targets. This smacks of "how much can we make out of this".

The happiness and health of population is more important.

5.

I don't believe we need any more technology than we have at the moment.

6:

I can't see any point in further Road charging as we already have ulez and and fuel taxes VAT and the VED.

Electric cars have already been incentivised along with 0 ved and grants.

7:

It is best that no new user charging schemes are setup nationally or regionally. We already have a functioning taxation system on vehicles. Let the present vehicles die a normal death rather than creating extra carbon and pollution on new electric vehicles, especially now there are new developments in low carbon fuels.

8:

I don't think anything should be changed. Why put a complex complicated and expensive system in place of a functioning system.

There are more important things we should be concentrating our minds on in this country.

9:

Again pointless we have a present system that works why not put the money saved from implementing complicated Road charging assistance into public transport

10.

NO

There is no point in this. It just seems another layer of bureaucracy and expensive at that.

11.

They would all pay more as the system to implement it will be so expensive. Pointless.

12.

There should be a local referendum on any of these points.We do not live in a dictatorship.

13.

The policy goals are set by government, we do not have a say in that.

There is not enough data to confirm if this kind of system works in other countries and it wouldn't work in our complicated tightly packed country.

[personal information redacted for publication]

Smart Road User Charging London - consultation response

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| Reference | RUC3034 |
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To whom it may concern

Please find below my responses to your questions:

1. Do the current road user charging systems in London require reform?

Written Evidence from Individuals: Part One

Unless the reform would mean scrapping all charges then no. The existing road charging systems, such as vehicle tax and fuel duty are enough. Suggestion to track vehicles via cameras is a complete infringement of our human rights especially our rights to privacy and freedom of movement.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Scrap all charges. They are against our civil freedoms and our natural right to free movement.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Scrapping all charges will mean there is no differentiation between travel purposes. Bringing in varying charges for different sectors or roles may result in discrimination against those who have to travel longer or further. And how would the Government implement such a scheme without obtaining even more personal data from the people? Again, infringing our right to privacy as well as our right to free movement.

4. What strategies and targets could smarter road user charging support?

None. It only causes division between groups and those deemed as 'important' enough to be exempt. Will politician convoys be exempt?

5. What technology could be used to support smarter road user charging?

None. I do not consent to more cameras or facial recognition or ANPR. These are against civil liberties and the rights to privacy and freedom of movement.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

They can't as these policies are mostly targeting the private car user which contributes the least to pollution (are HGVs exempt, buses, Convoys for 'VIPs'?). You are creating digital prisons locking down Londoners by controlling travel. These policies in trial areas have shown negligible effect on air pollution, more often just shifting it elsewhere. Meanwhile the fines create more funds to implement more technological prisons.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have national level road user charging - vehicle tax and fuel duty and there is plenty of revenue coming in from these at the moment (the last year having the highest fuel prices in recent history).

These proposed schemes will disproportionately impact those who rely on cars for work or for accessibility reasons.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Written Evidence from Individuals: Part One

No additional charges should be introduced. The current system is not discriminatory unlike this suggested road user charging scheme. Several protected characteristics under the Equality Act 2010 will be disproportionately discriminated against (age, disability...for eg).

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We do not want a road charging scheme! The roads are already paid for through vehicle tax, fuel duty AND council tax!

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. No where in the U.K. is suitable. These additional charges are not welcome anywhere.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

These roads are already paid for through road tax, council tax and fuel duty. A scheme like this would negatively impact the working folk of London (and those visiting) as it would cost so much more just to leave your house/flat if the ULEZ zone is fully implemented.

This isn't the way to discourage car use. There are plenty of positive alternatives that wouldn't infringe on the right to free movement nor be discriminatory in nature (free / cheap public transport). This scheme is a cash cow and not for the benefit for Londoners.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

A local referendum is a must as these scheme are infringing on our fundamental human rights and these must be called into question, scrutinised and stopped. People have the right to choose not to partake in these schemes as their money has already paid for the roads.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

There are many suggested schemes trying to be implemented across the country around road users charging (15 min zones and permit style permissions for eg). These are being pushed through without the will of the people and there is huge resistance. They will not succeed as they infringe on the basic human rights of people.

Thank you for your consideration.

[personal information redacted for publication]

RE: Call for Evidence: The future of smart road user charging February 2023

Written Evidence from Individuals: Part One

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| Reference | RUC3031 |
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Dear Sir/Madam,

Please see below my answers to the questions

1. Do the current road user charging systems in London require reform?
Yes.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?
All charges for driving in London should be abolished.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?
All charges for driving in London should be abolished.

4. What strategies and targets could smarter road user charging support?
All charges for driving in London should be abolished.

5. What technology could be used to support smarter road user charging?
All charges for driving in London should be abolished.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
Roader user charging cannot stop the climate from changing, it is a natural process. Air pollution can be tackled by creating cleaner combustion engines. Traffic can be reduced by re-zoning the city and changing the road lay-outs.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?
All charges for driving in the UK should be abolished.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?
All charges for driving in the UK should be abolished.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?
All charges for driving in the UK should be abolished.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?
All charges for driving in the UK should be abolished.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?
All charges for driving in the UK should be abolished.

Written Evidence from Individuals: Part One

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

The case for these powers has not been adequately laid out.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I do not know.

[No subject]

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| Reference | RUC3027 |
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Please see my answers with regards to the future road charging consultation.

1. Do the current road user charging systems in London require reform.

No it's hard enough with the current charges inflicted on drivers. We do not want or need any further expansions or charges.

2. How might smarter road user charging differ from the current daily charges for driving applied in London.

There is nothing smart about adding extra charges to the existing. There are already enough tax's on drivers !

3. How might charges for driving in London be varied for different types of journeys, such as traveling to work, caring responsibilities or essential services.

This will just make driving more complex & confusing, it's already a nightmare with the existing charges in place.

4. What strategies and targets could smarter road user charging support.

No this is not valid, not wanted, and most certainly not be implemented.

5. What technology could be used to support the smarter road user charging.

There is no need for more technology or smart charging for the road user. There are enough already.

6. How could smarter road user charging assist with tackling current challenges such as traffic air pollution and climate change.

This is not required or needed even current charges have made little or no difference. We do not want or need more.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach.

This would cause lots of difficulties with the current charges, people, car users, businesses, family's, elderly, poorly will just be punished for existing and trying to go about their everyday tasks without the added stress of new road chargings.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed.

It's not needed, and changes should be to remove the current ULEZ charge, and it should certainly not be extended.

Written Evidence from Individuals: Part One

9. What discounts and exemptions would you like to see for any new smarter road charging scheme for example to help disabled people, those in low incomes, those who need to drive for work, or people who live in areas with low levels of public transport.

I don't want any discounts or exemptions as there is no need for further charges to be implicated.

10. If the government were interested in a national distance based road user charging scheme would London be a sensible place for a trial.

No leave London alone, all these current charges and restrictions are putting people off visiting London as it is.

11. If distance based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving based charges, the same, or more than they do currently.

This is all unnecessary and an absolute invasion of privacy and would be another unnecessary tax.

12. Mayor's and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum).

There should 100 percent be referendums. Authorities & Mayors should not make decisions without consulting the people of London. They have already gone too far and the people of London & outer London have had enough especially after the first ULEZ consultation was ignored. It's about time drivers and the people were listened to and asked before things are implemented.

13. How are other cities and countries working on similar smarter road user charging ideas, and what alternatives are they looking at for achieving similar policy goals?

Charges and smart charges are already damaging and crippling enough during the cost of living crisis. Every borough & every city should have a say on what is to be implicated on them.

[personal information redacted for publication]

Call for Evidence: the future of smart road user charging Feb 2023

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| Reference | RUC3024 |
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Dear sir/madam,

I'm a resident in the London Borough of Havering and have provided responses to the questions contained in the London Assembly investigation paper and additional points I would like to raise; these are detailed below.

1. Do the current road user charging systems in London require reform?

No, the expansion of ULEZ to the north circular was sufficient. The expansion to the M25 is already taking charging too far with the amount of change being too much for the public and businesses to absorb let alone attempting to change the whole model.

Given the impact of the pandemic and subsequent economic downturn introducing further change would not be appropriate.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

The proposal for smarter road user charging would require the tracking of vehicles and in turn creating records that are linked to people that will breach that freedom and privacy in a way far exceeding the existing system.

There would potentially be a significant increase in costs for vehicles being used all day, e.g. tradesperson, parcel delivery, etc, that will strain or even put the impacted businesses/people out of work.

Written Evidence from Individuals: Part One

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities, or essential services?

There would need to be a detailed list of exemptions with different levels that are applied at against times and/or charging levels.

4. What strategies and targets could smarter road user charging support?

5. What technology could be used to support smarter road user charging?

The only real technology that could be used will effectively mean infringing on people's human rights.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

There are obvious answers to this question but again these involve impinging on human rights.

The Metropolitan Police and security services will want to access the records created as has already occurred with the ULEZ and/or Congestion Charge database.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

As a minimum the removal of car tax but this would need to be removed at the national level. It's likely that vehicle owners will be double taxed.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Not introducing smart road charging would be the best option or making all residents exempted otherwise there will be double taxation.

Public transport is not at the level required in terms of frequency, options, and quality, to enable residents the mobility required.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No, it's far too complex to make work. A city or town with more straightforward roads but with identified higher levels of emissions should be used. Any trial should be conducted in multiple locations with various emissions levels to prove the level of benefit a scheme of this nature could deliver on a national scale.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

If this scheme is introduced it would need to replace the existing schemes and be capped for Londoners as a minimum but as I said earlier, I don't believe the 2020's is the right time and it would need to be on a national level replacing the existing car tax scheme.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

A referendum should be compulsory when so many people are impacted. The current ULEZ expansion and the inappropriate rhetoric from the London Mayor proves the situation to be undemocratic.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Key points to consider being:

* You will be charged no matter the environmental rating of your vehicle

Written Evidence from Individuals: Part One

- * Your cost of living will be increased further making running a vehicle even more unfeasible for many households who rely on a vehicle
 - * Business will be unable to operate with the increased overheads
 - * The moment you enter the London boundary with the M25 or start your journey if already within the boundary will be tracked until you return home or leave the boundary with the M25
 - * All your journeys will be recorded in a database and held for several years as per the required retention period
 - * Your right to privacy will be lost as this will effectively provide the authorities with oversight of you
 - * The Mayor of London has given the Metropolitan Police access to the Congestion Charge and ULEZ databases to track people, this sets a precedent
 - * There will be a 3rd party company managing the scheme with access to these records with the agenda to make money that could include the selling of your data subject to elements being anonymised
 - * This will be a tax in addition to your annual car tax with no clear detail on how the income will be used, e.g., to support tube enhancements rather than improving the road users experience
- Regards,
[personal information redacted for publication]

"Smart Road User Charging" Call For Evidence

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| Reference | RUC3023 |
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Dear Sirs

I am writing in response to the "Smart Road User Charging" Call For Evidence.

I think there needs to be considerably more thought given to the following areas:

- Is the scheme aimed at reducing pollution or reducing congestion? These are different issues that may have different solutions, for example allowing electric vehicles to have more access or lower charges might reduce pollution but contributes the same amount of congestion as any other vehicle.
- Surveillance – there would be a requirement for increased surveillance that may be linked to "smart payment systems" which opens a risk of security not only of personal and financial details but also of perpetrators and abusers being able to track an individual's whereabouts, and thieves being able to target homes more accurately.
- Charges – there is an assumption that car owners would be happy to pay electronically but there must be provision for people to pay by cash if they want to or need to eg at a Post Office or bank.
- Charged amount – there was discussion that car charges should be comparable with bus fares however bus fares have to cover costs for fuel, driver wages, bus maintenance, bus storage, TfL as an organisation etc whereas a car driver is providing all the fuel, maintenance, storage and driver so therefore this is not a suitable comparison.
- Pollution – if the concern is pollution we should also consider the effects of the London airports, food outlets, smoking/vaping, industrial units etc.

Written Evidence from Individuals: Part One

- Energy use – if the concern is energy use then we could make some major improvements by switching off billboards, unoccupied work places, encouraging more seasonal/summer activity when people are more likely to walk and use less lighting.

Additionally, the Mayor of London confirmed that equipment for this scheme had already been purchased ahead of time which makes a mockery of public consultation and demonstrates yet more corruption at this level.

I believe that areas should have a local referendum before any such measures be introduced so that we encourage and demonstrate true democracy.

Kind regards

[personal information redacted for publication]

[No subject]

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| Reference | RUC3022 |
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Please see my answers with regards to the future road charging consultation.

1. Do the current road user charging systems in London require reform.

No it's hard enough with the current charges inflicted on drivers. We do not want or need any further expansions or charges.

2. How might smarter road user charging differ from the current daily charges for driving applied in London.

There is nothing smart about adding extra charges to the existing. There are already enough tax's on drivers !

3. How might charges for driving in London be varied for different types of journeys, such as traveling to work, caring responsibilities or essential services.

This will just make driving more complex & confusing, it's already a nightmare with the existing charges in place.

4. What strategies and targets could smarter road user charging support.

No this is not valid, not wanted, and most certainly not be implemented.

5. What technology could be used to support the smarter road user charging.

There is no need for more technology or smart charging for the road user. There are enough already.

6. How could smarter road user charging assist with tackling current challenges such as traffic air pollution and climate change.

This is not required or needed even current charges have made little or no difference. We do not want or need more.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach.

This would cause lots of difficulties with the current charges, people, car users, businesses, family's, elderly, poorly will just be punished for existing and trying to go about their everyday tasks without the added stress of new road chargings.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed.

It's not needed, and changes should be to remove the current ULEZ charge, and it should certainly not be extended.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme for example to help disabled people, those in low incomes, those who need to drive for work, or people who live in areas with low levels of public transport.

I don't want any discounts or exemptions as there is no need for further charges to be implicated.

Written Evidence from Individuals: Part One

10.If the government were interested in a national distance based road user charging scheme would London be a sensible place for a trail.

No leave London alone , all these current charges and restrictions not are putting people of off visiting London as it is.

11.If distance based road user charging was introduced , do you think Londoners who drive should pay less in total for vehicle or driving based charges , the same , or more than they do currently.

This is all unnecessary and an absolute invasion of privacy and would be another unnecessary tax.

12. Mayor's and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum).

There should 100 percent be referendums. Authorities & Mayors should not make decisions without consulting the people of London. They have already gone to far and the people of London & outer London have had enough especially after the first ULEZ consolation was ignored. It's about time drivers and the people were listened to and asked before things are implemented.

13. How are other cities and countries working on similar smarter road user charging ideas fairing , and what alternatives are they looking at for achieving similar policy goals?

Charges and smart charges are already damaging and crippling enough during the cost of living crisis. Every bourgh & every city should have a say on what is to be implicated on them.

[personal information redacted for publication]

Road Charging

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| Reference | RUC3020 |
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Do the current road user charging systems in London require reform?

No, the current charging systems are more than adequate and at a time of cost of living crises this is yet another stealth tax! Road charging should only be considered if to replace the current RFL / fuel duty and not in addition!

It seems to me the questions poised have been written on how the charging system should go ahead and not if, much like the ULEZ expansion! Having to upgrade my vehicles to meet new standards, when my (new!) business has already struggled through COVID and then the cost of living crises this is a bitter and hard pill to swallow and I just wonder when it will end. Can I not get back on my feet first but then this scheme appears!!

It seems the public transport system in London has been hit by more strikes and outages than ever since the current mayor took office. I also need to drive with my work as I often carry equipment and also work outside of London.

Regards

[personal information redacted for publication]

Call to Evidence

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| Reference | RUC3018 |
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1. The current road user charging system in London does not need reforming unless they are being replaced by smart Charging, i.e abolishing road tax, congestion charging and ULEZ.

Written Evidence from Individuals: Part One

2. Smarter road user charging needs to take into consideration cost of living, annual increases not inline with inflation unlike train prices.
3. There should be no allowances for any person using the roads as this breed contempt for free loaders.
4. Charges collected should be given to local councils to use to repairs local roads and other issues related to road traffic management.
5. Monthly pass system.
6. Smarter roads would not eradicate pollution or traffic congestion.
7. No charging should be introduced in the UK as we do not have the infrastructure or the finance to support this scheme. - Try in 10years time.
8. Smarter road charging to replace road tax, congestion and ULEX, if not, don't even think of it.
10. London cannot be a place for a trial as this will cripple the London economy.
12. Any changes to the current road traffic scheme should be held as referendum as this will stop Mayors bulldozing their personal agenda and not listening to the people.
13. Not interested in what happens in other cities or countries. As they say, charity begins at home.

Regards

[personal information redacted for publication]

Call for evidence. The future of smart road user charging. Comments.

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|------------------|---------|
| Reference | RUC3016 |
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Dear Sir/Madam,

In response to the exploration of smart road user charging.

Having driven for the last 35 years both professionally and privately I am qualified to share the following observations.

The congestion London suffers from has worsened since the advent of the Congestion Zone, the introduction of bus and cycle lanes and the filling in of bus stops. Simply reducing road capacity has resulted increased gridlock and increased pollution. The revenue that has been generated by both the charges and the numerous and ever increasing penalties has never seemed to make much of a positive impact that I have witnessed. Services have not improved. In fact quite the reverse. I have however witnessed a vast increase in revenue making traffic control equipment.

To add insult to injury the Congestion Zone was extended to the west in order to catch commuters driving down the M4 corridor but also permitted the wealthiest residents of London to drive their over sized vehicles with a 90% discount.

Furthermore the ULEZ is poor in concept as it just pushes the immediate pollution issues to a different area, but of course pollution moves wherever air currents push it. The revenue derived from this charge was supposed to build an infrastructure that could support EV usage. The result has been pathetic.

Written Evidence from Individuals: Part One

There is no doubt air pollution and traffic congestion are very real issues that need to be addressed. Enough is enough, but I am tired of the unrealistic approach that has been taken.

I find that councils are focussing on making money under the guise of clean air and road safety improvements that simply don't work. The targeting of the public with additional stealth taxes is both morally reprehensible and simply extortion with menacing threats of penalties. Easy and lazy. Annoy and tax drivers to the point they give up their cars. So whilst local councils try to make up for the shortfall of central government funding there is no investment in providing alternatives or realistic infrastructure.

First you want me, because this is very personal, to invest money I don't have, just after a multiple industry destroying pandemic and during a current cost of living crisis, in a vehicle that complies with your definition of a compliant vehicle, a definition that could change at any given moment and leave me back in square one. A pandemic that was so abysmally managed and financially abused Government is back to money grabbing from easy targets, the public. Thanks to the 'cost of living crisis', none of which seems to affect those in power, every company now has free rein to increase their charges in their own financial grab.

Public transport is not good enough. I'm tired of hearing about all the investment in TFL and not being able to get into the tube station, let alone a tube during rush hour and watching packed buses drive by.

During the pandemic I drove to see my elderly parents because I could not risk exposing myself or them to the potential of sharing spaces with others. Without my car I could not have cared for my father until he passed away. Nor could I look after my elderly mother.

Without my car I would not have been able to work when I could. I cannot carry all my equipment in a small car. I cannot be beholden to the utter fallacy of an EV. If you need me to expand on why they won't work, you shouldn't be holding the position you're in. I drive frugally and when mostly necessary. If I can walk, I walk. If I can take public transport, I take public transport. My car is well maintained and is not as rife with the planned obsolescence built into new models.

Why would I then object to road user charging? Because I am being forced into taking on the debt of a compliant vehicle which will require me to drive it much more to try to make a living, so I can pay all the stealth taxes and increased surcharges badly managed central and local government will be gouging, along with the utilities and all other private businesses. It's a short term money grab concept which won't make any difference in real world terms.

The idiocy of Brexit has compounded the above, but the idiocy of politicians has just been revealed to a further extent.

I would suggest, stop wasting money on ridiculous hero projects. Work to budgets as agreed at the beginning of a project. Stop paying friends hundreds of millions to produce PPE or any other contracts. Stop paying the Lords or MPs a daily attendance allowance. Stop paying any costs to previous Prime Ministers. Stop using the public purse to provide for those who abuse it. Stop investing in software or hardware that doesn't work. Start feeding the savings back into local government with the proviso that they stop abusing their residents, both council and private and actually manage properly.

What you can do regarding traffic congestion and pollution?

Invest in hydrogen. Get over the issue you have with building stations in central London. It is currently the only answer to fuel based pollutants.

Written Evidence from Individuals: Part One

Work with Toyota to use their green knowledge and work ethos.

Take heavy traffic off the roads during the day. Limit delivery and movement times.

Enforce immediate requirement of British driving licences to all UK residents and those driving professionally.

Stop with the 20mph and 'saving lives' construct. Penalise people for being glued to their phones and increase their self responsibility. Same with cyclists.

Instead of HS2 a rail infrastructure should have been built starting at Calais/Dover/Folkestone, all the way north to carry large container vehicles closer to their end destination.

Don't renew Uber's licence to operate.

Tax the oil and gas companies with immediate effect. Make them open source all their R&D into non polluting alternatives.

Transparently account all revenue income.

Encourage football teams to supply their players with smaller vehicles.

Enforce corporations to reduce their car fleets and travel whilst increasing online alternatives to meet in person if it necessitates car travel.

Have politicians lead by example and pay their own way.

Remove all tax breaks for those from oil producing countries. Increase visa costs and stop the sale of property and passports.

Start charging the Americans the equivalent of their ESTA.

Stop permitting the importation of useless plastic junk from China.

Penalise any company employing planned obsolescence.

Stop subsidising car companies that charge six figure sums for vehicles.

Develop car battery reprocessing plants.

Limit profits of insurance, utilities, oil companies or reduce your levels of taxation on petrol and diesel.

There are lots of ways the Government can make or save money, but it's just easier to add an additional tax (but not tax). You're ultimately going to squeeze to the point you will see a surge in mental health disorders and ultimately suicides.

In short, charging by driving distance is in theory not an unfair concept, but I do not believe it will change driving habits. It will only increase tax revenue which I fear will be utterly mismanaged and 'lost' and become financially abusive.

Apologies for the rant, but the lack of trust I have in my own Borough as well as Central Government is supported by an almost endless list of well documented evidence.

Written Evidence from Individuals: Part One

Kind regards

The future of smart road user charging February 2023

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| Reference | RUC3013 |
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Dear Sir/Madam,

First of all may I say that this call for evidence is nothing short of disgraceful. I found out about it today, which happens to be deadline day. The consultation (read scam) has been live for a month only. As a reasonable person I can confirm that this call for evidence has received almost zero publicity. I can only deduce from that that the purpose is to restrict response and to ensure that those with contrary views are simply not heard. This will then enable the Mayor, as per his normal modus operandi (ULEZ consultation would be a very good example) , to justify his plans based on biased, incomplete and unrepresentative evidence aimed at supporting his case, rather than representing community sentiment.

Therefore in answer to the key questions and as someone who regularly needs to drive in part of London (ie. a resident) I would like to represent my evidence:-

1. Do the current road user charging systems in London require reform? NO
2. How might smarter road user charging differ from the current daily charges for driving applied in London? THEY ARE NOT REQUIRED
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? THEY ARE NOT REQUIRED
4. What strategies and targets could smarter road user charging support? THEY ARE NOT REQUIRED
5. What technology could be used to support smarter road user charging? THEY ARE NOT REQUIRED
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? THEY ARE NOT REQUIRED
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? THEY ARE NOT REQUIRED
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? THEY ARE NOT REQUIRED
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? THEY ARE NOT REQUIRED
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? NO
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? THEY ARE NOT REQUIRED
12. Mayors and local authorities currently have powers to introduce new road

Written Evidence from Individuals: Part One

charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? THE ELECTORAL MANDATE DOES NOT EXIST IF IT WAS NOT IN THE ELECTION MANIFESTO SO YES A REFERENDUM IS REQUIRED PREFERABLY WITH A SUPER MAJORITY IN ORDER TO AVOID THE CHAOS OF BREXIT!

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? WE DO NOT NEED TO CONSIDER OTHER COUNTRIES. WE DO NOT WISH TO BE MONITORED AND CONTROLLED LIKE THE CITIZENS OF AUTHORITARIAN OR TOTALITARIAN GOVERNMENTS.

Yours faithfully,

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC3008 |
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Dear Scrutiny Team,

I learnt only yesterday of this call for evidence and of your deadline today. As a London Borough resident, that is not a smart call for evidence.

We are carers for 4 elderly and vulnerable. Recently one involved frequent trips into Kent to provide care. Others are more local, but need car transport support for the likes of food shopping, numerous medical appointments and getting to a place of worship. Limited designs of car are suitable.

Our next door neighbour is bedbound and needs 4 carer visits per day, every day.

It is not smart to bring in a scheme that does not link in with national priorities, like care in the community. Exemptions are needed for carers, often the poorest in our country.

Two older near neighbours maintain camper-vans, using them for very infrequent trips. It is not smart to penalize those who support the UK economy, support and enjoy the environment, and do not use air travel.

I am also aware of teaching staff, health professionals and local authority workings/contractors for which London provides no affordable housing. So many have commute in/out at all sorts of hours and distances and cannot afford a new vehicle.

Overall it is not smart to plan a scheme that encourages the manufacture of new vehicles. Making a new vehicle costs and damages the environment far more than maintaining an older vehicle.

A smarter scheme might be to target those non-essential polluting vehicles that use the London roads most frequently. Also really encourage the use of local accessible schools – evidence from the recent teaching strikes proves the huge difference the school car runs make to London road use.

As currently advertised the August 2023 charging scheme reminds us of the 1980s Poll Tax. It failed because it was clearly seen as a blunt, catch-all, unfair tax.

Thank you for providing this opportunity to consider this scheme. I would respectfully urge the Committee to get considerably smarter in its environmental health thinking and implementation.

I worked for 10 years in the Department of Environment and 15 years in a London Local Authority (House and Environment).

Yours sincerely,

Written Evidence from Individuals: Part One

[personal information redacted for publication]

(I am disabled. Please treat my name and email address as confidential. Thank you.)

Road User Charging

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| Reference | RUC3007 |
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These are my answers to the questions on Road User Charging by number.

- 1 Current road user charging should be scrapped .
- 2 Smarter road user charging would require an unacceptable level of surveillance .
- 3 A multitude of different levels of charging would be a bureaucratic nightmare.
- 4 It would support a restriction of the right to free movement and anonymity. It would make the enforcers money.
- 5 Anything that would track and monitor people .Ask China how they do this. This is also why 5G is being rolled out.
- 6 It is not about traffic , air pollution or climate change. It is about control.
- 7 Road user tracking and charging should not be set up at all, anywhere.
- 8 We already pay Road Tax, Council Tax, Vat on fuel and VAT on anything necessary to keep a vehicle on the road. The heavier a vehicle the more damage it does to the road. Heavier vehicles also give off more particles of brake dust and tyre dust , if you are worried about particular pollution. Road tax could be banded according to a vehicle's weight , this is already on the V5. Due to their weight electric vehicles are more damaging in these respects.
- 9 Don't introduce this Orwellian system and you won't have to make any exemptions.
- 10 If the Government wants to monitor and control it's citizens, who should they oppress first ?
- 11 Less, the same or more than what ? They are not comparable .
- 12 Mayors and local authorities should not have the power to think up more money making schemes. They should not be allowed to do these things , especially if it was not in their election manifesto.
- 13 Policy goals ? This is not about air pollution , climate or congestion . It is an attempt at even more intrusive control by the state than we already have, It is about removing peoples right to travel in privacy. I hope no other cities or countries consider this in any way. I hope the London Assembly Transport Committee step back and look at what this is and what it will do to the rights and freedoms of everybody. THERE ARE NO CIRCUMSTANCES UNDER WHICH THIS WOULD BE ACCEPTABLE.

[personal information redacted for publication]

Road user charging Consultation

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| Reference | RUC3003 |
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1. Do the current road user charging systems in London require reform?

NO. We need less regulation and monitoring - especially when this is not mandated by the people, or for the benefit of the people. When were we asked if this was wanted? It is just

Written Evidence from Individuals: Part One

another sneaky way of raising money for government, at people's expense. Even worse, it is done in the name of being 'for health and safety'

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

'Smarter' is a word concocted by those pushing for this agenda, and again is not something that has had a consultation, referendum or anything that involves peoples' views. Why not fix the systems we already have, rather than trying to control people more and more.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities, or essential services?

Why are you asking questions as though everyone has agreed to these draconian proposals? We already pay fuel duty and we do NOT need any more road charging systems to fund Government from the public purse. Is there no end to the schemes devised to impoverish people.

4. What strategies and targets could smarter road user charging support?

Where is the concern for the health and happiness of the people of this country? We do not require spurious targets – why not try to find out what people really want.

5. What technology could be used to support smarter road user charging?

Presumably, you mean surveillance technology to make sure everyone pays. We want less intrusion into our lives not more. However, please remember, Government is supposed to be in place TO SERVE THE PEOPLE.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It has already been documented that air pollution will not be affected by these measures and neither will claimed climate change. Perhaps those in government going to conferences and summits could refrain from travelling in private planes and large gas guzzling vehicles - as this could potentially have more of an impact.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have a road user charging scheme at national level - ROAD TAX and FUEL DUTY. There is no need for any more charges to be added. Older vehicles have paid their own carbon dues by remaining in use instead of being replaced by a brand new car (most of the carbon in cars is in the build). So, why not reduce road tax for older vehicles?

8. If smarter road user charging is introduced, which charges or taxes should it replace, and how should the current taxes and charges be changed?

It should be introduced at all. Instead of looking at ways to effectively price people out of driving their cars and visiting family etc, why don't those writing these reports, focus on the overall health and wellbeing of the nation?

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Written Evidence from Individuals: Part One

WE THE PEOPLE DO NOT WANT A 'SMART' ROAD CHARGING SCHEME. When is the hypocrisy and discrimination going to stop? We want to live our lives without government constantly telling us what we can do. A prime example is Sadiq Khan - trying to push through the ULEZ expansion who used a convoy of three cars to walk his dog - at least one of which does 13 miles to the gallon.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

NO. Nowhere is a sensible place for a trial. Look at all the money being spent on what the Government has determined is important - 5g network, LED 'smart' streetlights etc - when the people of this nation would like road repairs to potholes etc to be done. Why is this not being prioritised? It wouldn't need expensive consultations that ignore peoples' views, and would cost very little in comparison to these dystopian proposals.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

How would they pay less? If this was introduced Londoners would be paying more than they currently do, so it would unfairly penalise many many people - especially those on low incomes, who you claim to want to help.

So if a family (with small children and a dog) making a train journey impracticable, lives in the South and has family in the North - they would be penalised because they have a long journey to visit family?

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

All Government bodies are there to serve the people and ensure the wishes of the people are carried out. They are not in place to enrich themselves and cause hardship. Any new scheme should be put to a public vote - anything else is the work of a dictatorship.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

In this country we are meant to have a democracy, other countries may have a different regime. As a democratic country, why have we not been consulted about policy goals? We require a vote on the road charging scheme.

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC3002 |
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Dear Sir / Madam

Written Evidence from Individuals: Part One

Please find below my responses to your “Call for Evidence”, although I am writing as an individual Londoner, in the sense of opinion rather than legal evidence, the title is misleading.

Q1. Do the current road user charging systems in London require reform?

No. Existing charging systems are adequate. All of the stated aims of this new system can be better achieved by traditional methods. There is no need for digital or technological systems, but instead it would be better to put resources into improving existing systems, for example reassessing speed humps, improved traffic light phasing, road surface maintenance, and signage. Poor quality in all these areas impacts on road congestion, journey times, and pollution from all sources. For example the handling of the repairs to Wandsworth Bridge was well done, and local people were made aware of the situation in good time; it was and is well organised. Timely information is needed in all areas for repairs and renovations.

Regarding the long running issues around the next nearest bridge, Hammersmith Bridge, the government has given good funding, but we are still so far off being able to use this bridge again.

“The government has provided LBHF with almost £7m of funding to-date. This includes £4m invested in emergency works following the full closure of the bridge, as well as the further £2.93m of funding granted to LBHF for the initial stabilisation works earlier this year.

DfT, TfL and LBHF are working to develop and agree a memorandum of understanding (MoU) on our agreed next steps and respective funding contributions. This will show our shared commitment to fixing this problem – and in the long-term – to reopening the bridge to motor vehicles.”

The faster the situation around Hammersmith Bridge is resolved, the easier it will be for local drivers using Wandsworth Bridge, the easier for all our local roads. The local council could and should be moving faster to serve all its local communities and the re-opening of this bridge is essential to keeping London moving.

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject any such scheme. For example the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature. It is very easy in the UK to pretend that this issue does not exist, probably most people are aware of it, however the more we rely on these devices, the further the third world is exploited. This is not satisfactory.

Q3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one’s journey to the authorities, that is, to ask permission, something that should never happen. It also adds more complications and stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one’s journey. For example when I travel for any reason at all, I do not expect, in our democracy to be asked why or where I am going. This makes a mockery of our famed British sense of fairness to all.

Written Evidence from Individuals: Part One

Q4. What strategies and targets could smarter road user charging support?

There are no strategies and targets that smarter road user charging can support. Target-chasing always ends up incentivising perverse outcomes and does more harm than good. Target-monitoring is costly and effort should instead be put into quality of urban design. Currently inflation is ticking up, and it looks highly likely we are heading into a recession. Strategies or targets are not the way we should be thinking about road use, when our fundamental need to earn a living both for ourselves and the country is problematic. Instead, we should be working out how best to support all businesses of whatever size, to succeed in a challenging economy.

Q5. What technology could be used to support smarter road user charging?

None. Human society already has too much technology in use, for example in London we are already, apparently, the most surveyed population in the UK. There comes a point when the technology ceases to serve us, and becomes a straitjacket.

Q6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead better quality road design is needed, along with reduced charges and support for local shops so that people can fulfil their routine needs without the need to travel. For example tyre dust is a significant source of pollution, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads, not by taxation and charges. Also we already have 20 mph limits on all the roads in my locality, and this simple limit is probably making a difference, when we have the studies available we shall know.

Q7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging should not be introduced anywhere.

Q8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging should not be introduced because any advantages for each individual are outweighed by the disadvantages.

Q9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No such discounts or exemptions should be introduced. The concept introduces the need to justify one's journeys to the authorities, that is, to ask permission, something that should never happen. Instead the Blue Badge system already exists and can be widened in scope or reformed. The way to improve the lives of the groups mentioned here would be to reduce fuel charges by increased oil exploration and extraction.

Q10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Written Evidence from Individuals: Part One

No. No such trial is needed. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be an increase in annual road tax on EVs.

Q11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No such distance-based charging scheme should be introduced, for all the above reasons.

Q12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities' powers to introduce these schemes should be removed immediately. We need a full and uncensored debate through all forms of public discourse. Dissenting voices should be fully attended to, and only after that specific referendums should be required to determine the will of the people.

Q13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate. Surely this is precisely what the Committee is/will be doing, which can then be presented to Londoners and fully discussed over the long term, just not right now.

Again, I reiterate that to be even thinking about introducing further road charges when a recession is seriously in the offing is not in any way being in service to the population you claim to look after. The ten million or so people who live in London need to come through the next few years, with the full support of the London Assembly, to earn a living and stay in business, and go about their lives without the threat of additional charges, rules and regulations. To restrict Londoners ability to travel is a sure route to more issues that will then need to be dealt with – insolvencies, homelessness, further unemployment. The economy needs to be supported by the ability to take opportunities, create new businesses and build relationships which all require the need to travel freely and without such additional burdens.

In a nutshell, my opinion is that your role is to be on the side of London's economy over the next five years. It is not to be thinking about new road charging schemes, however worthy they may appear to be now.

Energy bills are about to go up significantly, and the government has just opened emergency coal power plants (<https://www.bbc.co.uk/news/business-64879044>) to support our energy needs. It's a question of priorities.

In conclusion, this is not the moment to be talking about new costs and regulations for Londoners. The existing charging systems are adequate It is a time to be fully supportive of Londoners need and desire to earn a living, contribute to London's economic success and to move about freely in order to achieve this.

Kind regards

[personal information redacted for publication]

Written Evidence from Individuals: Part One

Smart Road User Charging

| | |
|------------------|---------|
| Reference | RUC3000 |
|------------------|---------|

To whom it may concern

I write to absolutely condemn any plans to introduce Smart Road User Charging, this is completely outrageous and not wanted by the general public. I also object and completely disagree with thoughts or ideas of implementing 15 Minute cities, it is completely undemocratic and impinges human rights! Please do the right thing and drop the narrative, most people are "awake" and aware of globalist and control tactics under the guise of "Greenwash". Very concerned resident, [personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

| | |
|------------------|---------|
| Reference | RUC2997 |
|------------------|---------|

scrutiny@london.gov.uk

Subject Line:

Call for Evidence: The future of smart road user charging February 2023
[personal information redacted for publication]

1. Do the current road user charging systems in London require reform?

They are desperately flawed and need to be scrapped. They cause more pollution with people avoiding certain roads.

2. How might smarter road user charging differ from the current daily charges for driving applied in London? Tax on fuel is the only road user charging necessary. It's fair and only penalises those that use more fuel and less efficient vehicles. All other so called smart charges should be scrapped.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Get rid of all road user charging schemes. They are undemocratic and intrusive.

4. What strategies and targets could smarter road user charging support?

None. Making people poor doesn't support anyone.

5. What technology could be used to support smarter road user charging?

Angle grinder, welding gun or similar. Black paint perhaps.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Allow people to use the full useful life of their cars, bought in good faith based on the legislation at the time of purchase.

Scap these schemes entirely.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

They are best set in a scrap yard. Scrap them.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

If charges are introduced, a discount in Gaffa tape would be good. Or an amnesty on fake number plates would be welcome.

Written Evidence from Individuals: Part One

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?
Nationalised public transport, before any nonsense schemes are introduced.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? Downing Street.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? Pay less. We already pay too much .

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Any of these schemes should be in the elected representatives manifesto, and if not, should be put to referendum.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Don't care about other countries . These scams are just robbery as we pollutr far less than elsewhere. Besides, people bought their cats in good faith based on the cleaner technology at the time of purchase and have the reasonable expectations that they will be allowed to use their vehicle for all of its useful life.

Many thanks.

[personal information redacted for publication]

proposed undemocratic ULEZ charges. We do not consent.

| | |
|------------------|---------|
| Reference | RUC2991 |
|------------------|---------|

1. Do the current road user charging systems in London require reform? Yes they require abolishing. There is no need to restrict the freedom of travel. We pay enough taxes on cars, petrol, food we are driving to to buy, school tax, council tax. Enough is enough.

2. How might smarter road user charging differ from the current daily charges for driving applied in London? Smarter road user charges might differ by having full blown media attention on what is proposed here, how it would affect people, full disclosure down to the small print. An unbiased consultation in town halls, TV platforms, discussed at least weekly, for at least a year. Then listen to the taxpayer who will surely object, the driving public who will see little sense in it. Then follow the democratic process.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? No charge changes for journey types, because no charges.

4. What strategies and targets could smarter road user charging support? The target of following the democratic process of elected officials doing what they were elected to do. They were not elected to take away our freedoms. They could support fact finding. What is the current problem they wish to solve by charging for anything?? I see no info about this

Written Evidence from Individuals: Part One

here. This points solely to a financial benefit for the charger rather than any benefit for the proposed chargee, who will fully reject these charges as groundless.

5. What technology could be used to support smarter road user charging? None. I see no factual grounds for this charging. Just financial greed.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? I do not see how a further charge on the taxpayer would influence the air, traffic and the effect of the sun on the earth. Climate change is disputed by top scientists. Does this dispute belong in the finances of roads?

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? Best set up at national level and abolished. The benefit to abolish this road tax would be to the public, the taxpayer. I would expect there may be difficulties with some councils at the dismay of having taxpayers push back and reject this massive financial overreach.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? Smarter road charging should not be introduced, it should be abolished. The current ULEZ and or LEZ charges should be dropped. All LEZ and ULEZ fines should be refunded in 6 months. The repayments should come from the charging companies.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? No charges, so no discounts.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? There should be no short or long distance charging scheme, so no trial.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? No distance based charges to be introduced. This is undemocratic. It takes our freedoms away. This is not what our officials were elected to do.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? I think what is required here is for anyone in politics to step down if they support this attack on our essential freedoms.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? In the area where these charges were implemented, the public consultation of ULEZ came back with the public voting "no" for any charges. This was ignored and charges implemented. Is this process democratic?

Thank you for taking the time to read and record this. I prefer if my name to be with held.

Thank you in advance.

We do not consent to the implementation of this.

Smart road charging

| | |
|-----------|---------|
| Reference | RUC2983 |
|-----------|---------|

1 no we do not need new smart charging

Written Evidence from Individuals: Part One

2 we do not need new elaborate smart charging. We already pay fuel duty and car tax.

3 you could give discounts on car tax for carers and refund fuel duty for disabled

4 put money into better and cheaper public transport instead of road charging like Ken livingstone did I Sheffield

5 less big brother technology is needed not more

6) air pollution has improved massively over last few years and climate change is disputed by many scientists

7)

No smarter road charging _ we have road tax and fuel duty

8) no smart road tax needed

9

) no discount needed if no smart tax

10) no

11) more

12) would need extra electoral mandate - unrigged with real choice

13) Sheffield had great success under ken livingstone with cheap and frequent public transport

Call for Evidence: The future of smart road user charging February 2023

| | |
|------------------|---------|
| Reference | RUC2980 |
|------------------|---------|

Answers to the Call for Evidence:

Name: [personal information redacted for publication] - prefer my details to not be published or shared.

1. Do the current road user charging systems in London require reform?

No. Reform is not needed to the existing system of charging. Charging needs to be scrapped all together. These charges affect poorer people, and people are poor enough after the suffering the economy have seen over the last 3 years. This is affecting worse the poorer population. People do not need monitoring and charging.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

The intention of the proposed new charges and how it will work is not advertised in a good manner, there is not much information, not enough information is provided. The current system of charging is not yet perfected, so new one is definitely not needed, which will come with its own challenges and imperfections. EG daily charge cut off is midnight, which means someone entering before midnight and exiting after midnight will pay twice. This can be fixed initially. This system is trying to differentiate in the purpose for someone journey and this is not acceptable.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

No one should be entitled to judge the reason for person's journey - what is essential for some may not be essential for other. Beside this, no one should be charged for different reasons for their journey, no one should be reporting their reason for their journey. We already pay taxes on fuel, which is per litre, so more you drive, more you pay. This also

Written Evidence from Individuals: Part One

apply to most of the other questions in this call for evidence. Road users have already been charged for their traveling through tax on their fuel, should not be charged additionally for their journey.

4. What strategies and targets could smarter road user charging support?

It will not support the only targets people not only in UK, but on this planet have - happiness in their lives, leaving it to a reasonable level of comfort, and this is not going to support these targets that are imperative for every human being.

5. What technology could be used to support smarter road user charging?

People do not want any more technologies intruding in their lives. People want simple, happy life, not technologies on every corner monitoring every step they take.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

This is not tackling the traffic, this is depriving poorer people from using their vehicles. Traffic reduction can be achieved by providing better public transport (meaning reliable, safe, often enough, cheaper). People would then choose public transport over private vehicle. My personal opinion is that in aiming to save the planet (air pollution, climate change), we are destroying the humans.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We do not need regional, national, or other levels extra charging. We already pay road tax and we pay tax on fuel. This is already tax. Again, the road tax one is unequally distributed between poorer and wealthier population, with the poorer paying more, as not able to afford newer cars. When in reality older cars have already offset in larger portion their carbon emissions related to the manufacturing process. Possibly this could be fixed first before any initiatives are looked for expanding charges on people's travels.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

No new smart road user charge should be introduced. This call for evidence is written as already decided if the smart road charge is going through and asking for opinion on how to be implemented. I personally would not want a smart road charge and a change to the current taxing system should be equaling the road tax between new and old vehicles to eliminate the discrimination towards poorer people. The reason people drive older cars instead of newer is because they are poor and can't afford, but the taxing system is made in a way that they pay more on tax.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

I am against any smart road charges. People's reason for traveling should not come into this at all. Disabled people and people on low income should be helped by other means, maybe the current means if help needs to be accessed. People in areas with insufficient public transport - their public transport should be improved. A smart charging to the use of road should never happen at the first place.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Written Evidence from Individuals: Part One

There already is distance based road user charge and is being charges through tax on fuel i.e lomger you travle, more you pay. It seems that every area of our lifes is being a testing ground in the last 3 years. No, no area should be testing ground. We have been tested enough on in the last 3 ears.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

This question if formulated really badly. Very unclear what is meant exactly. It is open to interpretention, so I will give my general opinion here - The distance based charging should not be implemented.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities are there to serve the people. Electing someoee is not enough. Will give a simple example - someone could be elected on false promises they never stick to. People are the one who need to make decitions like these, or any decisions that are going to drastically affect their lifes. This is definitely one that will do - so yes, it should be people's opinion and decision. Elected staff is there to represent, not to mandate.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Our concern should be our people. There is not much information in the open about any other cities/countries. Everything is well hidden within policies and documents. There is ntransparency. What needs to be considered is whos goals these are, because they are not people's goals. Any majour step to chage poeples lifes in this majour way shoudl be voted by the people with all the invormation made available to them.

Thank you and Best Regards
[personal information redacted for publication]

Call for evidence on smart road user charging

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|------------------|---------|
| Reference | RUC2978 |
|------------------|---------|

To whom it may concern,

I strongly object to smart road user charging because it penalises the poor, infringes civil liberties and is not the only way to achieve clean air or modeshift. Only the very rich will be allowed to drive cars.

1. Do the current road user charging systems in London require reform?

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

I object to smart road user charging because I don't agree with the level of surveillance required. There are also wider ethical concerns regarding reliance on electric vehicles to achieve clean air targets (the exploitation of children to mine lithium). Reallocating road space for buses would help provide alternatives to cars and be a more efficient use of space.

Written Evidence from Individuals: Part One

3 . How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

This idea sounds fair, but why should I have to tell you why I am travelling? With all due respect, it's none of your business.

4. What strategies and targets could smarter road user charging support?

Just think, instead of the Elizabeth Line we could have had major investment in buses, increased services and lower fares... what we actually need is tax reforms to support affordable public transport.

5. What technology could be used to support smarter road user charging?

I want less technology not more. Get the basics right like clearing drains or fixing potholes. Design streets that people will want to walk or cycle on safely.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

If you got street design right by allocating space for the modes you want, and providing convenient and affordable public transport people will make the change in behaviour. It doesn't need more expensive and intrusive technology.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Neither. I reject smart road user charging.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Introduce heavily subsidised, cheap and efficient, clean fuel public transport. People will then vote with their feet.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Nowhere is a sensible place for a trial.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes! Major transport schemes should definitely be put to a democratic, public vote.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Worryingly everyone is fixated with a technological fix forgetting that only the well benefit.

Please publish my comments anonymously. Please also send me the results of this call for evidence.

Kind regards,

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2977 |
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Key questions

Written Evidence from Individuals: Part One

Firstly as always appears to be the case with these types of consultations, they are never given any meaningful publicity, hence my late response, not good enough. Below are my responses.

1. Do the current road user charging systems in London require reform?

Depends on what the reform would look like, perhaps you should make some suggestions? From my perspective, I already pay enough taxes, so I don't want yet another one to add to the list.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Again you need to come up with the suggestions.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

As above, with regards to your suggestions to improve taxation, essentially with the drive towards Net Zero, it's evident that the government and other interested parties essentially want less vehicles on the road by pricing out the majority of ordinary road users. There are not enough rare earth minerals on the planet to replace the current number of road vehicles and the cost of extraction is simply unaffordable and at the cost of poor exploited people, who the west has been exploiting for centuries past. So no, your touchy feely lets all be green really lacks credibility when studied closely and is clearly not for the benefit of the majority. Yes pollution is a problem and is real, but the soon to be state mandated solutions are not the answer.

4. What strategies and targets could smarter road user charging support

Empowering more people to have a more meaningful input into their everyday lives, top down governance suits the elite of society not the majority. An election every 4/5 years does not really provide an answer to a lack of accountability of those who rule both politically and economically as the world has moved on in the last 30 years, so without reform to the current electoral system, everyday people's life chances and ability to effect change in their actual lives will be diminished with each passing year.

Kind Regards

[personal information redacted for publication]

Road User Charging

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|------------------|---------|
| Reference | RUC2974 |
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> Response to "Road User Charging"

>

>

> 1. Do the current road user charging systems in London require reform?

Written Evidence from Individuals: Part One

- >
- > No. The current system is enough. It penalises the less well off anyway and adding or expandable to travel where we want without being monitored and fined.
- >
- >
- > 11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?
- >
- > It will cost everybody more. Anything more than the current VED and fuel duty will mean they pay more.
- >
- >
- > 12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?
- >
- > Schemes that affect so many people need to be put to a referendum vote – this is democracy. In addition, if a scheme were just for London (for example) everybody who will be affected by it need to have a vote – not just the residents of London but the people who travel to London, even occasionally, and must include businesses that will be affected by changes in their economic outlooks.
- >
- >
- > 13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?
- >
- > The people did not have a say on the policy goals – this is something embedded in political manifestos (if we are lucky) and political manifestos seem to be ignored most the time anyway. Give the people the chance to vote on the policy, then give us the chance to vote on the road charging scheme. Anything else is a dictatorship.g it make will make people’s lives harder in this time of economic stress.
- >
- >
- > 2. How might smarter road user charging differ from the current daily charges for driving applied in London?
- >
- > Instead of proposing new systems that inevitably will be more complex, simplify the to current system and ensure that night workers only get charged once if they work over midnight.
- >
- >
- > 3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?
- >
- > Why should I have to pay anything extra to drive in London over the annual car tax and the fuel duty I already pay? The fuel duty is already a tax per mile. Additional charges are not justified.
- >
- >
- > 4. What strategies and targets could smarter road user charging support?
- >
- > Why on earth do we want any of this? We need a vibrant economy which will result in more people travelling and spending. The income of the government/council will be greatly increased by people being happy and having money to spend.

Written Evidence from Individuals: Part One

- >
- >
- > 5. What technology could be used to support smarter road user charging?
- >
- > I'm fed up with the amount of monitoring of what I do and where I am. It is intrusive and not necessary.
- >
- >
- > 6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
- >
- > The current ULEZ is already doing this. We are already taxed on each vehicle on their emissions. Electric cars have been incentivised and whilst clean at "point of use" are generally worse for the environment looking at a car from cradle to grave compared to a conventional ICE vehicle.
- >
- >
- > 7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?
- >
- > We already have a road usage charging – it is the Vehicle tax and fuel duty. It is basically simple to implement and everybody pays. Additional systems are not required.
- >
- >
- > 8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?
- >
- > Why change a system that works, people understand and is easy to implement? No additional charges or taxes are required and the current system can remain.
- >
- >
- > 9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?
- >
- > We don't need a new road charging system. We already have the VED and fuel tax which is a charge per mile. We don't want any new charges, taxes or systems. As it is public transport in my local area is not useable to go to the places I need to go (and definitely not after 8pm when it all basically stops).
- >
- >
- > 10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?
- >
- > We do not want a different charging system. We already have the VED and fuel duty which is a charge per mile anyway. We do not want additional charges and we want to be able to travel where we want without being monitored and fined.
- >
- >
- > 11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?
- >
- > It will cost everybody more. Anything more than the current VED and fuel duty will mean they pay more.

Written Evidence from Individuals: Part One

- >
- >
- > 12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?
- >
- > Schemes that affect so many people need to be put to a referendum vote – this is democracy. In addition, if a scheme were just for London (for example) everybody who will be affected by it need to have a vote – not just the residents of London but the people who travel to London, even occasionally, and must include businesses that will be affected by changes in their economic outlooks.
- >
- >
- > 13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?
- >
- > The people did not have a say on the policy goals – this is something embedded in political manifestos (if we are lucky) and political manifestos seem to be ignored most the time anyway. Give the people the chance to vote on the policy, then give us the chance to vote on the road charging scheme. Anything else is a dictatorship.
- >
- > Regards,
- >
- > [personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

| | |
|-----------|---------|
| Reference | RUC2973 |
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Dear sirs,

In answer to the 'Call for Evidence: The future of smart road user charging February 2023'

I DO NOT support this new scheme and it should in no way be implemented either as a trial or as a permanent fixture. I can wholeheartedly say that the effect that will have on my ability to earn a reasonable living will be impacted and I can honestly say that a per mile vehicle charge or credit system will force me to move out of the city and no longer contribute to its economy. As a born and bred Londoner with a large customer base (I am a carpenter) that I have spent years building up and with prices of material and general costs increasing tangebly on a monthly basis, this additional charge will categorically push this over the edge.

Please note my answers to the consultation below:

1. Do the current road user charging systems in London require reform?

Yes, the charging system needs reform:

Congestion Charge Zone needs an overhaul in the least to be able to appeal a charge without a fee

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Road user charging scheme would simply bill the people that use the roads. Heavy Traffic currently is being caused by an inordinate amount of LTNs and unnecessary new road

Written Evidence from Individuals: Part One

layouts London wide. Air pollution is the cause of one recorded death in London. A solution for climate change is not Money. Taxing a murderer does not stop the bleeding.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

The road User charging scheme should not be set up. If it must be set up, the central government system would work better as the public could, if it wanted to, vote it out. It would also at least have to be a part of a manifesto of the votes party to get in in the first place.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smart road user charging should not be introduced. However if (as I have almost no doubt) it is, the total that any road user should be charged should amount to no more than the current road tax, fuel duty, ulez or other charges in place per year. To be clear, if per mile charging is introduced and I am currently paying £400 per year in taxes, duty etc then the user charge should amount to not a single penny more than that. The charging should be simply a more efficient administrative tool that should be highly uninteresting to me or anyone else and not a tool with which to extract more money from already financially burdened Londoners.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

All of the above should be exempt from any charges including the incumbent. It may be assumed that if a person uses a mode of transportation, they need to do so, for whatever reason is justified to them. I myself am a carpenter, I don't need to drive for work, I can only work if I drive. Even if the job is in the next street, I will likely need to move material (like a door) which cannot be carried from a supplier along with tools, tools themselves are a huge investment for me, I cannot do my job without them either and above all, the total weight of my tools amounts to around 300kg and I may need any one at any job. The likely hood is that a carpenter like myself will simply be penalised, there will be no exemptions made of you are making a living.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

London or anywhere is not a place to start with this scheme. Freedom of movement by means available should not be acutely charged, scrutinised or policed. London is also not the UK. London is in itself its own economy and culture. And introduction of a charging scheme here means nothing within about 20 miles of London, needs are completely different, economical fragility is higher and the need for use of a vehicle differs hugely, aside from that the public transport even in other cities in the UK is even worse than what is currently available on London. The only outcome from a 'trial' of a scheme in London would result in the very predictable fact that if you charge for something that people need, they have to pay. No regard for the quality of life for the payer, financial impact, reduction of down time, increased stress. A 'trial' in London I imagine will simply be one that doesn't end and will likely never extend further afield in any case.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Quite simply a distance based road user charge should not be implemented. As it stands, the current charges for the use of public highways are increasing in number with detrimental effects to small business owners such as myself. In addition, London is not a safe city to travel around. I speak of less accessible, quieter, industrialised and large scale housing estates in areas like Barking. If the implementers of this plan would send their 16 year old daughter out to catch public transport at 10pm on any given night in these areas and feel fine to do so I'd be happy to hear. As it stands, current and further billing per mile or otherwise will reduce the options for taxis as you will force them off the road, parents will not

Written Evidence from Individuals: Part One

be able to make crucial runs (if they run out of the proposed 'mobility credits'). No one should pay, I reject this questions as it leads to only one option. All would be exempt, free to use a vehicle of choice, at will and when it pleases them to their convenience.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

A referendum. This will give a fair opportunity to an opposing view to be aired in equal to the Mayor's own view. The public will be charged so the public must have the vote.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

This has nothing to do with other countries and economies, the comparison game is a dangerous one that leaves the British public footing the bill for the egos of the people in power.

Sincerely

[personal information redacted for publication]]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2969 |
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Dear Committee Members,

My name is [personal information redacted for publication]. I'm writing in response to your "Call for Evidence: The future of smart road user charging February 2023".

I am a resident of Hertfordshire, so I'm not a London resident. However, I use and have used London's road network regularly for the last twelve years. My use of London's roads is (or has been) for three purposes.

Ø To take my daughter back and forth to school (she goes to School in [personal information redacted for publication]). This also involves frequent trips into London to allow her to take part in school activities, or to take part in activities with her school friends.

Ø I run a startup business with my wife where we provide consultancy on [personal information redacted for publication]. Much of our potential customer base is in Greater London.

Ø Previously, for six years, I was a full time carer for my mother who was suffering dementia and who could not walk. I frequently drove her into Greater London as part of therapy or leisure, or to visit her in hospital.

Before I answer your questions, I want to ask you to think about this one. Why on earth are you making more problems for Londoners and those like me who drives on London's roads?

Only a lunatic drives in London for fun. It's slow it's draining, it's stressful, it's accident prone. Ninety nine percent of drivers in London do it because we need to. No one needs to be forced off the roads. If we can use public transport, we do use public transport. We drive because we have to, in order to get to where we need to get to more quickly than public transport can get us there, or because we need to carry more stuff that we could carry on public transport, or because (particularly in my case as we're not affluent) it's often

Written Evidence from Individuals: Part One

considerably cheaper to move people in my Toyota Yaris than it is to buy them all individual tickets to go on public transport.

By embarking on this course you will reduce people's disposable income, at a time when inflation is ripping away people's disposable incomes. You will make us poorer, and you will up the costs on small businesses, making them more likely to fail. You will make it harder to care for disabled loved ones. You will make it harder to have a decent life.

Turning to your key questions.

Key questions

1. Do the current road user charging systems in London require reform?

Current road charging scheme's such as ULEZ have already caused our family to consider them in the course of our last car purchase, and caused us to go for the smallest car that we can get away with in terms of carrying capacity. If this is the intent of the current system, then it has achieved its goal and doesn't need reform.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Sorry to be cynical about this, but the only thing that is going to come out of this is that you will make it more expensive and more difficult to drive in London. The 'smarter' i.e. more complicated you make this, the more problems you will cause for people. Keep it simple.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

So am I going to have to register every journey I do, before I do it? What happens if I need to visit someone in hospital after an accident. What if I have a sudden call out for a job? What happens if there is a sudden change of plan with my daughter's music performances? Does this mean you are denying poor people from the opportunities for travel?

4. What strategies and targets could smarter road user charging support?

Well if your strategy is to reduce freedom and wealth, particularly for the poor, it can certainly do that. If you want to turn London into a surveillance state, it will achieve that too.

It would help if you could give any reason why these charging strategies are of advantage to Londoners or those who use London's roads.

5. What technology could be used to support smarter road user charging?

You have two choices. You could insist on surveillance cameras everywhere so you track number plates. Alternatively you could insist on people driving with a satnav welded into their car, so it cannot be removed, which will transmit vehicle positioning to you in a way that you can guarantee you know who when where when. As I said above, if your motive is to turn London into a giant prison camp where all the inmates are tracked, it will in work well.

I have several further questions on this policy. How will this data be used? Who will have access to this data? How will you guarantee this compatible with GDPR and people's rights under the ECHR?

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Written Evidence from Individuals: Part One

In practice, I think very few journeys in London are superfluous, so at least to start, the traffic levels will remain the same as they are now. Over time however, by making many Londoners poorer, and making it more difficult to run businesses in London, you will, as a by product, obviously reduce traffic and air pollution, at huge cost to Government and people.

On the subject of climate change, having driven through driving sleet and snow to drop my daughter at school today, global warming doesn't seem much of a problem right now.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

They are best not set up at all. It doesn't really matter what administrative level they are set up at. They are likely to be hugely expensive, bad for the economy, indifferent for the environment unless they drive up poverty. The infrastructure costs are likely to be the same in either of these scenarios and the software running it all, would hopefully allow it to be managed at either national or local level as is appropriate.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

For Joe Public does it matter? It will be more expensive whatever way the public pays for this schema as the setup costs will be so enormous.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

These are all nice questions, but the problem is that this ends up as a bureaucratic nightmare for those who are poor, or who are carers, or who need to drive to work. What happens to those who have different journey to make? What happens if people are in and out of hospital all the time? The whole scheme is likely to be massively inflexible and hit hard, those who need to use their vehicles when their circumstances change due to fluctuations in people's health or income or job. Generally, if you are poor, or are a carer, you are too busy trying to earn some money, or look after your dependent to try and wade through bureaucracy to claim back a few quid. The more complicated the scheme is, the harder you will make it for the most vulnerable in society as those are the people with the least time to sort themselves out. Of course, of time all those unclaimed quids here and there will mount up and do real damage to the incomes of the poor.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. It's too big. You start small and then scale. That's the golden rule of any trial engineering project.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

I've just seem my real income go down 20% due to inflation over the past year. I'd rather pay less if you don't mind.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Written Evidence from Individuals: Part One

Personally I think all these scheme's should be put to local referenda. As you will have guessed, I'm against this scheme because I think it will hurt huge numbers of people. However I believe there are many road schemes that are really worthwhile because they cut down accidents, such as 20mph around schools, traffic calming on housing estates etc. The key thing is that these schemes vary hugely in scope, cost and effect. It is impossible to democratically debate these things during election campaigns as there are so many other issues at stake and often all the candidates agree on a policy anyhow. They need to be decided using referenda. However, these might be run at a street, parish, borough or at city level depending upon what is being discussed. The more comments and participation the better as far as I am concerned. If this scheme had democratic legitimacy, rather than appearing to many like a vanity project for the mayor's personal aggrandisement, people will work with you to make it happen, rather than work against you.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

What can I say? I don't think the majority of residents in Oxford are wildly enthusiastic about the 15 minute city plans given its huge democratic deficit, huge cost, and likely outcome of more poverty. Whatever you do, I wouldn't go down that route.

In conclusion, I'd like to bring in a bit of culture. Robert Graves wrote in his book, *Claudius the God* "The Roman Road is the greatest monument ever raised to human liberty by a noble and generous people." If you go to any museum in England displaying archaeology you will find tiny amounts of stuff before the Roman period, huge amounts of Roman stuff, and little or nothing from after the Roman period ended. That is because the Romans and their roads and the resulting liberty made people rich, prosperous and immensely productive; hence the vast amount of archaeological remains. The liberty and prosperity those roads gave to people allowed them to create London and make it a world city, rich with trade and as diverse and inclusive as they come, with Syrians, Greeks and Africans all working here 2000 years ago. Freedom to travel made London a better place then, and if you remove it, you will make London a worse place tomorrow.

Smart Road User Charging

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| Reference | RUC2964 |
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I strongly object to the proposed Smart Road User charging.

This is yet another unfair and unnecessary form of control over people's freedoms.

People have not been made aware of this and have most certainly not been offered a reasonable period of time to object.

Please reject this proposal in full.

Regards

Written Evidence from Individuals: Part One

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2963 |
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1. No. The current road user charges are sufficient. We DO NOT NEED MORE CHARGES.
2. We do not need a new system We need you to fix the old system.
3. Someone should not have to pay extra depending on where they are going. THIS IS OUTRAGEOUS. There is already fuel duty costs and we don't need more road charging systems.
4. We should be looking at health and happiness of the nation instead of strategies and targets.
5. Technology is taking over our lives, we need to invest in people more and we will see our health increase.
6. He ULEZ is already doing this and electric cars are becoming more popular.
7. We already have road user charging with Road Tax and Fuel Duty.
8. The charges should not be changed. We need to focus on people and their health rather than creating more anxiety and ill health.
9. We do not want a road charging scheme. Those pushing this agenda will contribute to cause harm and more mental health concerns.
10. NO. Nowhere is a sensible place for a trail.
11. It is clear that all would pay more.
12. All these new schemes should be put to a public vote.
13. We do not have a say on the policy goals. Give the people a change to vote on this road charging scheme as it is something that will effect the people.

Smart charging consultation.

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| Reference | RUC2962 |
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Dear Sir/Madam, please find below my responses to the Smart Road User Charging Consultation

1. Do the current road user charging systems in London require reform?
The Human Rights Act 1998 mandates respect for everyone's private and family life, home, and correspondence. The imposition of road charging would infringe on this right by necessitating the surveillance of individuals' movements and the collection and storage of personal data that may be employed for other purposes. Moreover, we have the right to free movement, and being charged to use our roads would violate that right. Additionally, the existing road tax and fuel duty system are already geared towards addressing environmental concerns, and adding another layer of charges would disproportionately impact those on lower incomes, who may not have access to other means of transportation. Therefore, I believe that all road user charging systems, both in London and nationwide, should be eliminated.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Written Evidence from Individuals: Part One

Smarter road user charging could differ from the current daily charges for driving in London in that it may be based on distance rather than a flat daily fee. However, this approach could be problematic from an equality standpoint as it would disproportionately affect commuters and those residing in regions with insufficient public transportation options. Additionally, it may violate the Equality Act 2010, which mandates that public bodies consider the impact of their policies on people with protected characteristics such as disabilities or those on lower incomes.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Varying charges for different types of journeys, such as work-related, caring responsibilities, or essential services, may also be problematic from an equality standpoint. It may result in discrimination against those who have to travel longer or more frequently, such as those residing in remote areas or those who need to travel for work. Furthermore, it may unfairly impact those with disabilities or caring responsibilities who may have to make more frequent trips. Finally, without significant intrusion into individuals' private lives, it would be difficult for the government to know what type of trips one is taking. It would also be difficult and costly to implement, requiring significant investment in technology and infrastructure, and would likely result in administrative and enforcement expenses that would be passed on to taxpayers.

4. What strategies and targets could smarter road user charging support?

Smarter road user charging may not serve the people's best interests. It could also have unintended consequences, such as drivers seeking alternative routes to avoid the charges, thereby increasing traffic congestion in other areas or encouraging the use of older, more polluting vehicles that are exempt from the charges.

5. What technology could be used to support smarter road user charging?

As I disagree with the notion of smarter road user charging, I am inclined to say none. Whatever would be required would be at a substantial cost to the taxpayer. The better option would be to scrap all charges, allowing people to use their technology such as satnavs to find the quickest and easiest route, avoiding traffic, and thereby reducing the time spent on the road.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Evidence has shown that such schemes have a negligible effect on air quality but have a significant impact on people. Most individuals do not favour these schemes, and in a democratic society, the people should have the final say.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

As someone who opposes road user charges, I don't believe they should be set up at any level – city, regional, or national. Road user charges are unfair and discriminatory, and they punish people for exercising their right to drive. They also place a disproportionate burden on low-income individuals and those who rely on cars for work or accessibility reasons.

At a city or regional level, road user charges can be particularly problematic as they create disparities between different areas. It could also create confusion for drivers who are unsure about which areas they will be charged to drive in.

At a national level, road user charges would be an overreach of government authority and would further burden individuals who are already paying for road infrastructure through existing taxes like fuel duty and road tax.

Ultimately, road user charges are an infringement on our fundamental right to move freely and should not be implemented at any level.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It is my view that the current system of road tax and fuel duty is the most suitable to be maintained. Unlike smarter road user charging, the current system is not discriminatory, as previously discussed.

Written Evidence from Individuals: Part One

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? In my opinion, the implementation of a new smarter road charging scheme is unnecessary, and therefore, I do not think any discounts or exemptions are necessary at this time.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

In my opinion, the implementation of a national distance-based road user charging scheme would be highly controversial and could potentially cause unrest among the public, as seen with the recent resistance to clean air zone charges in Birmingham and Manchester. The Government should carefully consider the potential consequences of such a scheme before proceeding.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

As previously discussed, I believe that road tax, council tax, and fuel duty are sufficient contributions towards the right to free movement on roads that individuals have paid for. Therefore, I do not support the implementation of distance-based road user charging, and the question of payment amounts becomes moot.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

I believe that local referendums should be required before any new road charging schemes are implemented, with both arguments presented and the cost of the referendum being paid for by the council. This will ensure that any decisions made are fair and unbiased and that the needs and preferences of concerned residents are taken into account.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? Many cities and countries are implementing similar smarter road user charging schemes. However, the success of these schemes is questionable, and they often face resistance from the public. Alternative solutions should be explored to achieve similar policy goals without infringing on the rights of road users.

Thank you for your consideration.

[personal information redacted for publication]

Road User Charging

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| Reference | RUC2961 |
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Dear All

I recently became aware of consultation into a policy for the charging of vehicles per mile travelled asking for people to submit their views. As a road user and residing in Greater London, I feel that I am as qualified as anyone to comment on this matter.

I do hope that the current London Mayor and the London Assembly take more notice of this than they did on the consultation regarding the expansion of ULEZ.

1. Do the current road user charging systems in London require reform?

- Yes they do. The ULEZ extension due to come into operation late August 2023 should NOT go ahead as planned. This was rushed through with very little thought as to what was happening in the automotive industry. All cars, ICE included, are becoming more environmentally friendly and sustainable eco fuels are on the horizon. There is very strong reasoning that vehicle emissions will naturally reduce

Written Evidence from Individuals: Part One

without the need for the residents of Greater London to 'have' to replace a well maintained but older vehicle on the whim of the current London Mayor. The largest pollution in the life of a car is actually in its's production - especially in the case of electric vehicles. It is far more environmentally friendly to use a car to the end of its life, and then replace it. The Public Transport system in Greater London should be upgraded and expanded before any pay per mile or the current pay per day charges expanded.

2. How might smarter road user charging differ from the current dailycharges for driving applied in London?

- There is no current need or requirement for any smart road user charging system in London or Greater London. The current expansion for ULEZ is based on flawed science - as has been proved and admitted by Imperial College themselves. All roads and road transport should be under Central Government control. Public Transport should be under regional control. This would stop the unnecessary conflicts between TFL (public transport users) and the road users.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

- There should not be any need for varied charges between what is counted as essential travel. Whilst it is obviously important that essential workers, carers and those travelling to work (including tradespeople) can be allowed to use their vehicle freely, everybody else serves the freedom to use their vehicles as and when they need to. It is unfair and unjust to assume that just because a journey does not fall into one of the 'essential' categories it is not essential to the health or mental health of the person involved.

4. What strategies and targets could smarter road user charging support?

- The only strategy or target that smarter road charging would support is an increase in road charging funds for the London Mayor. It would be a very unpopular way to proceed.

5. What technology could be used to support smarter road user charging?

- Technology is available now. I find it most depressing to think of how we are currently monitored, let alone if every journey was also documented.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

- There are a lot of challenges that we face as a nation and the world faces as a whole. Public Transport should and has to be improved. This would enormously help those in Greater London travel around. More trees planted - especially as they replace carbon with oxygen. Living 'green' wall on building. Living roofs. Solar panels on new buildings, even residential housing - there are now roofing tiles that are actually solar panels. I cannot see how road user charging helps in any way to tackle traffic, air pollution and climate change. Those that can afford it will still use their cars. But everyone can do a little bit to help. Baby steps. Pick up litter so it does not get into our water courses and contaminate. We do have to walk more. But to use a sledge hammer to crack a nut is not the answer.

Written Evidence from Individuals: Part One

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

- If road user charging is to come in it should be done at National level. As I have stated above the roads should be under central government control and only public transport should be under devolved and regional care. It is actually extremely dangerous to have different road charging systems and restrictions in individual towns and cities. Too much signage causes confusion and loss of attention on the road - especially when dark. If a system is used nationally it would be the same everywhere and there would be little confusion.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

- If smarter road charging is introduced at a National Level this would obviously mean that road and fuel tax would be abolished. To have it introduced at local level only would mean greater hardship as residents would be quadruple taxed for the same thing.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

- There is no discount on fuel duty. Some people in various lines of work can claim fuel allowance. Those who currently receive a Road Tax discount would be entitled to a similar deal if road charging were to come in nationally.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

- No. The worst place to trial it. Too many people. Too greater area.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

- The current London Mayor does not have the mandate for introducing the ULEZ expansion, let alone to use the cameras for documenting travel and road pricing. We, the citizens of Greater London, have not given him permission to use our data in such a way. This is such an important issue that has crossed political parties, diversities, yes even the far left right through to the far right of the political spectrum! Yes, there should certainly be a referendum.

Written Evidence from Individuals: Part One

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

- It is somewhat irrelevant what other cities are doing as London is unique in that it has more inhabitants than many countries. Also a population density over a greater area than any other city. The current London Mayor cites Singapore as his supreme example of how road policy could work. Singapore is an island state of 5.6 million and much more densely populated per square mile. It has a compliant population and infrastructure much newer than Victorian (or older) London. Even New York City only covers half the area that London does. London is like no other city and should be treated as such.

[personal information redacted for publication]

Road User Charging

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| Reference | RUC2960 |
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I have added my views on a few questions

9. I certainly think disabled drivers should be exempt, likewise people undergoing long-term cancer treatment, dialysis and other medical treatment regularly. Care, medical and other visits to people in care homes or who are housebound should not be charged.

I'm retired on a fairly low income though not receiving any benefits and I drive outside congestion charging times to go to eg cinema, bridge club, meal with friends in the evenings as I don't feel safe returning home by public transport at night; to collect heavy shopping during the day; to take pets to the vet (in a heavy basket or sick); to visit friends/attend bridge evenings; driving to visit my 95-year-old mother at her care home over 60 miles away usually at the weekend - I'd be extremely annoyed if I had to pay additional road charges as I have to take my elderly dog with me and carry presents/essential items for my mother and public transport would involve a bus, tube, train and taxi (most of which do not accept dogs) taking at least 3 hours each way and not possible for me to undertake carrying the extra items and taking my dog as well as being extremely expensive and inconvenient; babysitting for grandchildren/collecting them from school - again usually in evenings and returning too late in my opinion to use public transport; visiting friends and family in other parts of the UK where there is no accessible public transport, due to cutting of many bus and train services which are also expensive and unreliable. In short my quality of life and independence would be very severely affected if I had to pay extra charges for using my car for what I consider to be essential journeys. I think it is grossly unfair to add charges to those already in force in addition to insurance, road tax, MOT and prohibitive petrol prices

10. I don't think London is a good place for a trial. There are already stringent and swingeing charges for Congestion Zone and ULEZ as well as grossly unfair penalty charges for the LTNs. London is too large. Far better to do a trial in a smaller town or city.

12. I think local referenda are essential before introducing even more 'stealth' charges.

[personal information redacted for publication]

Written Evidence from Individuals: Part One

Smart road user charging Feb 23

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| Reference | RUC2958 |
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Dear Sirs

There has been little or no public debate nor public notification as to your intentions.

Khan has, a conflict of interests with his position in C40, Cities

Many small tradesmen will have to make prohibitive charges

There are more than one body of evidence that refutes the fanaticism of the Mayor and his staff

As we have found with the Hancock files. These decisions are being made without informed consent.

Without 3 years of debate and consultation you can not take an action that will close down 10's of thousands of small businesses without a 3 year moritorium.

This is an illegal action

This is being strong armed through in a rush

This is punative to individuals

This is punative to small businesses and carers

The poorest will suffer therefore it is elitist

This did not form part of his manifesto when he ran as Mayor

The Mayor drives gas guzzling vehicles both privately and in public

The democratic process needs to take place instead of totalitarian action

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2955 |
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Do the current road user charging systems in London require reform?

The current road user charging systems in London absolutely does not require reform, as they have been effective in managing traffic flow, raising revenue and encouraging people to switch to public transport modes. The London Congestion Charging Zone has been a great success since its introduction in 2003. It has decreased levels of congestion and improved air quality, while also contributing more than £1 billion to the capital's economy. Additionally, the Mayor's Ultra Low Emission Zone targets heavily polluting vehicles – such as vans and lorries entering central London – with a daily charge or penalty if they fail to meet required emissions standards. These initiatives are key in ensuring that Londoners can continue to enjoy safe roads and cleaner air. Furthermore, these systems ensure that road users contribute towards the maintenance of roads and infrastructure, which is an important consideration given the large number of vehicles using these roads on a daily basis. The charging systems in place are also flexible. This encourages people to use public transport during peak times, when congestion is most severe. It also means that those who need to use their vehicles during these times – such as delivery drivers – can do so without facing prohibitive costs. These charges also vary depending on the type of vehicle being used. Overall, the current road user charging systems in London are highly effective and do not

Written Evidence from Individuals: Part One

require reform. They have been instrumental in managing traffic flow, raising revenue and encouraging people to use public transport instead of their cars. This is key for a successful, sustainable city that can provide clean air and safe roads for its residents.

How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter road user charging makes no difference and ultimately does not differ from the current daily charges for driving applied in London. In recent years, many have suggested that smarter road user charging could be beneficial for drivers in London. However, upon further examination of the existing daily charges applied in London, it is apparent that smarter road user charging will ultimately make no difference and will not differ from the current system. The existing charges are already in place to help address traffic congestion, air pollution, and other negative impacts resulting from excessive car use. Smarter road user charging does not offer any additional benefits on top of these existing measures – instead, it serves as a revenue-generating scheme, a more efficient way to collect money from drivers and a way to replicate the same goals without actually making any substantial changes. It could also infringe on an individual's human right to privacy or constructively restrict their movement (i.e. by making it more expensive). Ultimately, smarter road user charging is a system with no real added value when compared to the current daily charges for driving in London.

How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

One possible way to vary the charges for driving in London would be by offering discounted fares for certain types of journeys. For example, those travelling for work, students or people on low incomes could be given a reduced rate or even free access during certain times of day, while those with caring responsibilities or providing essential services could also be offered incentives such as reduced rates or discounts on their tolls. Another approach may be to provide flat-rate fares for certain types of journeys, such as those to and from hospitals or other care-related destinations. This could help to reduce the financial burden on individuals while also making it easier for them to access the care they need. Ultimately, by varying charges according to different types of journeys, London can ensure that its roads are used efficiently and fairly. Of course, there are additional steps that can be taken to ensure that everyone is able to get around London without too much hardship. In particular, public transport should be made more affordable and accessible and more available during weekends] so that people do not feel like driving is their only option.

What strategies and targets could smarter road user charging support?

In order to ensure that road user charging remains a viable and effective tool in managing the demand for roads, it is essential that strategies are implemented which are fair and equitable. This involves considering a range of factors such as the amount of money being charged, the already expensive costs of maintaining a vehicle, the distribution of charges amongst users, and whether different rates should be applied based on vehicle type. Equitable road user charging strategies should seek to provide ALL drivers with an efficient way to pay for the use of roads, while also ensuring that all road users benefit from the revenue generated from charges. It is important that any pricing strategy implemented takes account of societal and economic concerns so that access to roads remains affordable for all users. Ultimately, fairer and more equitable strategies and targets for road user charging will

Written Evidence from Individuals: Part One

help to ensure that the system benefits society as a whole while also providing an effective tool in managing congestion on the roads.

Call For Evidence - Road User Charging Response Template!

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|-----------|---------|
| Reference | RUC2953 |
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1. Do the current road user charging systems in London require reform?

YES, We would like both the Congestion Charge and ULEZ to be phased out as opposed to the impending ULEZ extension to London's outer boroughs as these Stealth Taxes are adding to the already crippling costs of acquiring, insuring and taxing motor vehicles, especially for the motorists who need a vehicle for essential services, caring responsibilities or to get to work or to work with.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Apart from being yet another financially crippling Stealth Tax for ordinary people isn't the coordination of this additional information an obvious BIG BROTHER type infringement of our civil liberty, why my/our answer to 'smarter road user charging' is a resounding NO THANK YOU? What would be smart is if a journey goes from late night to early the next morning it incurs a single charge rather one for each separate day.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

It is grossly unfair to charge people for caring responsibilities and essential services (and even work where it overlaps). So concessions (if not abolition) should be made here to made the system more equitable for all Londoners.

4. What strategies and targets could smarter road user charging support?

As a bare minimum it should look at the economic impact of charges on families and it affects, influences behaviour. If it cannot achieve this it is largely redundant.

5. What technology could be used to support smarter road user charging?

Any additional technology to what already exists (which is extensive) is profoundly intrusive. The overreach in surveillance doesn't appear to increase the safety and security of communities.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

If smarting charging doesn't take into account the ability to pay in relation to the need to travel then it is not smart just an additional tax. Economic status is as much a factor in people's living environment as traffic, air pollution and climate change.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have a road user charging at a national level, namely road tax and fuel duty. No more are required. These strategies compel people to get new cars yet most of the carbon generated by cars is in the build.

Written Evidence from Individuals: Part One

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It shouldn't be introduced. The people writing this report should focus on the health of the nation, not on more ways to price people out of driving their cars and visiting family.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Discounts based on ability to pay and necessity of travel. Also it is odd that at a time when more road use charges are being considered not only public transport fees are increasing, children are also having to pay. Surely, efficient and affordable public transport is an incentive to reduce driving.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

There have been fees in London for quite some time. Rather initiate another trial, just analyse the data that has been collected.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

The charging, were it to be introduced should be based on need and ability to pay with an independent body establishing the criteria. But it shouldn't be introduced in the midst of a cost of living crisis.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

These powers should be reduced as they can be slipped in among a raft of manifesto pledges. Any specific direct revenue raising proposals should be voted on by the public.

13. How are other cities and countries working on similar smarter road user charging ideas, and what alternatives are they looking at for achieving similar policy goals?

The framing of this consultation is based on the assumption of (additional) charging as an unmitigated good. There needs to be more emphasis on infrastructure (e.g. public transport, built environment, etc.) as a means to help people live better lives. It's a pyrrhic victory to brag about cleaner air whilst overseeing the rise in poverty, destitution and social decay. The people's voices need to be taken into account, not just 'consulted' and go proceed with your plans anyway

Regards

[personal information redacted for publication]

Road Pricing

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|-----------|---------|
| Reference | RUC2952 |
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The potential introduction of taxes on transport in London is likely to have a detrimental effect upon individuals and businesses. The repercussions have not been fully thought through. The introduction of these taxes will cause London to become a ghost town as they

Written Evidence from Individuals: Part One

will encourage businesses and individuals to leave. This will have further negative impacts upon public transport in the same way as the reduction in passenger numbers see during the pandemic. The costs of all services and products will rise and further exaggerate the cost of living crisis.

In turn this will enable foreign competition to undercut things produced in London, leading to job losses, tax losses, and increased welfare costs that will be an increasing burden on working people and surviving businesses.

Many pension schemes have built up a portfolio of London based property where the rental income is a major part of being able to pay pensions. With reduced demand this income will decline, leading to negative impacts upon both potential pension payments as well as those in payment.

These taxes are already underway with ULEZ and its impacts and consequences need to be fully appreciated and understood, before these tax burdens are increased.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023 - Response

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|------------------|---------|
| Reference | RUC2950 |
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[personal information redacted for publication]

Work and travel in and around London for family and care needs.

I oppose and object to smart road user charging

This is all about getting maximum revenue from individuals and control of individuals' movement.

1. Do the current road user charging systems in London require reform? -

No – ULEZ charges and congestion charging already go beyond what is fair and right for people trying to go about normal daily life in London. Since COVID, the energy crisis, inflation, cost of living crisis people are being crushed with financial burden. The immediate future is no brighter with things only getting worse and no chance of prices and charges ever returning to rates comparable to what they were.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Parity – The government buzz phrase is “levelling up” - Road user charging should be means tested, the poorest pay the least and those more able to, pay more. For example, I earn a little over £10k pa. The mayor and deputies around £100k to £150k pa.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

There should be no difference in charges regardless of journey type, each persons journey is essential in itself. Fuel costs and vehicle related taxation have removed driving as a leisure activity.

4. What strategies and targets could smarter road user charging support?

Written Evidence from Individuals: Part One

Rather than penalise people and use air pollution and road congestion as the excuse, come up with strategies that will reduce social isolation, tackle loneliness. Look at how to stimulate and promote community and growth in London.

5. What technology could be used to support smarter road user charging?

The type of technology and systems that would be used would further erode individuals privacy and freedom of movement. Of the top 10 most surveilled cities in the world, outside of China, London is one place above New York and one below Moscow for the number of cameras per person.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It won't assist in tackling challenges as it is a revenue based scheme based on getting maximum revenue from individuals and control of individuals movement. The expansion of the ULEZ zone will generate millions of pounds surplus even considering the costs to extend the zone and new signs, cameras and scrappage schemes. Once the infrastructure is in place there would only be maintenance costs in future years and any scrappage schemes will inevitably be reduced and ultimately ceased.

As the volume and ratio of all electric vehicles increases air pollution would correspondingly improve. Without the need to charge people. Motorist will already be faced with extortionate charges for new electric vehicles.

What consideration has been given to the environment impact mining for lithium, nickel and cobalt and effects on climate change building and disposing of electric vehicle batteries?

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road users nationally are already charged to drive through every litre of fuel purchased and by vehicle excise duty (car tax) We don't want more charges to be able to visit and care for our loved ones. Road user schemes must look at the socio-economic impact of their existence and not destroy family bonds and communities.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

See question 2 response above.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We don't want a smart road charging scheme in the first place so discounts and exemptions are an irrelevant distraction ploy.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No – this is opening the door to authorities controlling freedom of movement and the ability to restrict movement based on financial ability and to create the opportunity for another hidden tax.

Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle-based charges, the same, or more than they do currently?

Distance based road user charging is not the answer. Many people make complex journeys that cannot be served by current public transport systems. Any such scheme would never benefit the majority of road users.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes, decisions like this should be made subject to public vote including all road users whether they are resident or not. Decisions like this should never be allowed to be introduced by a Mayor or Local authority without a public vote.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Whose policy goals? What influence do we as the public have on setting policy? My focus is on transport in the UK. We need an affordable and reliable public transport system BEFORE forcing people off the roads.

[personal information redacted for publication]

Road User Charging Call For Evidence - Response

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| Reference | RUC2949 |
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Responses below, in bold:

1. o 1. Do the current road user charging systems in London require reform?

Yes, but NOT in the way TFL intends to reform them. ULEZ should be entirely abolished, both in its existing form, and the proposed expansion. This is because it is a scam of the highest order. Propagated by a morally bankrupt mayor, it masquerades as a clean air initiative, but exists solely to help prop-up a financially bankrupt TFL. The Congestion Charge, which is also based on a lie because it does not meaningfully reduce congestion in Central London, should also be abolished. Once both are abolished, no other road user schemes should be introduced – motorists already pay

Written Evidence from Individuals: Part One

extortionate road and fuel taxes, not to mention ever-increasing amounts in their Council Taxes to fund all the mayor's other spurious costs and 'initiatives'.

2. 2 How might smarter road user charging differ from the current daily charges for driving applied in London?

As the proposer, you should be telling me how so-called 'smarter' road user charging might differ from ULEZ and the Congestion Charge, then asking for my opinion. I can only assume you are asking this question, so that when well-meaning respondents attempt to answer it, the impression will be that they are making suggestions as to how your new scheme might work, thus tacitly 'supporting' your plans. That is a dishonest approach.

3. 3 How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

As the proposer, you should be telling me how charges for driving in London might be varied for different types of journeys, then asking for my opinion. I can only assume you are asking this question, so that when well-meaning respondents attempt to answer it, the impression will be that they are making suggestions as to how your new scheme might work, thus tacitly 'supporting' your plans. That is a dishonest approach.

4. 4 What strategies and targets could smarter road user charging support?

As the proposer, you should be telling me which strategies and targets 'smarter' road user charging could support, then asking for my opinion (although in this instance, the question is meaningless). I can only assume you are asking this question, so that when well-meaning respondents attempt to answer it, the impression will be that they are making suggestions as to how your new scheme might work, thus tacitly 'supporting' your plans. That is a dishonest approach.

Written Evidence from Individuals: Part One

5. 5 What technology could be used to support smarter road user charging?

As the proposer, you should be telling me which technology could be used to support smarter road user charging, then asking for my opinion. I can only assume you are asking this question, so that when well-meaning respondents attempt to answer it, the impression will be that they are making suggestions as to how your new scheme might work, thus tacitly 'supporting' your plans. That is a dishonest approach.

6. 6 How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

As the proposer, you should be telling me how smarter road user charging could assist with tackling current challenges such as traffic, air pollution and climate change, then asking for my opinion. I can only assume you are asking this question, so that when well-meaning respondents attempt to answer it, the impression will be that they are making suggestions as to how your new scheme might work, thus tacitly 'supporting' your plans. That is a dishonest approach.

7. 7 Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

As the proposer, you should be telling me whether road user charging schemes are best set up at a city or regional level, or as a national system, then asking for my opinion. I can only assume you are asking this question, so that when well-meaning respondents attempt to answer it, the impression will be that they are making suggestions as to how your new scheme might work, thus tacitly 'supporting' your plans. That is a dishonest approach.

8. 8 If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Written Evidence from Individuals: Part One

As the proposer, you should be telling me which charges or taxes ‘smarter’ road charging should replace, and how the current taxes and charges should be changed, then asking for my opinion. I can only assume you are asking this question, so that when well-meaning respondents attempt to answer it, the impression will be that they are making suggestions as to how your new scheme might work, thus tacitly ‘supporting’ your plans. That is a dishonest approach.

9. 9 What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

If you genuinely want to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport – which I absolutely doubt you do – you need to abolish ULEZ (everywhere), as well as the Congestion Charge, and your plans for so-called ‘smarter’ road user charging. For such people, merely running and maintaining a vehicle is costly enough, but then to have to pay punitive amounts to use it, is unfair in the extreme – especially when those amounts are levied on a lie.

10. 10 If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

The question is too hypothetical – and as I don’t agree with road user charging per se, I don’t feel the need to answer it. Maybe you should ask the government. I imagine they will agree with me.

11. 11 If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Written Evidence from Individuals: Part One

As the proposer, you should be telling me whether Londoners should pay less in total for vehicle or driving-based charges, the same, or more than they do currently, then asking for my opinion. I can only assume you are asking this question, so that when well-meaning respondents attempt to answer it, the impression will be that they are making suggestions as to how your new scheme might work, thus tacitly 'supporting' your plans.

However, to try and prick your conscience, let me remind you of how much many Londoners are already potentially paying in ULEZ charges alone: £12.50 per day, £87.50 per week, £4562.50 per year. For most households, that exceeds their energy bill. The mayor cynically justifies this exorbitance with his clean air mantra, casually tipping the non-compliant to go and buy another car. With your proposed new scheme, even those who have found the funds to take his advice will be thrown under the bankrupt TFL bus, as all vehicles become chargeable – even the expensive EVs.

12. 12 Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Although I am in favour of referenda, I do not trust mayors, or local authorities to conduct them fairly. The mayor of London is particularly slippery. He 'falsely and dishonestly' manipulated the results of the previous ULEZ consultation, and had already purchased the cameras for the proposed expansion zones before the consultation results were even in.

13. 13 How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

You tell me – have you done no research whatsoever?

Written Evidence from Individuals: Part One

Consultation on traffic in London

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| Reference | RUC2947 |
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Dear sir or madam

I wish to raise the following issues:

I am a 63 year old woman and live in north london. I regularly use public transport mainly tubes and buses. I occasionally drive. I have disabilities.

I find the idea of charging Londoners to drive by the mile to be deeply offensive and divisive.

I have to drive sometimes because I need to transport myself with heavy shopping or to travel longer distances, and I am already subject to Ulez and congestion charge. If I drive through certain roads in RTMs I have to pay fines. I already pay Road tax.

Will parents with small children be required to pay? I believe that is discriminatory certainly against women. Also Likely to be discriminatory against older people and people with disabilities who have no choice but to drive.

Please think of a less discriminatory and divisive way to collect money

Yours sincerely

[personal information redacted for publication]

The future of smart road user charging February 2023 Call for Evidence

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| Reference | RUC2944 |
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Transport Committee

- Project design - it is essential when designing large government projects, which would potentially impact a large number of people and use a lot of financial and staffing resources, that the following is implemented:
 - Evidence scanning to look if a change is needed, if evidence is not available resources to gather such evidence should be allocated.
 - The community should be invited to contribute to the design of the project, releasing a survey is a really good start to see if a change is actually needed. This is also good PR, it is essential that the community feels involved and they are brought along with the project and will prevent excess time dealing with FOI and complaints further down the line.
 - Objectives with accompanying performance and contextual measures based on traceable data sources, which can be baselined ideally for several years before the project and continued throughout the project and beyond the lifespan of the project.
 - Transparency of all project paperwork, before, during and after the lifespan of the project, most importantly the tender process for any reports written by third parties, risk management plan, financial plan and communications plan.
 - Joined up thinking across different themes/services, such as:
 - Cars help social connectivity particularly in the recovery from lockdown - contrary to your remark.
 - Aging population resulting in increasing health issues, some people need to drive/be driven, the proportion of people in this category will be greater because of the higher number of over 65s. An analysis on the proportion of drivers in different age groups would be useful here. I would probably expect to see less younger people driving and more

Written Evidence from Individuals: Part One

older people driving and would assume that the older people will need their cars more. The health stats would be useful as a correlation. In addition the number of people needing care or who are carers (paid and unpaid).

- Digital exclusion – the aging population and people with learning difficulties will be vulnerable to this.
- Women feel safer traveling home by car not public transport later at night, particularly in London after recent events. The crime datasets would be useful here.
- Police protection has often been violated by Police abuses especially with women.
- Unpredictable costs of this new scheme would make it hard for people to budget in the current cost of living crisis.
- Consultation should be
 - For an adequate amount of time for public to respond
 - Advertised well to inform the whole community that they can give their feedback on the project plan if they want to
 - Performed only after all the initial research and community engagement has been completed
 - Released only after a clear project plan has been completed with proposed measurable objectives
- The statement about "very little of the driver taxation collected by central government is spent on London's roads, this is actually saying it's a money making scheme. It's not greener, it's basically making running a car unavoidable, exacerbated by the increased fuel costs, you are exposed!
- Fuel tax already charges people by the mile so we don't need another scheme like this.
- You stated that your aim was to simplify the system, it sounds far more complicated, just as people have got used to the current system!
- How much will this cost? Surely it is better to put the money into improving public transport, in both frequency and quality, people will naturally make a shift if the services are better and they feel safe.
- This feels like the stick and not the carrot, there is always much more success with a carrot. With amendments, you could release a voluntary scheme with incentives if people use more greener transport methods e.g. a food bank voucher, reduction in council tax. Showing real community case studies in a positive way would encourage others to be green and healthy for the right reasons.
- Does the changing of the international passenger survey have something to do with this big brother idea, which makes me think how will you make this work for tourists? It could put tourists off visiting London, which would impact the economy greatly - one for your risk register!

[personal information redacted for publication]

RESPONSE

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| Reference | RUC2939 |
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1. Do the current road user charging systems in London require reform?

Yes, total removal. The charges have caused misery, job losses, the loss of trades people to London, the scarcity of Ambulance crews, health workers, fire fighters, policemen, carers and multiple others including transport workers who cannot afford to live there, need to drive

Written Evidence from Individuals: Part One

and cannot possibly use the wretched, inept, expensive and disjointed transport system, now in enormous deficit.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Leading on from the above serious issues with working people who are forced to travel and need flexibility, the insane closure of a number of roads requiring detours in order to avoid huge fines has led to London now being the most congested city in the world, a great reference for future tourism. This idiotic scheme along with the others actually causes even more misery and discourages literally anyone from providing any services in London at all, including necessary services or vital deliveries. The result of which will be the desolation of London and a huge rise in crime, fires unattended, accidents and attacks leaving victims without help. No sane government would do this.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

The tenure of this question belies the dogma and cruelty behind it. Car owners pay road tax and insurance on top of their rates and other taxes. With the exception of the wealthy and elite, often chauffeur driven, a car is a necessity for everyday life and no one except those trapped by a dictatorship should be asked to give a daily account of why they need to travel in one. Right now people, who cannot afford ULEZ because their nearest hospital has come inside an invented boundary, are driving to other hospitals further away which they would not normally use and placing huge pressure on those facilities. How insane is this and how cruel! To get an exemption medical records/letters must be given to TFL against all Data Protection and to totally unqualified civil servants who suddenly have power of life and death over those needing treatment. Ask the medical staff at Derwent Valley and Whipps Cross how happy this makes them. As for patient's human rights – let us not even go there!

4. What strategies and targets could smarter road user charging support?

As stated above, none. There should however be an investigation into the hideous TFL deficit, the statistical report which journalists have highlighted with enormous, glaring inconsistencies regarding air quality (not improving at all), surveys done with limited market sectors and the overwhelming objections from Londoners themselves, let alone the surrounding boroughs and counties as to why this is still ongoing if not to get money under false pretences to fill a TFL financial black hole littered with failure from all concerned in it.

5. What technology could be used to support smarter road user charging?

Are you supporting a dictatorship? TFL should not be spending any money on this lunacy and viciousness. The only reason any government money should be used in this way is for security and policing to help stop crime NOT spying on motorists for your detrimental money grabbing schemes. We are supposedly living in a democracy. Are you trying to change that without being elected to do so? Again, spying on motorists, unless you have police powers, suggests a human rights issue, a clear erosion of our freedom. It is inconceivable in any western European country.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The answer is it would not and what has been done so far has not either. Services will simply break down even more as described above. Older cars being phased out naturally overtakes by miles the car mountains of dumped but perfectly viable vehicles which would be the outcome with no recycling facilities to deal with them. The fall out and danger from electric vehicles (batteries) and the power generation needed to support them (not available

Written Evidence from Individuals: Part One

especially now) plus the necessity of the rare earth metals used in them (all from China – biggest polluting country) and not least the plight of the little children in African countries used to mine cobalt for this elitist luxury (or don't you care about them??) renders this whole notion as utter nonsense. The carbon emissions caused to the planet from trashing any petrol or diesel car whilst buying new from around the world produces ten times more emissions and causes tons and tons of scrappage waste with no good outcome. Your scheme would not only hurt many, many people it would perversely do exactly the opposite of 'saving the planet'. So back to square one – all about money for TFL not for anyone else's benefit.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have a national system for drivers and its road tax which along with county funds helps provide for repairs to our roads and highways addition to rates, fuel taxes, insurance, parking charges and income taxes etc. Why on earth do you think that TFL, unelected by the nation of the UK, should undermine the government? Such decisions must be debated in parliament and subject to scrutiny and democratic vote. They have nothing to do with you. The appalling mismanagement and lack of public transport for population size in and around London is enough of a testimony on that score.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Irrelevant. As above, this is for a democratically elected government to debate in parliament and totally out of your remit. What is the idea of trying to control national policy when you have not been elected to do anything close to this? Why are you trying to undermine the economic policies of the Prime Minister and Chancellor? This needs to go higher for investigation. All your proposals are hugely detrimental to people trying to survive within this latest and possible worst cost of living crisis for decades.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

This a repetition of number 3 and the answer is therefore the same with the addition that many people are disabled in some way but do not necessarily ever get a blue badge. The treatment of disabled people generally and with TFL where fines are concerned is already a poor record so naturally this could only be worse for them. As well as trying to pry into a person's medical background, you would now want to check their income levels? Again a matter for parliament as quite clearly you are way out of bounds here. Indeed this is an insult to the population.

10. If the Government were interested in a national distance-based road user- charging scheme, would London be a sensible place for a trial?

Government policy must be set before the people and debated in parliament. Again, none of your business – you were NOT ELECTED.

Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Surely, you mean if charging were to be introduced by popular vote. You need a Londoners' referendum. It is vital given how unpopular all your money scrounging schemes are.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

People vote for the government of their choice at a General Election. At the risk of being repetitive, any proposals of this nature must go before parliament. You do not run the country or have anything to do with economic policy – a blessing given the shocking state of TFL's own finances and the fact that the government has bailed you all out with taxpayers' money repeatedly. So ask the chancellor or the Prime Minister!

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

The issue here is the UK and what is the best treatment and help for its own citizens. Our statistics and demographics will not be the same – surely, you understand some of this? By the way, friends and neighbours were unaware of this 'response survey' so it was well hidden from everyone – We only found it late today thanks to someone in Kent. Why the secrecy?

[personal information redacted for publication]

Road User Reforms in London

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|------------------|---------|
| Reference | RUC2936 |
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Dear London Government

The link you give to respond just takes me to a pdf document with the questions to respond to but no actual survey. I can only assume that this is similar to local council consultations on traffic that are ignored at every stage by those councils because residents who pay council tax do not agree with the plans of the council.

However in the hope that you are interested in resident views, please see mine below.

1) Current restrictions are relative to areas. Any increase in congestion or pollution is mainly due to cycle lanes that have been introduced and reduced road space to 50% and road closures which mean any car journey is increased and as routes are reduced all traffic pushed into one lane, resulting in standing traffic for hours.

E.g. A40 around Marylebone. Usually empty cycle lane and end to end cars

Access to M4 from Chiswick reduced due to road closure and cycle lanes increasing car journey from 5 minutes to 20 in daily traffic and from 10 minutes to 60 minutes at rush hour.

2) The ULez scheme does not need to be increased as the extension impacts mainly families and small businesses, in all cases it increases the cost of living. It will not reduce

Written Evidence from Individuals: Part One

pollution. It will force young people out of London and make London infeasible for small business to function. It is seen as another money making scheme from the Mayor...

3) Pay per drive is another money making scheme that will hit the poorest and those with small businesses. A totalitarian idea, another division between rich and poor and hideously thought out.

4) if you really want people to use public transport as the only form of travel make it free, reliable and convenient

I hope that you can understand the point of view from someone who has lived in London for over 20 years, and is only finding difficulty in navigating it travel wise since these restrictions were introduced.

Please listen to the people who pay for their city. We do not want it destroyed and made a place for only the rich to survive.

Yours sincerely

[personal information redacted for publication]

CONSULTATION : THE FUTURE OF SMART ROAD USER CHARGING FEBRUARY 2023

| | |
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| Reference | RUC2935 |
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Dear Sirs

Further to your consultation regarding the potential introduction of Smart Road User Charging please see my responses to the questions cited on the website:

Key questions

1. Do the current road user charging systems in London require reform?

There are already too many road user charging systems in London. The introduction of a further layer of charges will add a degree of complexity, inequality and cost. Therefore the reform that is required is the elimination of user charging systems that have not yet been implemented such as ULEZ.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

The proposed charges would in many cases be a duplication of charges that already exist and would penalise all drivers whilst generating extra revenues for the Governing body.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

This is the degree of complexity that I refer to in my answer to question (1). The system to administer the proposed introduction of such a measure would inevitably be unfair as there would be the need to adjudicate on literally millions of cases with regard to the particular circumstances of each journey – not each person – but each journey that each person undertook each day.

Written Evidence from Individuals: Part One

4. What strategies and targets could smarter road user charging support?

The underlying strategy of smart road user charging is to extract as much economic benefit for the City of London from each motorist. In effect it will deter poorer motorists from driving and therefore widen the social divide between the rich and the poor which is a stated objective of government to eradicate. It is not an attempt to prevent environmental damage but to hire out environmental damage opportunities to those that can afford it.

5. What technology could be used to support smarter road user charging?

Any technology employed in such a scheme would erode data privacy for citizens and erode civil liberties.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Smart road user schemes are not initiatives to tackle traffic, air pollution and climate change – they are a stealth tax for Governing bodies to increase their revenue.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging schemes are best abandoned at city, regional or national levels.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

The Government raises tax by a number of means. The proceeds go in to one central fund – for example national insurance revenues are not ring fenced for deployment in to pension provision, road taxes and fuel taxes are not ring fenced to build and maintain roads. Many taxes are quite rightly labelled “stealth taxes”. Therefore less taxes are required to make the tax system simpler and more transparent.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

This further illustrates the complexity of any potential scheme and the inevitable result that there will be inequality of outcome. Ergo the question produces its own answer – there should be no road user charging system.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Hypothetical question ignoring the conclusion that no sensible Government would consider introducing a distance based road user charging scheme.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Since it is clear that road user charging schemes are really targeted at increasing revenue for Governing bodies then Londoners would be paying more on a like for like basis.

Written Evidence from Individuals: Part One

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities should not have any power or authority to introduce road charging schemes.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I know of no other cities working on smart road user charging initiatives and I sincerely hope that remains the case.

In summary smart road user charging schemes allow those who can afford it to damage the environment whilst punishing those that can't afford it.

Net Zero has essentially become a money making opportunity for those licensed to sell environmental damage to those that can afford it rather than an initiative to safeguard the environment.

Kind regards

[personal information redacted for publication]

Smart roads charging scheme

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| Reference | RUC2934 |
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We are supposed to live in a democratic country...are we not? Why haven't we be consulted about changes concerning road user charges?

Are we not already being charged with road tax and fuel duty?

I am totally against any changes concerning road user charges and i think we do require a vote about it...

[personal information redacted for publication]

Consultation response

| | |
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| Reference | RUC2933 |
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Dear Sir/Madam,

Please find my responses to your questions below:

1. Do the current road user charging systems in London require reform?

Written Evidence from Individuals: Part One

The Human Rights Act 1998 mandates respect for everyone's private and family life, home, and correspondence. The imposition of road charging would infringe on this right by necessitating the surveillance of individuals' movements and the collection and storage of personal data that may be employed for other purposes. Moreover, we have the right to free movement, and being charged to use our roads would violate that right. Additionally, the existing road tax and fuel duty system are already geared towards addressing environmental concerns, and adding another layer of charges would disproportionately impact those on lower incomes, who may not have access to other means of transportation. Therefore, I believe that all road user charging systems, both in London and nationwide, should be eliminated.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter road user charging could differ from the current daily charges for driving in London in that it may be based on distance rather than a flat daily fee. However, this approach could be problematic from an equality standpoint as it would disproportionately affect commuters and those residing in regions with insufficient public transportation options. Additionally, it may violate the Equality Act 2010, which mandates that public bodies consider the impact of their policies on people with protected characteristics such as disabilities or those on lower incomes.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Varying charges for different types of journeys, such as work-related, caring responsibilities, or essential services, may also be problematic from an equality standpoint. It may result in discrimination against those who have to travel longer or more frequently, such as those residing in remote areas or those who need to travel for work. Furthermore, it may unfairly impact those with disabilities or caring responsibilities who may have to make more frequent trips. Finally, without significant intrusion into individuals' private lives, it would be difficult for the government to know what type of trips one is taking. It would also be difficult and costly to implement, requiring significant investment in technology and infrastructure, and would likely result in administrative and enforcement expenses that would be passed on to taxpayers.

4. What strategies and targets could smarter road user charging support?

Smarter road user charging may not serve the people's best interests. It could also have unintended consequences, such as drivers seeking alternative routes to avoid the charges, thereby increasing traffic congestion in other areas or encouraging the use of older, more polluting vehicles that are exempt from the charges.

5. What technology could be used to support smarter road user charging?

As I disagree with the notion of smarter road user charging, I am inclined to say none. Whatever would be required would be at a substantial cost to the taxpayer. The better option would be to scrap all charges, allowing people to use their technology such as satnavs to find the quickest and easiest route, avoiding traffic, and thereby reducing the time spent on the road.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Written Evidence from Individuals: Part One

Evidence has shown that such schemes have a negligible effect on air quality but have a significant impact on people. Most individuals do not favour these schemes, and in a democratic society, the people should have the final say.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

As someone who opposes road user charges, I don't believe they should be set up at any level – city, regional, or national. Road user charges are unfair and discriminatory, and they punish people for exercising their right to drive. They also place a disproportionate burden on low-income individuals and those who rely on cars for work or accessibility reasons.

At a city or regional level, road user charges can be particularly problematic as they create disparities between different areas. It could also create confusion for drivers who are unsure about which areas they will be charged to drive in.

At a national level, road user charges would be an overreach of government authority and would further burden individuals who are already paying for road infrastructure through existing taxes like fuel duty and road tax.

Ultimately, road user charges are an infringement on our fundamental right to move freely and should not be implemented at any level.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It is my view that the current system of road tax and fuel duty is the most suitable to be maintained. Unlike smarter road user charging, the current system is not discriminatory, as previously discussed.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

In my opinion, the implementation of a new smarter road charging scheme is unnecessary, and therefore, I do not think any discounts or exemptions are necessary at this time.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

In my opinion, the implementation of a national distance-based road user charging scheme would be highly controversial and could potentially cause unrest among the public, as seen with the recent resistance to clean air zone charges in Birmingham and Manchester. The Government should carefully consider the potential consequences of such a scheme before proceeding.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

As previously discussed, I believe that road tax, council tax, and fuel duty are sufficient contributions towards the right to free movement on roads that individuals have paid for. Therefore, I do not support the implementation of distance-based road user charging, and the question of payment amounts becomes moot.

Written Evidence from Individuals: Part One

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

I believe that local referendums should be required before any new road charging schemes are implemented, with both arguments presented and the cost of the referendum being paid for by the council. This will ensure that any decisions made are fair and unbiased and that the needs and preferences of concerned residents are taken into account.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Many cities and countries are implementing similar smarter road user charging schemes. However, the success of these schemes is questionable, and they often face resistance from the public. Alternative solutions should be explored to achieve similar policy goals without infringing on the rights of road users.

Thank you for your consideration on this matter.
Yours faithfully,
[personal information redacted for publication]

Questions to ask - Future of road pricing

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| Reference | RUC2932 |
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Good afternoon,

After learning a few hours ago about your: "Call for Evidence: The future of smart road user charging February 2023" today, I would like to make the following points:

1. Do the current road user charging systems in London require reform?

I do not think so. What could be added is the banning of cars entering central London (i.e. the City) with even and odd number plates on certain days.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

As it is your proposal, I am not too sure why you are asking this question.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

I look forward to hearing your proposals on this and having them included in the future consultation.

4. What strategies and targets could smarter road user charging support?

5. What technology could be used to support smarter road user charging?

I should think ANPR cameras can be programmed accordingly.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Are these not the basis for your proposals?

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

I thought this proposal was brought forward by the London Assembly which has jurisdiction in London only.

If it is considered that nationwide travel charging should be the way forward, then trains should have carriages that would transport cars for those travelling on the train. The cost of doing so should be lower than a passenger ticket.

Written Evidence from Individuals: Part One

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Petrol duty should be eliminated as well as any current and future road or bridge tolls.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

I think all of the above should be exempt. It is particularly important for Blue Badge holders; they should not be penalized for their disability. Government ministers and high officials should not be exempt from these charges which should not be refundable as expenses.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Why? Are other cities in this country not important?

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Additional costs would be unacceptable. All charges should be lower than any existing ones, including taxation.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Official consultations should and must be held, be they referenda or surveys.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Thank you.

[personal information redacted for publication]

Fwd: Charge Opposition

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| Reference | RUC2931 |
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And I object to all the City Moves proposal and wish to log my dissatisfaction of every point put forward.

Signed

[personal information redacted for publication]

From: [personal information redacted for publication]

Sent: Friday, March 10, 2023 3:59:01 PM

To: scrutiny@london.gov.uk <scrutiny@london.gov.uk>

Subject: Charge Opposition

To Srutiny

I oppose the new charging proposition.

[personal information redacted for publication]

Road pricing

| | |
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| Reference | RUC2923 |
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Written Evidence from Individuals: Part One

Good afternoon,

I'm not in favour of an expansion to the existing ULEZ zone or any additional camera / vehicle recognition ANPR devices that could in future be used for a "pay as you drive" or road pricing scheme.

The existing vehicle excise duty / road tax should be more than sufficient to pay for the upkeep of the existing road network, provided the revenue generated is ring-fenced for that purpose.

We already have a form of pay as you drive in this country and it is called fuel duty. The more I drive, the more fuel I use, the more fuel duty I pay.

I strongly disagree with any proposals to allow local governments to implement these types of schemes to prop up their budget deficits and pay for unwanted, underused, dirty public transport schemes.

Yours respectfully,

[personal information redacted for publication]

Response to call for evidence on the future of smart road user charging February 2023

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| Reference | RUC2915 |
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Hi

I am replying to this call for evidence as a resident of a busy [personal information redacted for publication], a daily cyclist and user of public transport, an infrequent driver.

Key questions

1. Do the current road user charging systems in London require reform?
 - a. Yes – reform is urgently required. These systems are an extremely blunt and binary instrument that make no reference to the volume / manner of vehicle use within the city within the period of a daily charge, and only limited reference to the type of vehicle.
 - b. Further, a sophisticated city-wide smart road user charging system could allow local authorities to achieve the objectives of schemes such as low traffic neighbourhoods far more effectively - and crucially also dynamically - than physical barriers which partition the city.
2. How might smarter road user charging differ from the current daily charges for driving applied in London?
 - a. A far more sophisticated 'volumetric' approach to vehicle use could be applied, which would also take account of vehicle type, speed, time of day and congestion etc. One that could also be flexed to respond to temporary issues such as roadworks, flooding, accidents etc.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?
 - a. A more dynamic approach to charging – with reference to each individual journey – would allow an appropriate cost to be applied to any given activity and

Written Evidence from Individuals: Part One

for it to be borne by the relevant party. e.g. there would be a specific cost applicable to home delivery of an online shopping order which would need to be factored into the price of the item / delivery charge and would therefore be instrumental in reshaping delivery practices and consumer behaviours.

b. And for contractors such as builders – who currently struggle with the diversions imposed on them by LTN schemes – this could facilitate far greater flexibility and provide the ability to reference a particular cost for a given journey which they could levy on their work.

c. For provision of public goods – it should not be for TfL to 'subsidise' their road use, but for the providers of these services to be compensated by local / central government for their consumption of London road and atmospheric resources.

4. What strategies and targets could smarter road user charging support?
5. What technology could be used to support smarter road user charging?
 - a. This should be an always-on, vehicle based system. Not necessarily any need to develop new hardware – a mobile phone based system (think Uber, Google Maps; pay as you drive insurance systems). Price by time / distance / place / driving behaviours etc.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
 - a. See earlier responses – by having a highly dynamic and transparent pricing system which would make drivers aware of the costs they are incurring, this would help change behaviours at the individual and corporate levels. And ultimately support shifts to more sustainable means of transport and greater localism.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?
 - a. Driving a vehicle needs to feel more expensive than it does today to improve the liveability of city streets and achieve urgently required local and global pollution and GHG reduction ambitions. It should cost enough to make people think twice about 'hopping in the car'. It needs to become more expensive over time; and driving at congested times / in congested areas / on high pollution days needs to be particularly expensive. As does driving higher emission vehicles. And e.g. driving at excessive speed.
12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?
13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Written Evidence from Individuals: Part One

Call for evidence. The future of smart road user charging. Feb 2023

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| Reference | RUC2908 |
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1. Do the current road user charging systems in London require reform?

Yes. They should be removed as they are an unfair tax to those who live in London

2. How might smarter road user charging differ from the current dailycharges for driving applied in London?

It would be an even bigger rip off than the cash grab already planned by the mayor

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

The extra charges should not be implemented at all.

They are going to ruin London as a place to work, live or do business

4. What strategies and targets could smarter road user charging support?

The only reason the mayor is so intent on bringing these unfair charges in, is to exert an unjustified and unwanted level of control on the majority of the London public

5. What technology could be used to support smarter road user charging?

All such technology should be removed.

The mayor knows he has no mandate to bring this in. He needs it to prop up TFL- which he has driven to near bankruptcy

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

By the Mayors own commissioned research, any effect will be negligible.

How does he propose to mitigate pollution blown in on the wind like Saharan dust?

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

They are best not implemented at all, as there only reason is to spy on, and coercively control the population

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It should not be introduced.

It is an unjust tax on freedom of movement.

Putin would love it

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Anyone who thinks this is going to improve life for the poor, disabled, low paid workers, women etc is either lying or delusional

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. Any such idea should be scrapped

Along with any politicians who promote it

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

It should not be introduced, as it us a tax on living and working in London. The mayor is going to ruin London as a place to live and work

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Written Evidence from Individuals: Part One

Any such repressive measures should be put clearly and truthfully to those who are going to be ruined by them.

The current plans gave no democratic mandate at all

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I have no idea.

Hopefully they will not be successful

[personal information redacted for publication]

CALL FOR EVIDENCE - SMART ROAD USER CHARGING

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| Reference | RUC2906 |
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CALL FOR EVIDENCE - SMART ROAD USER CHARGING

I strongly object to smart road user charging because it will cripple the economy and society on so many levels, particularly for the poor. There are better alternatives for cleaner air which will allow people to still move about freely and breathe better - as is our inalienable right. Cheaper and more efficient transport using clean fuel such as the hydrogen fuel cell will make the difference that's needed. There is no justification whatsoever for these punitive measures. Only the very rich will be able to afford to drive cars.

1. Do the current road user charging systems in London require reform?

- Yes - the existing ULEZ scheme should be scrapped as it is already negatively impacting those on low incomes, especially those who are elderly and frail, and have vehicle dependent businesses. We already pay road tax and fuel duty - that is enough. We need incentives not more punishment.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

- Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject any such scheme. For example the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature.

3 . How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

- Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen. It also adds more complications and stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one's journey. We should not have to pay extra whether travelling for work, for caring or for essential services. Fuel duty already costs us per mile as the

Written Evidence from Individuals: Part One

more you drive, the more you pay. We don't need any more road charging systems, people are already paying over the odds.

4. What strategies and targets could smarter road user charging support?

- Smarter road user charging will not be needed if public transport were made ultra cheap and efficient to encourage people to give up their cars.

5. What technology could be used to support smarter road user charging?

- More technology is not necessary, would be costly and should only be a matter of personal choice - not one of imposition. So-called 'smart' technology means more RFR EMF technology, which we already have more than enough of in our everyday lives. Our every movement would be surveilled, tracked and taxed. Human beings want LESS technology intruded in their lives, not more. Target-monitoring is costly and effort should instead be put into quality of urban design.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

- Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead better quality road design is needed, along with reduced charges and support for local shops so that people can fulfil their routine needs without the need to travel. For example tyre dust is a significant source of pollution, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads, not by taxation. Scrapping HS2 and using the earmarked £106bn would go a long way to helping subsidise public transport, as would redirecting other kinds of excessive, nonessential spending of public funds.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

- There are no benefits to either. As said, we already have road user charging at national level in the form of road tax and fuel duty.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

- Better to focus on the health and well being of the nation, not on more ways to price people out of driving their cars and visiting family and crippling the economy in order to pay for TFL's huge deficit. Make clean fuel available at low cost. Making public transport more efficient and much cheaper will incentivise giving up cars. If anything road tax on older vehicles should be less because they have been around for many years for which carbon dues have been paid by remaining in use instead of being replaced by another brand new car (most of the carbon in cars is in the manufacture).

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

- No-one should be charged. Everyone should be exempt, especially considering the majority of the population are on low incomes. Certainly those who need vehicles for

Written Evidence from Individuals: Part One

work and disabled people shouldn't be penalised.. The smartest thing to do is introduce heavily subsidised, cheap and efficient, clean fuel public transport.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

- Nowhere would be a sensible place for a trial.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Londoners should pay less than they do now.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

- Yes! All new major transport schemes should be put to a democratic, public vote.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

- I can find no alternative schemes. It appears this scheme for London' is intended as a global template, as set out in Sadiq Kahn's very worrying [Green Light: Next Generation Road User Charging For A Healthier, More Liveable, London](#) - worrying because it paints an idyllic picture on top of system that clearly penalises our every move - from which only the very rich will be exempt.

Please publish my comments, preferably anonymously.

Please also send me the results of this call for evidence.

Yours Sincerely

[personal information redacted for publication]

Road users

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| Reference | RUC2903 |
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This is a FREE COUNTRY and people should be able to drive where ever they want without having to pay extra money. We pay enough on road tax and insurance. We need cars to visit relatives who now live a longer way away as families do not live together now.

Written Evidence from Individuals: Part One

Road charging

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| Reference | RUC2899 |
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Sir/madam

I would like to register my objection to additional road charging

Thank you

[personal information redacted for publication]

Road user charging

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| Reference | RUC2887 |
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Thanks for giving me the opportunity to air my views on the proposed road user charging.

I fully understand that car ownership is demonised and many in power believe it should be only those that have money who should be able to drive.

To be honest, where you have inner London, there is not much use for personal vehicles as the infrastructure (trains, busses etc) are in regular supply and cover the area well.

When we reach outer London, the transport options are not anywhere near as good as inner London, there are huge areas where we have poor or non-existent public transport.

Do you really expect someone to do their weekly shopping and get 2 buses? Or even one bus? I know that my shop will usually take over 5 bags, some very heavy. There is no way I could do my shopping in one go.

The need for car ownership in the outer London boroughs is clear.

To set another tax to penalise them is not acceptable.

The ULEZ expansion is nothing to do with the air quality and is down to raising funds for the Mayor.

Once enough cars are compliant, the ULEZ cameras will be used to charge motorists on a pay per mile basis. Is this tax not already included in the petrol or diesel we already pay for?

The tax we already pay of fuel is very high, do you really need to add a further tax?

Please consider the elderly and the less well-paid when you come to making your decision.

Please stop ULEZ expansion and please do not consider charging the motorist more.

Many Thanks

[personal information redacted for publication]

Written Evidence from Individuals: Part One

Traffic charging consultation

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| Reference | RUC2885 |
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1. Do the current road user charging systems in London require reform?
effective but there is no need for the extended ULEZ
No, The current systems seem to be effective but there is no need for the extended ULEZ
2. How might smarter road user charging differ from the current daily charges for driving applied in London?
need
No
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?
This would be a bureaucratic nightmare to administer, so no need.
4. What strategies and targets could smarter road user charging support?
Not necessary.
5. What technology could be used to support smarter road user charging?
are highly effective in keeping excessive vehicle mileage under control
The current adjustments to vehicle fuel tax are highly effective in keeping excessive vehicle mileage under control
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
of transport / traffic issues.
It would be a waste of time as little thought, if any, has been given to the population increase and its effect on the full range of transport / traffic issues.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Written Evidence from Individuals: Part One

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? No changes are required

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? No

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? Pay less

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Perhaps, yes, especially if the Mayor of London listens and acts on the results of consultations which he has failed to do in the recent consultations.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

[personal information redacted for publication]

My objection to the unsupported ULEZ expansion and unsupported or evidence based proposed charging for mobility

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| Reference | RUC2880 |
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Written Evidence from Individuals: Part One

Sirs

I am writing to make you aware of my objection to both the unsupported ULEXZ expansion (and yes it is clear this is not supported by the majority in London as confirmed via the polling data) and the proposed charging for mobility in London. Both draconian measures which have no place in a free society and are based upon the lies being told by TFL and the London Assembly neither have any proven ability to reduce congestion or pollution. In fact the measure that have been brought in by both parties to include traffic slowing measures, massive cycle lanes many not even used have actually caused these issues. No independent official data (not data conveniently made up by both TFL C40 cities (Mr Khan) and the London assembly) supports any of these measures.

These must be suspended until there is a fair and unbiased legal review

Thank you

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2879 |
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I write to express my objection to smart road user charging, in London and elsewhere. In the course of my work it is often necessary for me to use a private car. I have equipment and heavy and fragile goods to carry, making the use of public transport impossible. This frequently involves travelling considerable distances. Already, as I cannot afford to change my old diesel vehicle I am forced to pay LEZ and ULEZ charges. These are nothing more than a tax on the poor. The entire concept of smart road user charging is obscene, and is nothing more than a scheme to make road usage unaffordable for the less well-off. I already pay excise duty on fuel, which reflects road usage, in addition to Vehicle Excise Duty. These already pay for the development and maintenance of roads.

I will respond to just one of the 'key questions in the Call for Evidence:

1. Do the current road user charging systems in London require reform? Yes. The LEZ and ULEZ zones should be scrapped. The congestion charge should be scrapped. The discriminatory charging for older/diesel vehicles for on-street parking should be removed. No smart road use charge should be introduced.

I consider the other questions in this 'Call for Evidence' are posed in a manner that cannot elicit an appropriate response from respondents, like me, who are opposed to the entire concept of smart road user charging.

I will make one final comment. The scope for personal data being compromised in any such scheme is frightening. Systems can be hacked, and information used by malevolent parties.

Thank you for considering my response.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2877 |
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1. Do the current road user charging systems in London require reform?

No. Current charges are far too excessive as it is. We are charged for car tax, MOT's, congestion charge, LEZ, ULEZ and the now proposed ULEZ extension. This needs to stop!

Written Evidence from Individuals: Part One

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

We do not need or want smarter road charging or any other extra charges, whether it be in London or the rest of the country.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

There should not be any further charges, especially for key workers such as NHS staff, emergency workers etc who should not have to pay. Whereas MP's, Councillors etc should not be reimbursed for any of these charges.

4. What strategies and targets could smarter road user charging support?

It would not support anyone, only further penalise the motorist.

5. What technology could be used to support smarter road user charging?

We do not need technology to support smarter road user charging. Smart road user charging is not necessary and neither is the extension of ULEZ to Greater London.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It won't. The motorist is already being charged in the most congested zones in central London. Climate change is being used as a tool to enable the establishment to penalise the motorist from going about their everyday lives, going to work etc.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

They are not necessary, we are all being taxed far too much. I can see no benefit to anyone other than those in a government position.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

If this should be implemented then all other car charges should be vetoed on the motorist.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

There should be discounts for all of the above. Those in government positions i.e MP's and councillors should not be reimbursed these costs. Public transport needs to be improved and not cut in areas such Greater London which has already been proposed.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. There is excessive charging already, distance based charging does not need to be trialed anywhere.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Ideally they shouldn't have to pay anything and less would be welcomed especially during a cost of living crisis which shows no sign of ending anytime soon.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Written Evidence from Individuals: Part One

Mayors and local authorities have far too much power as it is, especially the Mayor who has chosen to ignore the people with regards to ULEZ as he promised. The people need to be able to have their say and vote on such major life changing decisions.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

It's certainly not going well in France in fact people have turned in order to put a stop to the level they are being controlled.

[personal information redacted for publication]

Response to Road Charging Call for Evidence

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| Reference | RUC2876 |
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From: [personal information redacted for publication]

Here is my response to the Road Charging Call for Evidence

1. Do the current road user charging systems in London require reform?

No, there are already too many costs and freedom of movement controls associated with Driving (ULEZ, LTN's, Congestion Charge)

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

We don't need additional road charging, including 'smarter road' charging. There is already a pay per mile taxation fee on both fossil fuels and energy required to charge EV's. This is also tiered that less efficient or heavy vehicles pay disproportionately more tax (EV and Fossil fuels).

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

No further charges are required. There are already too many London based Charges (ULEZ, Congestion Charge) .

As per above, there is already a pay per mile taxation fee on both fossil fuels and energy required to charge EV's.

4. What strategies and targets could smarter road user charging support?

This is not required. Stop creating traffic hot spots with traffic light re-phasing, disproportionate road space allocated to minority vehicles (Cycle lanes). Consider splitting larger paving areas for joint Pedestrian/ Cycle use.

5. What technology could be used to support smarter road user charging.

This is not required. There are already too many controls and artificial mechanisms restricting the free flow of traffic.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Congested areas already have Congestion Zone and ULEZ. The air in areas outside central London is good as substantiated by numerous academic institutions. Its frustrating to see the

Written Evidence from Individuals: Part One

environmental concerns being used to drive emotional propaganda to drive acceptance of unnecessary expensive schemes, who's budget could be better utilised.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and

what benefits or difficulties would you expect with either approach?

We don't need additional road charging, including charging. This should certainly not be implemented at local level, and not at national level unless part of a Manifesto. This level of taxation and social engineering is not acceptable. We are already taxed to death.

There is already a pay per mile taxation fee on both fossil fuels and energy required to charge EV's. This is also tiered that less efficient or heavy vehicles pay disproportionately more tax (EV and Fossil fuels).

8. If smarter road user charging is introduced, which charges or taxes should it replace and how

should the current taxes and charges be changed?

In the event that this is introduced as part of an election Manifest, ALL other taxation, duty and charges associated with Fuel, Energy, VED, Congestion charges, ULEZ should be abolished.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme,

for example to help disabled people, those on low incomes, those who need to drive for work, or

people who live in areas with low levels of public transport?

A fair system should be in place. Those with disabilities and low incomes already receive other support.

10. If the Government were interested in a national distance-based road user charging scheme,

would London be a sensible place for a trial?

Nowhere is a good place to trial this.

11. If distance-based road user charging was introduced, do you think Londoners who drive should

pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

The net cost (inc VED, Duty/Tax etc) of motoring should not increase.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do

you think anything further is required beyond an electoral mandate for these bodies to use those

powers (for example a local referendum)?

No. These should be less devolved powers and not introduction of these kinds of schemes that are not on a manifesto.

13. How are other cities and countries working on similar smarter road user charging ideas faring,

and what alternatives are they looking at for achieving similar policy goals?

I am only concerned with UK policy and process. We should not introduce failing schemes from other countries when we are breaking our own infrastructure.

Regards

[personal information redacted for publication]

Written Evidence from Individuals: Part One

NO to Road Charging

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| Reference | RUC2875 |
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1. London's current road user charging system does not require additional charges.
2. Smarter road using charging is oppressive, invasive and just an additional tax.
3. Making travel rules in London more complex will just create confusion and injustice..
4. Road users wouldn't benefit from this strategy. Citizens would certainly not have any support.
5. If you don't implement smarter road user charging you won't need any technology. A huge saving for the tax payer.
6. Smarter road user charging should not be adopted as it will lead to more congestion and therefore more pollution the same way LTNs do.
7. Road user charging schemes are just taxes with no justification. They should not be implemented at any level.
8. Smarter road charging is not smart and should not be implemented. Leave the current system as it is.
9. Don't implement it and no complicated rules would be necessary.

10. London has had enough of ridiculous traffic schemes which all tend to increase congestion and tax the public.

11. I would be very unhappy having my movements spied on and controlled.

12. An open and public referendum on new road charges and the contempt of personal freedom has to be conducted.

13. All cities and countries have different issues, you cannot compare cities anymore than you can compare people.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2874 |
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to whom it my concern

I not really a very political person, but I am getting more and more disappointed and concerned with the underhand way policies which affect the UK as a whole are brought in without open and transparent conversation. There doesn't appear to be any costs and guidance to go with this scheme and you are asking me to give my views !!

These changes will affect everyone in a big or small way and it just shows how again how far removed the people who govern are from us. This consultation was open for 1 month and it was hard to find on the site and that was when you knew what you were looking for.

Anyway I have added my points to the key questions:

Key questions

Written Evidence from Individuals: Part One

1. Do the current road user charging systems in London require reform? - No and they certainly need to be considered with a more open and honest conversation. Giving people full information on how much extra this will cost them. At a time when we are all suffering with increases in public transport, food, energy to name but a few why would charging to pick your children up from school or visit a friend or relative but in any way an appealing suggestion.
2. How might smarter road user charging differ from the current daily charges for driving applied in London? You are speaking about this as though it is already a decision made. If so why bother pretending you are consulting.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? Why??? It would be great if you could spend the money, which would be vast, from implementing this scheme to make public transport more affordable (we are one of the most expensive transport systems in the world), fix the roads and make walking home from work on dark evening safer. I take my car to the gym as I don't feel safe walking home alone late at night or even early evening in winter.
4. What strategies and targets could smarter road user charging support? If this is a consultation why are we speaking as though smarter road user charging is a done deal!!
5. What technology could be used to support smarter road user charging? See above
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? It don't see what difference this would make, as it will only make life harder for people in the UK who are already feeling the pinch. The bad air equality on the tube network is far more worrying than air pollution to my lungs and I live next to the A406. Charging people to drive on the roads, is only going to drive up costs for any trade business completed and this will affect everyone. Are the roads going to for the rich only going forward!
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? They shouldn't be setup at all as our public transport network is expensive, unreliable, and unclean and frankly not fit for purpose. Not to mention that the London tube system is polluted and very dirty.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? all of this is very reminiscent of work which the government started around UK medical card and that cost billions in consultancy fees etc and was a huge flop. That money would have been better spent on the NHS. You have probably spent a large amount of money on this already on consultants, this could have been using on the transport system. If this is just a way of make money for the government, then lets be transparent about this and not pretend it is don't for my good.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? I don't want to see smarter road charging for anyone.
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? No, the UK's infrastructure is not sophisticated enough to cope with the implementation of such a scheme. The rail network is too expensive and unreliable in more rural areas were the bus service is non-existent how would people get around. Even in cities like Belfast the buses in certain areas are one an hour. Basically what choices are you giving travellers except to pay exorbitant amounts to use the roads. Who knows what impact this will then have on taxi services in relation to cost and demand...

Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? Less or the same.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? I absolutely think that further consultation is needed and that this is made very public with proper costs associated to this happening. At the moment I had to hear about this on utube and then after a considerable amount of searching I found the link. If you think this is transparent you need to read the definition of transparent. Also in some of the communication you have mentioned that this is for our benefit, where is the benefit?

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals Other cities are starting from a better baseline, as there cost of transport is not prohibitive, their services are better and they might have tolls on motorways but they provide an alternative route if you don't want to use the tolls.

Regards

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2871 |
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I am a resident of the London Borough of Bromley.

Here are my responses to the above consultation:-

1. Do the current road user charging systems in London require reform?

No. Existing charging systems are in place already and no more is needed. Social benefits and the stated aims of this consultation can be better achieved by traditional methods. There is no need for digital or technological systems, but instead it would be better to put resources into improving existing systems, for example reassessing speed humps, improved traffic light phasing, road surface maintenance, and signage. Poor quality in all these areas impacts on road congestion, journey times, and pollution from all sources.

For example in Elmers End SE20 there is a traffic light that has a feeder lane. Another lane of traffic could be moving at the same time as this, but instead remains on a red light. The total pollution and congestion caused across Greater London by badly phased lights alone must be vast. No charging system of any kind can be a substitute for the careful work road by road and junction by junction that is needed - and would genuinely improve life for all, reduce energy consumption and reduce pollution.

No money should be spent on new charging systems. Plenty of charges are already levied, and all available money should be spent on qualitative improvements, which in total will have a significantly good outcome.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Written Evidence from Individuals: Part One

No smarter system should be introduced, for many reasons. Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject any such scheme.

For example the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature.

As another example of why smarter systems should be rejected, the carbon input required for implementation is extremely high. Another reason is that smart technology often involves the removal of roadside trees. Trees mop up pollution and improve air quality and quality of life. They are an essential part of the urban ecosystem providing habitat for insects, birds and bats. Trees, especially mature trees, need to be retained and enhanced by high quality pruning and maintenance.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen.

One aim of the proposed new system is to simplify existing system. Varying charges for different purposes is a significant step away from simplicity and towards complexity.

Varying charges would add more complications and stress, more rules and regulations, more bureaucracy, and introduce a temptation to be dishonest about the purpose of one's journey. Any such scheme would have perverse effects, for example if someone wishes to make a leisure trip, they might extend the journey to include a work-related purpose, and so add to journeys instead of reducing them.

4. What strategies and targets could smarter road user charging support?

There are no strategies and targets that smarter road user charging can support. Target-chasing always ends up incentivising perverse outcomes and does more harm than good.

The actual process of target-monitoring is costly. All available resources should be used for constructive and creative outcomes and not be frittered away on monitoring systems, when no monitoring is required in the first place. Improved quality of urban design would improve the quality of life and reduce the need to travel. A high quality home environment where shops, leisure and cultural activities are all supported (at least, an absence of penalties) in local home towns, and centres - this will reduce the need and the desire to travel, and genuinely achieve many positive outcomes, both quantitative and qualitative improvements.

5. What technology could be used to support smarter road user charging?

None. Human society already has too much technology in use. As a society we need to develop human skills and human responsibility, and not hive all tasks onto technology.

As described above, technology has many associated costs that are rarely taken into account. These include:

- The very high electricity needs of smart systems;
- The high carbon costs of manufacture and implementation;
- The ecological damage done to urban environments;

Written Evidence from Individuals: Part One

The despoliation of the planet for extraction and processing of the necessary minerals;
The exploitation of people, adults and children amounting to modern slavery widespread in the mining of these minerals.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Please refer to answer to question 5.

Instead better quality road design is needed. For example tyre dust is a significant source of pollution, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads, and not by taxation and charges.

Another important strategy is better design of the built environment so that it is both practical and aesthetic, and supports a locally balanced range of uses.

Also the business environment can be dramatically improved to enable the highly popular small-shop local highstreets to thrive along with urban markets. This will enable people to fulfil their routine and personal needs without the need to travel.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging should not be introduced anywhere. No difficulties will be encountered if the entire concept is dropped.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging should not be introduced because there are many disadvantages across the spectrum of society, the economy, and the environment.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No such discounts or exemptions should be introduced. The concept introduces the need to justify one's journeys to the authorities, that is, to ask permission, something that should never happen, ever, anywhere.

Instead the Blue Badge system already exists and can be widened in scope or reformed. The way to improve the lives of the groups mentioned here would be to reduce fuel charges by increased oil exploration and extraction. And to act rationally and in accordance with the facts of life and the facts of how the planet actually functions.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. No such trial is needed. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be an increase in annual road tax on EVs.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Written Evidence from Individuals: Part One

No such distance-based charging scheme should be introduced.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities' powers to introduce these schemes should be removed immediately because far too much power has been accorded to individual mayors and local authorities on the basis of a very low democratic mandate - the democratic deficit is huge. Checks and balances are woefully inadequate.

We need a full, rational, well-behaved and uncensored debate through all forms of public discourse. Dissenting voices should be fully attended to, and time taken to examine real life and fresh ideas, and only after that specific referendums - legally-binding, with international and independent observers/verifiers, and with total transparency - should be required to determine the will of the people, which should then be enacted exactly as determined.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate. The concept of a "policy goal" is itself of questionable value - and indeed needs also to be opened up to vigorous challenge. Above all, good outcomes should be enabled and not forced. After decades of free movement, and the running down of local centres, this can be reversed to generate lower amounts of movement by enabling positive outcomes, not by attempting to force positive outcomes. Enabling people to do the right thing, to build complex and comprehensive local communities, is something that can be done through good design from the bottom up - and not by top down imposition of charges and restrictions. The vast majority of people want to do what is right for society and for the environment. Good design will enable this and achieve far better outcomes than attempts to manipulate people's behaviour via rules, regulations, charges and fees.

Road Charging Answers

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|------------------|---------|
| Reference | RUC2869 |
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- 1/ The current road user charging system does not need reform.
- 2/ Smarter road using charging is just an additional tax.
- 3/ Making travel in London more complicated will just create confusion and many civil service jobs.
- 4/ I think the best strategy would be to do nothing , I think the public would support that strategy.
- 5/ If you don't implement smarter road user charging you won't need any technology. A huge saving for the tax payer.
- 6/ Smarter road user charging should not be adopted as it will lead to more congestion and therefore more pollution the same way LTNs do.
- 7/ Road user charging schemes are just taxes with no justification. They should not be implemented at any level.
- 8/ Smarter road charging is not smart and should not be implemented. Leave the current system as it is.
- 9/ Don't implement it and no complicated rules would be necessary.

Written Evidence from Individuals: Part One

10/ London has had enough of ridiculous traffic schemes which all tend to increase congestion and tax the public.

11/ So you want to spy on peoples movements with a view to preventing freedom of travel ?

12/ A transparent referendum of those affected would be vital but I don't think the Mayor would honour the results if it did'nt go his way.

13/ All cities are different, you cannot compare cities anymore than you can compare people.

[personal information redacted for publication]

evidence reply - road user plans

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|------------------|---------|
| Reference | RUC2866 |
|------------------|---------|

evidence reply - road user plans Road User Charging
Require reform ?

My response to your various questions

The proposal seeks to move all personal data into one place, giving multiple governmental departments access to a wide array of personal information. Although the consultation claims this is for a benefit, for people who are concerned about autonomy and privacy, this is a profound assault on our basic freedoms. Many people can see that what might start as an innocent sharing of data could easily be manipulated to become a tool of an overreaching large government, and the people are right to be concerned at this consultation

I feel very strongly that my personal data should not be shared by multiple government departments. This represents a data risk and a privacy risk. In my opinion, if one department needs to access certain parts of my data then it should be irrelevant to other departments. I strongly disagree with this proposal, this is the sort of digital system that one would find in a tyrannical regime

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'Citizens should feel they are free to move around the country and conduct themselves without the constant scrutiny of the government electronically monitoring movements. I believe this scheme will have a detrimental effect on the mental health of the nation.

Giving data sharing powers over individual identity to the cabinet office, DVLA, DEFRA and DBS is an assault on our privacy and could easily lead to restrictions of movement. These departments have no need to share data, when they haven't had the need before. The focus should be on making sure that individual departments are doing an adequate job with the

Written Evidence from Individuals: Part One

data that they have, not burdening them with access to information that is irrelevant to the task that they require.⁹ Should the Cabinet Office, Department for Transport, DEFRA and the DBS all share your data for public service delivery

I do not wish for any government departments to be privy to, have access to and view any of my personal data that is not directly necessary for the function of that department. Everything over and above the basic requirements is, in my opinion, a contravention of my basic rights¹¹. Are the 'data items - attributes' consistent with the objective ?.

The data items themselves are incredibly private and should not be shared between government departments in any way. There is no need or requirement for any of this information to be shared between departments. There is no limitation in place on the photos that are associated with the 'attributes' and there is no need for any government department to have access to my photos, my income or my address history. This is a contravention of my privacy and could easily be used in nefarious ways by a government with bad intentions.¹² Will this ID system result in anyone losing any benefits?

Not everyone has the technical ability to fill forms in online. Older people do not want to log into anything online, and an inability or unwillingness to engage with this new 'digital id' could result in people losing benefits - people should not be coerced into participating in a government ID system that they do not want to be a part of'.¹³ Will this ID system result in anyone an individual or household losing access to any benefits?

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

| | |
|------------------|---------|
| Reference | RUC2865 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

Yes

2. How might smarter road user charging differ from the current dailycharges for driving applied in London?

ULEZ is unfair and cuts off people from family friends and a social life not to mention traveling for work with the public transport being so bad. People pay road tax or whatever it is called these days and it is unfair to charge extra on top of this

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Not sure how this can be monitored- some journeys would cover all of these points as people would go from one to another and journeys are not always planned.

4. What strategies and targets could smarter road user charging support?

Written Evidence from Individuals: Part One

5. What technology could be used to support smarter road user charging?
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

I cannot see any benefits to anyone in any scenario.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Replace road tax and ULEZ

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

There are other people to go soon this too - working mums trying to get children to school and to childminders then on to their work. This cannot be done on public transport. You should keep the charge (if it is to replace road tax) to an absolute minimum

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. London has many outer areas that are rural/semi rural and we rely on our vehicles to get to work doctors shops etc we have to travel miles to get to a town this would greatly affect us villages that are on the borders of London .

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Less

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes a local referendum- this current mayor had far too much power and it has gone to his head. He does not understand what life is like for the general public.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking .

[personal information redacted for publication]

“Smart Road User Charging” Call For Evidence

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| Reference | RUC2864 |
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Written Evidence from Individuals: Part One

I am writing in response to your publication: https://www.london.gov.uk/sites/default/files/2023-02/Road%20User%20Charging%20-%20Call%20for%20Evidence%20_0.pdf

I wish to manifest my opposition to the idea of smart road user charging and its implementation. It considers people to irresponsible citizens who need to be herded like cattle. This clearly has no other end than control. The government, and all its branches, are here to serve the people; the people are not the slaves of the government to be organised as it sees fit.

[personal information redacted for publication]

Road Charging Consultation response

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| Reference | RUC2860 |
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Road Charging Consultation response (name & address in signature)

1. Do the current road user charging systems in London require reform?

Of course. Existing schemes are invidious, socially unjust, and destructive. Congestion charge, LEZ, ULEZ are all stealth taxes. They inhibit necessary freedoms of movement of people and goods, which are the reasons cities exist. They limit trade. They add inflationary costs, and increase inequality of opportunity. Those who can afford, or can pass costs on within costs of goods and services, can ignore restriction. Those who can't face impossible choices and degraded quality of life.

Speaking personally, it is now too late for me, as a self-employed person for 40 years. I've lived in London all my life. My once successful business has been destroyed.

This isn't entirely the cause. As with pollution, vulnerabilities vary. My age plus working in a creative industry that has been casualised by aggregation, middle men and widespread disregard for law, all enabled by technology, all play a part. Still, at the time of the CC introduction I had 40+ clients within the zone, most regular. I now have none, and only 1 within the current ULEZ area. The rest have either moved out of too-costly Greater London or now refuse to cover the excessive travel costs.

One company relocated to Bristol. They wanted to keep using me but would only pay me as if I lived in Bristol. I was required to absorb 5 wasted hours on the M4 and the mileage cost. That was unsustainable and the end of that relationship.

The most recent time I priced a job in London, in 2019, 8mls from my home, I would have had to pay fuel, parking, CC and ULEZ. The total came to £67, for a 1-2 hour job worth £150 to me. Neither I nor the client - whom I had worked with in the past and who particularly wanted me to do it - could afford that. There was no other sensible means of conveying myself and >20kg of valuable equipment. Taxi was no cheaper. The work - which would have led to more and intended to help the client grow - was abandoned.

Written Evidence from Individuals: Part One

I want to make clear: I am enormously flexible. I walk, use public transport, use car, aeroplane: whatever works. I do as much as I can online. I only abandoned cycling and motorcycling because of too much personal experience of the violent theft epidemic. Road danger I could cope with. Team handed thugs with knives and angle grinders, 3 times in one night, too much. 999 may as well not exist since Johnson's police cuts.

In 43 years I have only ever one job I could walk to with my equipment, out of 3,089 to date. That was a nice change from wasting time and money travelling. The company has closed down since.

So: too late for me. But I believe hundreds of thousands of Greater Londoners are going to face the same problem, of time and financial costs exceeding incomes. That will then have knock-on consequences. The target fixation of our leaders is an even bigger problem than pollution, not least because they won't notice until the damage they assume inconsequential is quantified. I've never yet seen even a risk assessment for any of this stuff.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

I can only answer that with a question. What are you trying to achieve? Is it restricted travel, or additional revenues and subsidy for TfL?

You appear to be well aware of the absurdity that increased revenues depend on NOT overly restricting vehicle use. Hence the ludicrous proposition that 'the most polluting vehicles' can continue to be used provided they cross TfL's palm with silver.

If health was the priority you claim, you'd have to ban these vehicles - which comply with UK regulations and testing - entirely, not sell permission to poison people.

No matter how 'smart' this becomes in method, it's still unjoined-up hypocrisy behind the press-released benevolence. That is why so many people are so angry.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

How might you check or police this? Spot checks? Total surveillance by cameras, phone tracking, black boxes? The suggestion assumes your total control of what people may use vehicles for, beyond what even China or Russia attempt. Have you absolutely no regard for liberty, no respect for the needs and judgement of people you serve?

Written Evidence from Individuals: Part One

Pay per mile charging has terrible implications for privacy and civil liberties. I don't believe any assurances about limitation and control of data. All previous assurances about speed cameras and ANPR have been quickly trampled and forgotten.

4. What strategies and targets could smarter road user charging support?

I hate to think. But it scarcely matters. Once this stuff is installed it becomes a career path and profit centre. Mission creep is assured by empire building and the appeal of increased revenues at the tap of the keyboard.

I was at the Northants press briefing when GATSO speed cameras were first introduced as a trial on the M1, a technology we were then assured would 'only ever be used against the most serious, serial speeders'. To reassure concerns, trigger speeds would be set well above the ACPO limits.

There is now a speed camera near me which is locally notorious for issuing fines for 23mph.

Likewise ANPR brushed aside privacy concerns because it would be used 'to track organised crime and terrorists'. It's now been used for prosecuting navigation in LTN's that resemble mazes by design, and checking parents are not schooling their kids outside their designated catchment area (though at least the courts said that should stop).

Once this stuff exists, there's no limit to future ambitions.

5. What technology could be used to support smarter road user charging?

This is something I know about. Fortunately, there is none that is very reliable nor isn't grotesquely invasive. Phones, black boxes, ANPR, even barcodes on foreheads or RFID chips can all be defeated with a little ingenuity. Ask a car thief, phone thief or shoplifter this question. Ask the locksmith near me who sells £14k Bulgarian code sniffers to defeat keyless security on cars, how hack proof electronics are.

Probably your best bet is to create a comprehensive secret network of human spies, who can monitor and report on their neighbours in return for privileges or cash. That worked, -ish, in E. Germany, though it was never popular enough to be applauded or stop escape attempts.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Which challenge do you wish to address?

Written Evidence from Individuals: Part One

Traffic management has decades of empirical research that shows beyond doubt that congestion, 'road danger', pollution are mitigated by keeping traffic flowing as efficiently as possible. How to do that includes separation of different classes of road users, junction design, clear simple conventions and rules, and speed limits set at the 80% 'natural limit' that a competent driver would choose for the situation and conditions.

This was tested empirically in a series of experiments in Denver USA c.1980. The same stretches of road were subjected to various speed limits and driver behaviour and accident rates monitored. Setting formal limits either above or below the 80% percent threshold resulted in more vehicle contention, accidents and casualties. Either created confusion and undermined drivers own judgements, and increased impatience and risk taking.

I've seen the exact same thing happen within 20mph limits applied to formerly 30mph and 40mph TFL roads. Especially now those that feature chicanes to maximise the difficulty of cars overtaking stopped buses. There is no way to describe this approach to traffic management other than brutal stupidity.

(A more detailed, expert and evidenced critique can be found here: <http://www.publications.parliament.uk/pa/cm200708/cmselect/cmtran/460/460we56.htm>)

These principles have been shredded by political priorities in recent years, at vast expense. Namely that vehicle use must be deterred in favour of 'active travel' and use of public transport. And the way to achieve that has been to make vehicle use as slow, congested, polluting, expensive and unpleasant as possible, whilst promoting the idea that those able to conform are entitled to priority regardless of skill or common sense.

Which seems like a jolly good idea to people who have journeys and health amenable to those solutions, and absolute agony, psychological stress, economic and social damage to the many for whom this is not possible.

Unsurprisingly, depreciation of vehicle use depends on increased complexity, degraded flow, inefficient use of road space, irrational speed limits, and comprehensive punishment. The lessons of 70 years of traffic planning have been shredded by the wishful thinkers in a forest of signage and cameras and bizarre ad-hoc junction designs.

In reality, almost nothing is spent on walking, the most-used mode. In the last 5 years the few-percent cycle lobby entryists dominate and have had £760m spent on their hobbyhorse - enough to buy every man, woman and child within the M25 a basic bicycle. Yet cycling has remained a marginal choice because it only has marginal utility: fit, affluent white men who have little more to carry than an iPad. Fine in central London, for the commute from Clerkenwell to the City. Greater London has a diameter of 100mls, and many live beyond that.

In my part of W. London, even buses are now deprecated. They've been re-designated as rolling chicanes that block the road when they stop, maximising congestion and pollution, while bus stop pull-ins and lanes have been given over to underused cycle lanes. Island bus stops in the

Written Evidence from Individuals: Part One

middle of the road are de rigueur, maximising danger to cyclists and pedestrians who must cross each other's paths.

Does any of this save the planet? Can it ever? UK's contribution to air pollution is ~1.2% of the global total. Totally eliminate all vehicle pollution and it would still be 1%

And as far as health is concerned, yes, there is a price in terms of lifespan lost. Khan is fond of expressing this as 4,000 'lives lost'. Which is an inflammatory way of saying the equivalent of 4,000 lifespans are lost distributed among the 8.9m total population of London. This equates to an average of dying about 4-5 weeks earlier at age 75. If ALL pollution could be eliminated - and it cannot - the average Londoner would live around 2 months longer than they already do. And despite the appalling pollution, Londoners on average live longer than almost anywhere else in UK. Because they are on average wealthier, with better housing, lifestyles, education, healthcare, nutrition.

The ridiculous thing is that London's air is overall far cleaner and less dangerous than it has been for centuries. See DEFRA for details. Yes there are problem locations and periods/weather conditions when some forms of pollution are at times excessive and hazardous, but they are localised, and determined by architecture forming traps. The Oxford St problem. Yet the Mayor and councils are flinging up tall buildings regardless, despite construction being a major polluter. And BTW destroying the very localism necessary for '15 minute cities'. I could write a dissertation on how this has played out in my area over the 40 years I have lived here, which has been transformed from a vibrant useful High Street to an overheight, congested canyon of despair, c/o successive failed Council ambitions, planning and parking policies.

Ignored completely, is 'what are the consequences of making people poorer to nudge them away from vehicle use?'. Surely someone should know that poverty and deprivation have a far more deleterious effect on lifespan than AQ? Bad housing, bad nutrition, bad education, bad mental health, arduous physical jobs and lack of opportunity are at epidemic levels. London has plenty of all this, and life expectancies up to 9 years less than in its richer areas even before the Cost of Living Crisis. None of this will be improved by road user charging. Many of the least advantaged will have their lives made shorter and worse.

There is no such thing as a free lunch. There is no such thing as life without risk. The best we can hope for is a sane balance between risk and benefit. Ultimately individuals must choose for themselves. Ultimately those who have an allergy or particular vulnerability would be better advised to safeguard themselves. Nobody campaigns for a ban on peanuts or suggests the GLA should charge fees to gluten suppliers because of bread danger. Why not? 2m people suffer from food allergies in UK, about 10 die from anaphylaxis each year. Only one person has had traffic pollution written as a contributory cause on a death certificate.

I probably shouldn't have suggested that, given the bottomless appetite for cash within Government at all levels.

Written Evidence from Individuals: Part One

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

An incoherent question that undermines claims to simplify vehicle use taxation. For that to be true, it would have to be national, to the great disadvantage of non-urban populations who are far more car dependent. For it not to be true, complexity would proliferate, and existing tax structures would have to continue. City dwellers would end up paying the extra transport costs of goods entering the charged area. Outsiders would be deterred from visiting, working or delivering.

Much as I'd like to see proper modelling of either, I don't trust anyone to do it honestly or competently where funding can only come from professional axe-grinders with budgets and beliefs. Much of what the Mayor cites is partial and partisan, statistical estimations built on previous estimations, not expensive primary research. And then he has a whole team of spinners, cherrypickers and selective quoters, and friendly faux journalists feeding the press.

I had a science education. I have read a lot of the source research. It almost never says or means what TfL says it means.

What we have here is groupthink, propaganda, a favoured hunch, that nobody much seems minded to test: is it true? does it work? who does it work for, who does it disadvantage? what are the implications for demography? is this illiberal, authoritarian policy? which matters most: the popularity and enduring power of a minority's messiah complex, or preserving some sort of inclusive democracy where equality matters?

Politicians avoid these questions like the plague because they complicate things. That's how Thatcher's transformations of post-industrial post-colonial UK created a permanent underclass, which is now in its fourth generation. Road user charging adds another economic fence. C/o Labour! Another brick in the wall of the financialisation of everything.

How anyone can support what resembles a C21st urban remix of the Enclosure Acts baffles me.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

See my answer to 7.

In general carrots work far better than sticks, because people will always choose the best. They will fight against oppression and curtailment of liberty and their ability to live tolerably. I see no carrots here.

9. What discounts and exemptions would you like to see for any new smarter

Written Evidence from Individuals: Part One

road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Carrots are not selective disapplication of punishment beating. What this question asks is 'how can we more effectively divide and rule'?

I suggest only that this is a really, really bad idea, certain to provoke misery and rage and unanticipated consequences.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

The Crown Court would be better.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

I am sure we will all end up paying more, regardless of what anyone now says. With the mayor's declared war on private vehicles and derision of opposition as an alliance of Tories and nazi Covid deniers, a balanced debate and compromise is off the table. At least until the problems are undeniably real and obvious and too late to fix.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

In recent years UK politics has concentrated on exploiting tribalism and fear to avoid proper scrutiny and examination of issues and consequences. Lying has become standard operating procedure for political leaders. We seem to have established UK citizens are rather keen on eliminating freedom of movement of people and goods, rights to work elsewhere. They seem not to notice that this applies to themselves as well as others.

I expect nothing else from whatever misuse of powers comes next. To me it's grimly amusing than Mayor Khan rails against Brexit, yet has dedicated his mayorship to incarcerating us - albeit, in his view, for our own good.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Written Evidence from Individuals: Part One

Doesn't matter. This will not work anywhere large without massive opposition. Yes, it works in Amsterdam Centrum or Copenhagen, but both are compact and flat with a more equal culture that values consensus. Especially in Amsterdam (where I lived briefly) there simply isn't room for car culture in the Centrum. Even so, cycle use declines sharply for journeys >7km. The Dutch average car mileage is just as high as UK. The fundamental UK problem is that those in power do not understand the difference between coercion and persuasion. The *only* way to shape behaviour is to create better choices, not punish bad ones.

If the problem is the nature of cities, the place to start is to ask 'why have cities evolved?' It is the same mechanism as every other human concentration, with many dimensions, but self-interest, social and economic opportunity are sine-qua-non. Concentration and aggregation into ever-larger hubs - of industry, education and learning, health services, food production, finance, governance, travel - has been for economies of scale, greater opportunity, prosperity and a better future. This has grown villages, towns, cities. The larger the scale the greater the necessity for cheap, efficient, prolific travel, to evolve in tandem. At one time the limiting technology was feet and carts and mud, then roads, then horses, then trains, then motor vehicles. All have their costs and limitations.

Reversing and decentralising all that without destroying cheap, efficient, prolific, travel and opportunity is the underlying problem. Yet the very authorities who claim to be doing that are making the problem worse by continuing growth. It's like pouring water on a burning house while packing more people and combustible material in.

It seems to me that if less pollution is to be created and people must travel less, the one thing that **MUST HAPPEN FIRST IS THE EVOLUTION OF AN ECOSYSTEM THAT REDUCES THE NEED TO TRAVEL.**

Reducing that need is utterly different from increasing the frictional cost of the status quo.

Do the former and people will quite naturally and happily make a best and obvious choice, to travel less, pollute less.

This is the opposite from twisting their arms and emptying their bank accounts to try and coerce them. All they are being offered is worse. Do that and they will punch back to try and defend their dwindling prosperity and livelihood.

Astonishingly, this doesn't seem to have occurred to our instinctively bossy leaders (the curse of UK's enduring class system is that power trumps wisdom). The result is consultations like this, which should really have been titled 'Consultation on making you poorer while pretending not to cripple you'.

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Regards

[personal information redacted for publication]

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Written Evidence from Individuals: Part One

smart road user charging

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| Reference | RUC2856 |
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1. Do the current road user charging systems in London require reform?
remove all charges
2. How might smarter road user charging differ from the current daily charges for driving applied in London?
No for it
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?
Leave us alone.
4. What strategies and targets could smarter road user charging support?
None
5. What technology could be used to support smarter road user charging?
None
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
They can't.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?
Referendums only
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?
No for it
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?
Don't introduce the system, no discount will be needed. Do you want one for Mayor, billionaires and so on?
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?
NO
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?
Don't introduce
12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?
Referendum a proper one with letters sent to voters
13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?
I don't care. It's not our business. London is not like other towns. We have to have the system for London.

Written Evidence from Individuals: Part One

Thanks and regards,

[personal information redacted for publication]

please feel free to publish any of my comments anonymously

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| Reference | RUC2855 |
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Please see below my response to your request for input on the proposed road user charging system in London. I have been a driver and car-owner in London since 1995.

Best regards,

[personal information redacted for publication]

Q1. Do the current road user charging systems in London require reform?

I completely disagree with road charging systems. We already pay for road charges through vehicle tax, council tax and other taxes. It is unfair to add other charges on top of these, especially in these difficult economic times. There is also no need for digital or technological systems. Instead it would be better to put resources into improving existing systems, for example reassessing speed humps, improved traffic light phasing, road surface maintenance, and signage.

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject any such scheme, for example the use of scarce resources especially lithium and cobalt, which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature.

Q3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen. It also adds more complications and stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one's journey. This could greatly impact on people's freedom to travel and their mental, physical and emotional health.

Q4. What strategies and targets could smarter road user charging support?

There are no strategies and targets that smarter road user charging can support. Target-chasing always ends up incentivising perverse outcomes and does more harm than good. Target-monitoring is costly and effort should instead be put into quality of urban design.

Written Evidence from Individuals: Part One

Q5. *What technology could be used to support smarter road user charging?*

None. Human society already has too much technology in use, for example smartphones. I am a teacher and we are trying to deprogram the kids from constant technology use – they are addicted to their phones. We are also not sure at this point what harm these technologies are doing to our brains and other physical health.

Q6. *How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?*

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead better quality road design is needed, along with reduced charges and support for local shops so that people can fulfil their routine needs without the need to travel. For example tyre dust is a significant source of pollution, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads, not by taxation and charges.

Q7. *Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?*

Road user charging should not be introduced anywhere.

Q8. *If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?*

Smarter road user charging should not be introduced because any advantages for each individual are outweighed by the disadvantages.

Q9. *What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?*

No such discounts or exemptions should be introduced. The concept introduces the need to justify one's journeys to the authorities, that is, to ask permission, something that should never happen. Instead the Blue Badge system already exists and can be widened in scope or reformed. The way to improve the lives of the groups mentioned here would be to reduce fuel charges by increased oil exploration and extraction.

Q10. *If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?*

No. No such trial is needed. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be an increase in annual road tax on EVs.

Q11. *If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?*

No such distance-based charging scheme should be introduced.

Q12. *Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?*

Written Evidence from Individuals: Part One

Mayors and local authorities' powers to introduce these schemes should be removed immediately. We need a full and uncensored debate through all forms of public discourse. Dissenting voices should be fully attended to, and only after that specific referendums should be required to determine the will of the people.

Q13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate.

Road Charging

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| Reference | RUC2853 |
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Key questions 1. Do the current road user charging systems in London require reform? 2. How might smarter road user charging differ from the current daily charges for driving applied in London? 3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? 4. What strategies and targets could smarter road user charging support?

Q1. Further Road charges should not be introduced, period. Motorists are already taxed sufficiently at a national level through fuel duty to pay for all road maintenance and more and in London taxed excessively locally in ways that penalise the poorest in a money making scheme for local government with one layer too many (the Mayor and GLA).

Q2. See Q1

Q3. See Q1

Q4. See Q1

[personal information redacted for publication]

Smart Road User Charging

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| Reference | RUC2852 |
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Written Evidence from Individuals: Part One

To whom it may concern,

This is feedback regarding Smart Road User charging - we do not want this in any shape or form.

Yours Faithfully,

[personal information redacted for publication]

Pay per mile

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| Reference | RUC2849 |
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It's not only unfair it's just another funding method for TFL and Kahn. I could go on for paragraphs but unless anyone is going to listen to the people of London it would be a waste of time.

[No subject]

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| Reference | RUC2844 |
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1. Do the current road user charging systems in London require reform? NO
2. How might smarter road user charging differ from the current daily charges for driving applied in London? I strongly disagree. It will cause confusion and is unethical. We pay enough as it is.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? It will put people off going into London. Business will close or go online. This great city will be no more. I guess you don't really love London after all. You are also harvesting data. Probably to get paid by another organisation in generating income for yourself and then using a friend's company so they get the tender.
4. What strategies and targets could smarter road user charging support? I strongly disagree. Getting people to not do business in London is what will happen. This idea needs to be abolished.
Very cruel.
Don't you want people to enjoy this wonderful city?

Written Evidence from Individuals: Part One

Road charging consultation

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| Reference | RUC2839 |
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Dear Sir / Madam,

Responses to questions,

1. No. Existing charging systems are adequate and the resources that will need to put in place to establish and maintain the proposed system would be better used elsewhere.
2. The system(s) proposed further impinge on civil liberties and I for one do not want to divulge more personal details that may be used by malign actors or sold off to provide a revenue stream for an increasingly authoritarian state, or local authority. The introduction of such systems are always proposed as benign yet the accession to power of a malign actor that misuses this information is hardly beyond the realms of possibility given the regimes that I have lived under or witnessed, such as those of the USSR and East Germany.
3. Varying charges dependent on the charging authority's preferences, as above, would be subject to political whim and for that reason alone should be rejected in favour of a universal right to free and unhindered movement.
4. The notion that strategies and targets form part of the plan is pure sophistry as the proposed system will be used firstly to fill the coffers of the charging authority and secondly to (eventually) limit the free and unhindered movement of citizens.
5. The question regarding technology assumes that the use of such systems is beneficial to those under the purview of the charging authority yet the above responses should inform as to why this is not the case.
6. 'Tackling current challenges' is a phrase filled with hidden meaning as it refers to the priorities of the current charging authority's administration which may not be shared by those whom would be subject to its dictates. A referendum or election should be required before pressing ahead with such unconstitutional measures.
7. Road user charging should simply not be introduced.
8. Road user charging should simply not be introduced.
9. Varying charges dependent on the charging authority's preferences, as above, would be subject to political whim and for that reason alone should be rejected in favour of a universal right to free and unhindered movement.
10. No it would not, and nor should it be introduced elsewhere, unless the administration wants to lose the subsequent election.
11. Road user charging should simply not be introduced.
12. A referendum or election should be required before pressing ahead with such clearly unconstitutional measures, yet given the bulldozer like introduction of LTN's and other traffic schemes, I have little faith in the democratic accountability of either the current charging authority's administration or that of the current government.

Written Evidence from Individuals: Part One

13. I do not know however I will campaign against and contribute to the campaigns against any such charging schemes.

Yours faithfully,

[personal information redacted for publication]

Road Charging Survey

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| Reference | RUC2838 |
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Dear Sir / Madam

Please find below my response to the Proposed Road Users Scheme
I have placed my opinions alongside the key questions .

To be fair its not possible for me to express a true view and opinion in the way the questions are presented

If there was a tick box layout and a question asked whether a road charging scheme is desirable most motorist including myself would tick the NO box .

As a summary of my thoughts -

I feel that although use based road charging as a revenue stream is more logical and can be a fairer option to replace all motoring taxes I am opposed to the scheme as I feel it will be miss managed and abused . This has been proved by by the unfair treatment on the less well off motorist .

The scheme does not effect me as I am probably the longest established EV and Hybrid motorist returning this questioner .

I am a car enthusiast, collector and do agree that we have to care for the environment.

As such feel the methods used , like scraping cars just 6 years old designed to last 20 years is total nonsense

Key questions

1. Do the current road user charging systems in London require reform?

- If you mean the present Congestion charge , present ULEZ then Yes -
There is no logic in per day charge to drive one mile or 50 mile for same penalty .

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

The flexibility for fairer charging. Free use in these times will allow some business to do essential work out of hours.

Basically it depends for what purpose the charge is applied. Is it for air quality, revenue , divert motorist to use public transport .

People use cars rather the available alternatives mostly as the better or only option

Written Evidence from Individuals: Part One

It's hoped it may be for a fairer charge to gain public support.

3. How might charges for driving in London be varied for different types of journeys, such as traveling for work, caring responsibilities or essential services?

- Consideration has to be given to the many journeys where an alternative is not viable.

The reason for the charge is to solve congestion and air quality.

Why are they still charged off peak when the problem is less prominent.

4. What strategies and targets could smarter road user charging support?

- I hope a fairer way to raise revenue.

5. What technology could be used to support smarter road user charging?

ANS- We see use of cameras at present. It should be limited to just that.

It's bad enough that the public view the excessive use of camera with suspicion that any onboard devices like tracking can be considered intrusion on privacy.

A clear distinction that the revenue raising cameras are not used for non related purposes e.g. collection of data for commercial gain.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

- Variable charges with free time to use off peak to even out the traffic flow

Please take into consideration that with the current proposals most of us are justifiably cynical that the climate change and air pollution is falsely used to justify revenue raising schemes

The classic example is the proposed ULEZ expansion which covers a lot of areas that are more countryside environment.

7. Are road user charging schemes best set up at a city or regional level, or

as a national system, and what benefits or difficulties would you expect with either approach?

ANS- I can only see total confusion and unfair charging if done locally.

It will become a tool for penalizing motorists for lack of revenue.

If traveling to 2 cities 2 lots of charging plus the motorway.

If for instance there is a delay and trip lapses it could be worse.

One way would be a general national scheme with simple charge to replace present road fund and/or fuel duty

8. If smarter road user charging is introduced, which charges or taxes should

it replace and how should the current taxes and charges be changed?

- There is a considerable revenue from fuel duty. I presume that use of EVs will reduce this and the purpose of road charging is to maintain revenue. A combination of all revenue streams from motorists into one pay per mile scheme seems logical and fairer if applied with fairness.

It's all down to fairness. We all have to contribute to pay for an

Written Evidence from Individuals: Part One

infrastructure.

Lets use some actual figures . If these are calculated so the more you drive the more you pay then it would be fair if use to improve infrastructure .

An ordinary motorist contributes about £1400 a year for fuel duty and taxes and 9000 miles driven

This includes fuel duty so its approx 0.11p from fuel and 0.04p per mile for a petrol car

If fuel duty is retained then there could be for example £ 0.04p for all driving

Perhaps a surcharge on EVs , city driving , and specific times and non ulez compliant cars.

However not the ridiculous £4500 a year the the Mayor expects

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

The one main component of discount would be a free quota

Let say either free 100 days a year or first 3000 to 4000 miles no charge

This will have the desired effect to deter unnecessary journeys .

If the system is smart then these exceptions can be easier to apply, e.g. builders working on site

Any journeys to hospital can be exempted by some voucher given with appointments and used online .

There are many tasks that cannot be done by travel by public transport these should not be hindered by charges .

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Well this is a fore gone conclusion as the ULEZ cameras are already being installed .

I fear like many that regardless of the trial outcome the Mayor will claim its a success.

Again its down to lack of trust .

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Our costs of living is so high in London so no to higher please .

The restriction to car movement will have a damaging effect to local micro economy and i feel that the authorities under estimate the level .

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Sadly we have seen the worst abuse of power by Mayor with the proposed expansion of ULEZ .

Written Evidence from Individuals: Part One

Most of us feel is an unfair tax with doubtful benefits to air quality and solely for revenue .

On observing the working of the GLA and the behavior of the Mayor there is a distrust and total loss of confidence

The divulge of power to the Mayor has not shown any benefits and is causing a lot of unhappiness to the lower earners in London .

A suggestion of local referendum would result the Mayor spending millions as he is doing now , of taxed payers money on a charm offensive to gain support.

Will we get a fair result ?

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?.

- The problems in countries cannot be compared . They are usually tolls imposed to pay for infrastructure rather than recover debts for non related items .

France and most European countries , have expensive motorway tolls , always a non toll route is available , the money is used to improve infrastructure and they have great motorways.

I have paid road costs in Far East countries but they are what most consider reasonable . The London costs are as much as 12 to 20 times higher and at least 8 times in comparison wealth of a person .

As I had stated above if we have a fair system we gladly contribute in taxes but the trust has gone when we see that tax from the motorist is used for

Call for Evidence

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| Reference | RUC2836 |
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1. Do the current road user charging systems in London require reform?

No, ULEZ up to the M25 is sufficient

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

NA

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

I travel across london to work as a GP, west to east. Public transport will not be suitable as it would require 3 buses.

If per mile charging is implemented. My patients will be less likely to come to the practice and request more visits. This will cost me both time and money and reduce access to GPS

4. What strategies and targets could smarter road user charging support?

Ulez up to M25 is adequate

5. What technology could be used to support smarter road user charging?

Written Evidence from Individuals: Part One

I would be against multiple cameras on roads. This is concerning in terms of civil liberties.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Possible ok for central london, but not appropriate for outer london where public transport is not sufficient.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

NA

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Taxes should be on fuel not on mileage

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Local journeys should not be charged. Doctors doing home visits should not be charged.

Electric cars should not be charged

Not appropriate for outer london boroughs

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

NA

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

A scheme of the scale proposed should be put to a referendum or a mandate established at an election.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

NA

ULEZ Consultation feedback

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| Reference | RUC2835 |
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To whom it may concern

This SHOULD NOT go ahead.

I ask myself the question: Do the current road user charging systems in London require reform? No!

This ULEZ scheme means that there is increased unnecessary monitoring of our movements. It gives the people who run it to charge people for moving about. It penalises people that live in areas where there is less public transport. It penalises people that are less physically mobile than others.

It is another indirect tax. It is used as a means to tax people more and reduce and monitor free movement of people.

Charges for driving should not be extended – FULL STOP

Written Evidence from Individuals: Part One

It will do nothing for climate change. Charge freight and large business users if you must. NOT members of the public or very small businesses.

This whole scheme is about extracting additional indirect tax and could be used to restrict freedom of movement.

There has not been effective dialogue or discussion. It should not be allowed. This should be voted on by all road users across London and the areas adjacent to London as a minimum

Kind regards

[personal information redacted for publication]

Road User Charging

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| Reference | RUC2830 |
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To whom it may concern:

I am writing in response to your consultation with the following answers.

1. Do the current road user charging systems require reform?

If they do require reform it is not in the direction you are thinking of in terms of charging per mile. The waters have been muddied with regard to climate change and reducing emissions to such an extent that the water is thick like tar. Currently there is the congestion charge which was meant to help reduce emissions and yet dirty diesel buses (always 3 directly behind each other), taxis and inefficient petrol motorbikes can zip about to their heart's content FOC.

Next, Londonwide, LTN's have been introduced with a cash incentive to cash strapped councils (so of course they're going to implement them, with data that has now been proven to be false!) which has diverted any traffic, that could reduce their travel time and thereby emissions by using shortcuts and less traffic heavy routes, onto only main routes which are now overly congested and has increased the average drivers travel time by 20 to 30 mins, causing more emissions and the false impression that there is more traffic.

Back in the eighties, when people could travel freely and park wherever they wanted, none of these problems existed. Your constant fiddling and putting a plaster in the wrong places have caused all the traffic issues in London we are now experiencing.

Why are the people who use the roads being penalised when the issue around emissions lies with the motoring industry. Even now with electric cars we still don't have anywhere near the infrastructure to support the use of electric cars. If everyone switched to electric tomorrow, there would be utter chaos.

So if there is going to be any reform, may I suggest you take a long hard look at yourselves and reform your approach to how you are making life difficult for ordinary working people, and not really fixing the issues at hand.

2. How might smarter road user charging differ from the current daily charges for driving in London.

Written Evidence from Individuals: Part One

By not charging at all??? How about that? Why are you penalising people who are just trying to make a living. We don't all jump in our cars or vans to have a jolly old ride around London for the fun of it. We're trying to get to our elderly parents who need daily help, we're trying to get to work in the middle of the night and don't want to use public transport for fear of being attacked, we're driving to open our business and we need the car to make urgent deliveries, we're trying to get to a hospital appointment, I could go on forever but surely you must get the gist of this, anyone who climbs into a vehicle isn't doing it cos it's just for a laugh! Many people would also quite happily travel by public transport, but the extortionate costs make this impossible, 5-10K for a train season ticket!

On another note, why are you considering bringing in more charges when we are going through a cost of living crisis

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services.

How exactly are you going to monitor what each motorists journey is for? This sounds like a very intrusive system bodering on Orwellian. My journey today is to go the supermarket on top of my normal work journey...how much extra is that??? Who actually dreams this stuff up?

Also see answer 2.

4. What strategies and targets could smarter road user charging support.

None. Look at other strategies to improve congestion in London, like too many (empty) buses clogging up the roads, the ridiculous LTN's that has crippled the main arteries of London.

5. What technology could be used to support smarter road user charging.

You mean how can we be more intrusive in peoples life and monitor where they're going and how long for?

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change.

They can't. What could help if you want people to stop driving into London is an efficient park and ride for example. You can't expect someone who lives in [personal information redacted for publication] in Kent who commutes to work to use a bicycle as alternative transport so they have to drive.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach.

Technically we already have a national charge set up, it's called fuel duty and road tax. You can't possibly apply a scheme for London to a small town in Yorkshire, they will have very different issues.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed.

Smarter road user charging should not be introduced. How about just letting people travel without any extra cost. Charge the companies that make the products a tax, they are producing the most carbon in the lifetime of a car.

For all other questions please take my answer as whatever you're thinking of introducing is an unfair charge the boards and committees that charge gross amounts of money to do these consultations are looking in the wrong place. We are just trying to get by and

Written Evidence from Individuals: Part One

live. Change the road systems so cars can use bus lanes in non busy times, abolish all LTN's, tax the companies making vast profits from car manufacture.

In closing I will leave with this.

In August 2021, the Mayor of London tweeted that London was headed for a climate catastrophe and could not be clogged by cars. Days later he took a 25 min journey in a cavalcade of 3 cars to take his dogs for a walk when he could just have easily walked to his local green area. I can guarantee that every car in that cavalcade will have an exemption and would not have been charged for the round trip journey. Why did he not just walk or cycle like he expects the rest of us to??? This hypocrisy and one rule for us and another rule for them has to stop.

I do hope that my thoughts are actually counted as a rejection of any new form of charging, particularly 'smart' charging which can only involve 'snooping style monitoring' to work and is not rejected as all negative responses to the LTN consultation were.

Future of smart road user charging February 2023

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| Reference | RUC2820 |
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Answers to consultation questions.

- 1) No....We have the central congestion charge together with the Ulez charge, we do not need additional charges.
- 2) Look to making the systems that are already in place efficient, rather than introducing new systems at a great cost.
There is no need for a smarter road charge we already are charged enough.
- 3) We shouldn't be charged extra to go about normal daily business, regardless of what we do, whether we are workers or carers, or families who want to enrich their children's lives with extra curricular activities. We already pay road and fuel tax.
- 4) There aren't any, Focus on what is important, maintaining democracy and freedom
- 5) we have enough technology.
- 6) we already have the central congestion charge and Ulez to tackle these issues , we are taxed via VED on emissions , and low and behold now you are taxing electrical vehicles.
- 7) We already pay road tax and fuel duty, we don't need another tax.
- 8) It should not be introduced, there is a cost of living crisis, people are miserable enough, focus on how to help rather than make things worse by preventing family, friend and acquaintances connecting.
- 9) We do not want a road charging system
- 10) There is no reason for a trial anywhere in the country , as we do not want this system in place, it is an encroachment on civil rights.
- 11) We would be paying trough reduction of our right to freedom
- 12) Any new schemes should bet up for public vote that is called democracy, these consultations should be well publicised, and sent to every Uk household for a much longer time response than a month, no one I have spoken to knows about this consultation that is very wrong.

Written Evidence from Individuals: Part One

13) Make these proposals widely available to the public instead of hidden away on your website, it is really bad form.

Road use charging

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| Reference | RUC2818 |
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I do not agree with plans to charge for road use. As travellers in our own private conveyance and as living men and women we have God given inalienable rights to move around freely in this realm.

As with everything now this is over reach by our elected representatives and anti people. It has nothing to do with pollution or "global warming" which is another excuse for control. Look to India, China etc if you want to make a difference, in the grand scheme of things London is a tiny dot on the earth. It makes not a ha'ppeth of difference. If it did cars driven by water would be encouraged but that technology was hidden.

Call for Evidence: The future of smart road user

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| Reference | RUC2817 |
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1. Do the current road user charging systems in London require reform?

Look at reducing the daily additional charges if not doing away with them completely please.

People are fed up with being charged for and charged for that.

Listen to the road users as these are the ones with the actual front line experience and actual facts.

The Central London Congestion Charge started at £5, which then increased to £10 and then after the pandemic increased to £15 per day and extended to include the weekends also?

Allow a fair payment window to at least extend all to the following day midnight to pay.

The Ulez charge only allows road users to pay the charge up to midnight the same day of travel so if you have entered the zone at 11pm after a long day; (maybe even unknowingly and/or disturbed by the sea of Ulez surveillance cameras!)

The Ulez GREEN signs in general are not an obvious warning sign as the neighboring RED congestion charge zone which is a clear warning.

In general 'Green means GO' and Red means STOP'

The sea of Ulez surveillance cameras is a total intrusion making many law abiding people feel criminalized

Why is the congestion charge and Ulex charge two separate charges and not an extension ?

I do not currently drive into central London or the Ulez zones at this present time; but have friends that have been affected by this.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

I do not agree with daily charges; its as an unfair, unjustified additional greed tax.

Written Evidence from Individuals: Part One

The road user already pays road tax, car insurance and tax on everything and anything else that comes with driving on the road.

And this is really being considered at a time when ordinary people are already struggling to pay their bills?

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

All insured road users pay road tax, insurance, along with everything costs that comes with driving.

Please end this war on the motorist; we are not criminals, nor are we cash cows!

4. What strategies and targets could smarter road user charging support?

Can we repair the pot holes on the roads first of all and use the money already collected

Open back up the roads to drive on rather than restricting them

Let drivers drive on the very roads they are already paying for.

5. What technology could be used to support smarter road user charging?

Why do we need or want more technology and at what financial cost.

We do not want constant surveillance systems reporting our every move; the majority of us are not criminals!

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The London suburbs do not have a problem with air pollution?

It appears to be just another excuse to extort yet more money for the regular law abiding person.

In my experience the low traffic schemes created more increased traffic and journey times

The lay-by-stops the buses we once had, were removed and built back out which in turn led to increased jams and journey times.

Before these schemes get the go ahead; perhaps speak to the road users first.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have road user charging which come via our road tax, fuel duty and car insurance.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Again, we already pay fuel duty which is a cost per mile. The more you drive the more you pay

Car Insurance is also based on social, domestic or/and work use and the average mileage per year; so again the more you drive, the more you pay.

We do not need or want road charging in addition to what we already pay.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Low income workers are already struggling to drive on the road and how many will be priced out of the road as a result of Ulez and now this

And yet the very man promoting/forcing these polices; takes his dog for a walk using in a 3 car convoy - Are you serious?

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No where is a sensible place to trail this madness... let people be live and be free to live.

Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Londoners are pretty fed up and many have moved out as it is becoming a rich mans playground.

Again, we already pay fuel duty which is a cost per mile. The more you drive the more you pay

Car Insurance is also based on social, domestic or/and work use and the average mileage per year; so again the more you drive, the more you pay.

We do not need road charging in addition to what we already pay.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

All of these new schemes need to be put to the pubic to examine, understand, have their say and vote as anything other is a dictatorship.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Give the people a fair chance and window frame to know and understand any new polices that are being proposed in the first place. Allow them to have their say and vote within a reasonable time frame.

You never know someone may even come up with a perfect idea/solution that has not even been thought of.

Many are unaware of the proposed road charging scheme that will affect them
I myself only learnt of this just early this week!

[personal information redacted for publication]

It Calls for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2815 |
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Key questions

My answers are underneath each question

1. Do the current road user charging systems in London require reform?

No, the current road charging is far too expensive, excessive and therefore restrictive already. We currently have annual VED, fuel duty, Congestion Charge, LEZ and ULEZ which keep being expanded. This is far too much already.

Written Evidence from Individuals: Part One

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

We don't need smarter road charging systems in London or anywhere else for that matter.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential

services?

There should not be any further charges for driving in London. There are too many taxes on the motorist already. Essential services most definitely should be free, but people in privileged positions such as MPs and Councillors should pay a premium and not be reimbursed for expenses.

4. What strategies and targets could smarter road user charging support?

The best strategy would be to make car driving as cheap as possible for all to enjoy, with the ultimate aim of removing all ULEZ zones.

5. What technology could be used to support smarter road user charging?

We don't need technology for road use or charging... Just because we can, doesn't mean we should.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

We already have ULEZ in the most congested areas. It doesn't need to be expanded. Climate change is being used as a weapon to extort money from people. This is incredibly immoral.

Written Evidence from Individuals: Part One

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect

with either approach?

VED and fuel duty is already a national taxing system. We do not need any more. Your difficulties will be dealing with the massive civil unrest. People have had enough of being TAXED TO DEATH and will not take anymore. The Government is elected to carry out what the people want; not the other way around. No one wants more charges/taxes.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

IF road charging is introduced it should replace all other taxes/charges on the motorist, ie VED, LEZ, ULEZ and Congestion Charges should be removed.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example, to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

There should be big discounts for all those people you've mentioned. People in privileged positions such as MPs and Councillors should pay a premium and not be reimbursed for expenses.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Nowhere is a good place to start a distance-based road charging scheme.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for a vehicle or driving-based charges, the same, or more than they do currently?

Written Evidence from Individuals: Part One

They should pay LESS than they currently do, but ideally NOTHING.

12. Mayors and local authorities currently have the power to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities currently have too much power and are abusing it. The London Mayor is proposing to expand the ULEZ by illegal means. Remember – authorities only have the power because we the people have temporarily given that to you. You work for us, not the other way around. You cannot just do as you, please. The people have to have a say. This should be put to the people to vote on it. If we the people do not want to Pay Per Mile then that should stand.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for

achieving similar policy goals?

In France, the road charging system isn't going well for the authorities. Law-abiding citizens are pulling the cameras down because understandably they do not want to be controlled and tracked in everything they do. We are being governed by a dictatorship and people will not stand for it any longer.

All Dictators fall.

Signed
[personal information redacted for publication]

ULEZ

| | |
|------------------|---------|
| Reference | RUC2813 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

London already has the congestion charge, the LEZ, the ULEZ and DVS. Drivers in London need less and simpler regulation and monitoring, rather than more.

Written Evidence from Individuals: Part One

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

The ULEZ is designed to “clean up London’s air” by charging vehicles that do not meet ULEZ emissions standards. That would suffice as far as charging for cars and small vehicles, whilst the DVS is fine for HGVs etc. Further, there should be a means-tested way of charging such that those on low incomes do not have to pay at all. Also, People who drive huge, expensive, new cars that can afford to pay higher charges should pay more, whilst those that drive small, cheap, old cars should pay less.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

You should not have to pay extra whether you are travelling for work, for caring or for essential services. We already pay fuel duty, which is a cost per mile as you pay more if you drive more. We don't need any more road charging systems - we need less.

4. What strategies and targets could smarter road user charging support?

Calling a strategy or target “smarter” does not necessarily make it a good idea. ULEZ is already in place with the purpose of cleaning up London’s air. No more strategies or targets are required - especially, not any that would track the movement of people directly, thus invading their privacy. Since the provision of roads is for the general public to use to get from one place to another, driving on a road and charging need to be convenient and affordable. Any form of charging road users must be economically viable for people who are on low incomes.

5. What technology could be used to support smarter road user charging?

No technology that tracks the location and movement of people should be used to support smarter road user charging, as it is an invasion of privacy and fundamental human rights. I refer to Article 12 of the Universal Declaration of Human Rights: “No one shall be subjected to arbitrary interference with his privacy, family, home or correspondence, nor to attacks upon his honour or reputation. Everyone has the right to the protection of the law against such interference or attacks.”

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The ULEZ is already doing this. The people don't want any more. We are taxed via VED road tax on emissions. Electric cars have been incentivised already, so no “smarter” road user charges are required.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging schemes are not “best set up” at any level since we already have systems in place. We already have a road user charging at a national level, it's called “Road Tax” and “Fuel Duty”. We do not need any more.

Most of the carbon produced by cars is created in the process of its manufacture and the resourcing and shipping of its materials. Typically, a small car produces 6 tonnes, a medium one produces 17 tonnes and a large car produces 35 tonnes of CO₂ during production. Why

Written Evidence from Individuals: Part One

not reduce the road tax on older vehicles that have been around for many years and have paid their own carbon dues by remaining in use instead of being replaced by another brand new car.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging should not be introduced at all. People should be able to afford and have the freedom to use their cars as suits their needs. Whilst public transport is an important way of reducing carbon emissions, it often is not fit for the purpose of the journey required. For example: people may need to transport multiple, heavy or unwieldy items, from one area to another, where there is no transport or where multiple changes of bus, tube or train are required. Further, how will it work for people who live outside London. For example, I was born in London and raised in Essex, but I now live in Northumberland. I have many friends and relatives in different areas of London and Essex who I currently visit at least 4 times a year. Since I need to take my family and a large amount of luggage, using multiple modes of transport is both costly and really inconvenient since it involves a lot of changes of transport and being picked up by taxi at the rural ends of Northumberland and Essex. It is much simpler and cost effective to drive to visit my family and friends. Remembering that privacy is a fundamental right, if these charges were introduced, how would I be charged if I drove from place to place? Tracking my location and movement is not a legal option if I don't give my permission.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

People do not want a new road charging scheme. The ULEZ would suffice as far as charging for cars and small vehicles, whilst the DVS is fine for HGVs etc. Further, there should be a means-tested way of charging such that those on low incomes do not have to pay at all. Also, People who drive huge, expensive, new cars that can afford to pay higher charges should pay more, whilst those that drive small, cheap, old cars should pay less. Disabled people should not pay charges at all, nor should people who live in low areas of public transport who need to travel to London, unless there is a free "Park and Ride" carpark on the edge of the ULEZ zone.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Nowhere is a sensible place for a trial. There should be no national distance-based road user charging scheme because we are already charged for distance based road use through fuel duty.

If the UK government needs to raise more funds for road maintenance or carbon offset, it should try taxing the oil companies more whilst imposing a maximum limit on what they charge the buyer which gives them a small profit margin - not a colossal one, to the tune of billions of pounds.

Personally, I believe that the purpose of implementing a new "smart" charging system for distance-based road use, rather than tweaking the current system, is because what the government really wants to do is track and, ultimately, limit the movement and location of the population.

Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

A new, distance-based, road user charging scheme beyond the fuel duty system that we already have “must not” be introduced. To do so, people would end up paying more and lose their personal privacy and liberty.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Any new legislation that impacts upon peoples’ privacy and liberty should be put to a public, democratic vote. The United Kingdom claims to be democratic. If legislation is passed that is contrary to Article 12 of the Universal Declaration of Human Rights, it is not only illegal, but would be the work of an authoritarian or totalitarian government - not a democratic government.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I am not aware of how other cities and countries are faring with their road user charging. However, I am aware of the reception of the public to another population movement reduction initiative is faring in Canada, Paris, Oxford and Wolverhampton - namely “15 minute cities”. They are not faring well and have met with a lot of discontent due to the lack of liberty of movement.

The UK population has not had a say on the policy goals of smarter roads. This government needs to behave like a democratic one and give UK citizens the chance to vote on the policy, rather than keep the knowledge of this proposed legislation hidden by not announcing the consultation on national media and having a really short lead time before it moves from consultation to implementation.

Once UK citizens have had their views noted on the consultation process, then provide them with the chance to vote, democratically, on the road charging scheme. If the UK democratic government does not provide its citizens with a chance to vote on things that affect their privacy and liberty, it could be deemed as a dictatorship.

smart road user charging

| | |
|------------------|---------|
| Reference | RUC2811 |
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1. Do the current road user charging systems in London require reform?

Yes.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

if someone enters a charge zone by mistake and exit it as soon as possible, they should not be penalised.

Written Evidence from Individuals: Part One

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Essential services should be provided using electric vehicles or bicycle.

Companies which cannot provide a green efficient way of getting to their places of business must not require their employees to work from there. They can work remotely.

I don't see that any exception to the above is required relating to caring responsibilities.

Carers to use green methods of transportation or not travel.

4. What strategies and targets could smarter road user charging support?

The target must be 0 emission vehicles on the road. Reduce congestion so there is room for safe travel for cyclists and walkers.

5. What technology could be used to support smarter road user charging?

GPS maps to be updated with all traffic rules, including low emission zones. Something that allows vehicles and roads to link up and just pay when travelling on a certain road. Make sure people's privacy is taken into account of course.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Target 0 emissions.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

It will be most fair if it applies everywhere.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Charge people a flat fee for entering the zone for longer than 2 minutes. Integrate the zones into all popular GPS maps. Currently it's too easy to enter those zones accidentally and be penalised for this. Remove penalty for late payment etc. Just charge people the true cost regardless if they paid before the trip or not.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No exemptions. To compensate, people should be subsidised to replace their emitting vehicles with green ones. Public transport should be adapted to be cheaper for low income people and easier to access for disabled people. E.g. how long do we have to wait to have step free access in all tube stations? Restrictions like this give people the excuse that they need their emitting cars.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

I don't think so. Look at a smaller city, Oxford, Cambridge maybe. Very many schemes work in London but are not adopted elsewhere. British people consider London very differently than the rest of the country.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

As I said, if someone enters the area accidentally and leaves quickly enough they should not be charged. Other than that flat fee is fine. Simple is better.

Written Evidence from Individuals: Part One

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Not required. Make decisions and act quickly. No time for asking a thousand times the same question. Stop the greenhouse gases and that's it.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Create a community in walking distance, rather than requiring people to travel for little things. Every neighbourhood to have a theatre, a cinema, community centre, good restaurants, parks and green areas for leisure activities, schools and nurseries etc. etc.

Regards,

[personal informaion redacted for publication]

STATING MY OPPOSITION TO SMART ROAD USER CHARGING

| | |
|------------------|---------|
| Reference | RUC2806 |
|------------------|---------|

[personal information redacted for publication]

Subject Line:

Call for Evidence: The future of smart road user charging February 2023

1. Do the current road user charging systems in London require reform?

No, especially as this is really about enforcing Agenda 21/30 under the guise of 'going green'.

2. How might smarter road user charging differ from the current dailycharges for driving applied in London?

Smart to my mind really means digital surveillance and the introduction of digital ID. This would deny the people of privacy.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Again, I think this is all part of the push for Agenda 21/30 and it's not for the benefit of the public.

4. What strategies and targets could smarter road user charging support?

Strategies in this case mean, more control, more limiting freedom and the denial of the individual's privacy.

5. What technology could be used to support smarter road user charging?

We all know this is about the enforcement of digital ID, cloaked in the guise of 'going green'.

Written Evidence from Individuals: Part One

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Ask people, they don't want smart roads, they are unsafe and this is provable.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

This agenda is not wanted either regionally or nationally, 'low traffic neighbourhoods' are really enforcing 'climate lockdowns'.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

We do not want smart roads and so therefore this question is moot.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

As I say, smart roads have been shown to be unsafe, this is readily available data. People do not want to be controlled via a surveillance grid.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

We have seen the roll out of 15 minute cities, we see the cameras everywhere. This is not about emissions, it's the enforcement of Agenda 21/30.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Who in London, or anywhere, has asked for distance-based charging? This is pulled out by NGO's who are pushing the agenda of the WEF.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

This issue should be put to the people in full transparency, not rushed through under the radar, as is currently happening.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

INsert your full name and address.

Written Evidence from Individuals: Part One

15 minute cities or low traffic neighbourhoods, however you describe this proposal, denies our basic freedoms to privacy and movement.

[personal information redacted for publication]

future of smart road user charging.

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| Reference | RUC2803 |
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To whom it may concern,

As requested please find below my responses to your request.

1. Do the current road user charging systems in London require reform?

Yes. Although, as vehicles using UK roads are already subject to taxation on Vehicle Excise Duty and Fuel Duty, road user charging only adds a third tax on the motorist and road user charging in specific areas should not be the way to do it as it discriminates those who find it unaffordable.

2. How might smarter road user charging differ from the current dailycharges for driving applied in London?

I believe there is only a financial reason for the current and proposed charges and not an environmental one, which is covered by government policy. For this reason I don't agree any additional charges by councils should be imposed on the motorist separate to those already paid in uk law through central government legislation.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

No complication of charges should exist for different reasons. It adds to confusion for motorists visiting from outside the area and affects their right of access to any place on uk roads.

4. What strategies and targets could smarter road user charging support?

This is a very poorly worded, directed even, question. No additional charges should be imposed on motorists just to supplement poorly managed funding of Transport For London and councils.

5. What technology could be used to support smarter road user charging?

None. It should not happen.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Written Evidence from Individuals: Part One

There are very conflicting opinions and research on whether any charges imposed could actually reduce either of these areas. Until a government backed full assessment of the whole UK has been completed no local scheme should be introduced.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

They should not be set up at all. The question infers that road user charging is the only solution. One alternative would be to ban non compliant polluting vehicles. This would demonstrate to the motorist that the reasons are not purely financial. Any charging imposed only allows those with affordability to use the roads and create a massive cultural divide between cities and rural areas.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It should only be introduced by central government as a replacement for road fund licence and fuel duty.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Introducing a scheme that requires prop to have an exemption for financial or discriminatory reasons is NOT a fair scheme and should NOT be introduced that way.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

NO. Any trial should be done in a variety of towns and cities with varying traffic levels and populations. They should also cover neighbouring villages and boroughs to identify any increase in traffic avoiding road charging areas, as is the case in France.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

I think any taxation on the motorist for the use of a vehicle should be representative of the specific vehicle and its impact on the roads and the environment. The charges should be fair and proportionate to the reason for the use of the vehicle and only raise enough to fund maintenance and improvements of the UK road network.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

I think those powers are far too excessive and UK road users should be treated equally wherever they drive in the UK. These powers should revert back to central government as they introduce a problem like that being imposed on Londoners and all other UK road users by the poorly managed expansion of the ULEZ by the current Mayor

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Written Evidence from Individuals: Part One

That is an irrelevant question to be asking UK road users in relation to driving in London. UK government should be responsible for this. Not devolved administrations with no oversight to protect adjacent cities and borough road users, along with any legally MOT, Taxed and Insured vehicle driving into London from anywhere in the UK.

Regards

[personal information redacted for publication]

Please use this email address in future.

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2796 |
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Dear Sian Berry,

I note that this submission is coming after the meeting in February 2023 of the London Assembly Transport Committee, yet somehow these responses are to be discussed at the meeting though the submission dates are 9th – 10th March 2023. Please see my responses to the questions below.

Key questions

1. Do the current road user charging systems in London require reform?
Yes, They place an undue burden on people who cannot afford to replace their vehicle but have to travel in from an area poorly served by public transport.
2. How might smarter road user charging differ from the current daily charges for driving applied in London?
Rather than having separate charges for ULEZ, Congestion Charge etc. they should be rolled into one charge.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?
A nice idea but probably impossible to administer. Is going to visit an infirm relative caring? What are essential services? Police Fire Ambulance? Gas, Electric Water?
4. What strategies and targets could smarter road user charging support?
Reduce the total emissions for certain defined areas. HC, NOx, CO2 etc.
5. What technology could be used to support smarter road user charging?
RF Tags as per various toll roads. I.E. Sanef Emovis Tags for the autoroutes in France. No Tag No entry.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
It might convince people to use other modes of transport.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?
It is best as a national system otherwise you would need different technologies in different areas and end up with a plethora of disparate systems.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?
At present there are road tax to maintain the roads, congestion charge to reduce congestion, ULEZ to improve air quality. As above they should all be combined together with insurance.

Written Evidence from Individuals: Part One

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?
All very well but open to systematic abuse and probably won't benefit those people most in need.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?
Possibly. Certainly not a rural area, poorly served by public transport, with greater distances travelled.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

It would be a good opportunity for a complete overhaul which would mean some pay less and some pay more.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

As previously mentioned, this will lead to several different and potentially confusing approaches. This is something that should be applied at a national level not just those authorities trying to increase their income.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Not known.

Yours,

[personal information redacted for publication]

Smart road user charging.

| | |
|------------------|---------|
| Reference | RUC2794 |
|------------------|---------|

No to this tyranny. No to war against car users. No to tracking the movements of free people. Shocking.

Call to Evidence : The Future of smart road user Charging Feb 2023

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|------------------|---------|
| Reference | RUC2793 |
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Good day,

I oppose the idea of any user charging system in London nationally.

I also oppose the extension of ULEZ

1. Do the current road user charging systems in London require reform?

NO

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Written Evidence from Individuals: Part One

BURDEN THE ROAD USER EVEN FURTHER. WE ALREADY PAY ENOUGH FOR ROAD TAX, MOT, PARKING ETC...

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

HOW ON EARTH WILL YOU BE ABLE TO PROVE WHAT THE JOURNEY IS FOR THERE SHOULD BE NO CHARGING SMART SCHEME IN THE FIRST PLACE?

SCRAP IT

4. What strategies and targets could smarter road user charging support?

NONE

5. What technology could be used to support smarter road user charging?

NONE APART FROM FIND THIEVES AND PEOPLE THAT DON'T ALREADY PAY ROAD TAX, INSURANCE ETC..

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

NONE

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

NEITHER - WE SIMPLY DO NOT NEED THEM AND CANNOT AFFORD THEM

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

SMART ROAD CHARGE SHOULD NOT BE INTRODUCED!

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

SCRAP THE IDEA. ITS NOT WORKABLE AND TOO EXPENSIVE FOR USERS. PEOPLE ARE ALREADY USING ALTERNATIVE TRANSPORT WHERE POSSIBLE. BUT THE CAR IS STILL NECESSARY AND WE SHOULD NOT BE TAXED FURTHER ON IT!

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a

Written Evidence from Individuals: Part One

local referendum)?

THE PEOPLE MUST VOTE. CANNOT BE UPTO MAYOR TO DECIDE!

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Regards

[personal information redacted for publication]

Road charging

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| Reference | RUC2785 |
|------------------|---------|

The only reform the road charging system is to stop the ULEZ expansion and scrap the existing ULEZ.

The report that states about deaths is being reported inaccurately and completely ignores that it also states the ulez extension will have negligible effect on air quality.

I have more chance of being stabbed in London than by air quality so taking my car from me leaves me feeling vulnerable and isolated.

I do not believe there should be any smart charging to drive in London particularly in outer London where there is insufficient transport networks. My journey to work of 12 miles takes 30 mins by car and 75 minutes by public transport.

This report reads as though smart charging introduction has already been agreed.

It was not in any mayoral mandates that I have seen so has not been accepted in any democratic way. How on earth are you going to decide what areas have an acceptable levels of public transport? Your judgement that outer London has sufficient by extending ULEZ is way off the mark

I am already planning on moving out of London in the next couple of years as it has become an awful place to live and work and must be one of the most expensive cities to move around in

I will be voting in the next London elections to get a stop to this

Regards

[personal information redacted for publication]

“Call for Evidence: The future of smart road user charging February 2023” - Response

| | |
|------------------|---------|
| Reference | RUC2782 |
|------------------|---------|

Good afternoon

My name is [personal information redacted for publication] and I am writing in response to the consultation titled... **“Call for Evidence: The future of smart road user charging February 2023”**

Written Evidence from Individuals: Part One

The reason I am answering is because I regularly have to drive in West/South West London and I believe I would be directly affected by any such scheme that would charge drivers for driving in London.

I will give my answers only to questions that affect me in red next to the question...

Key questions

- 1. Do the current road user charging systems in London require reform?**
- 2. How might smarter road user charging differ from the current daily charges for driving applied in London?**
- 3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?**

There needs to be no charge at all for people that need to make their journeys as there is no viable alternative.

- 4. What strategies and targets could smarter road user charging support?**
- 5. What technology could be used to support smarter road user charging?**
- 6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?**

Charging users for driving may get more people out of their cars however what will more than likely happen is you will price people further out of living in the capital. If you work in a role that is minimum wage or near then you run the risk of them leaving for pastures new and a more affordable place in another town.

- 7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?**

- 8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?**

If road charging was introduced then it should replace the current road tax.

- 9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?**

I need to drive at least 32.8 miles per day to be able to drive my children to school and then myself to either home or workplace. My children are diagnosed with [personal information redacted for publication] and cannot manage public transport. They are not severely disabled so would not qualify for free transport from the LA. There are 4 of them in 2 different schools and both schools are the best to meet their needs. I am the only driver in my household and we have only 1 car so this mileage is absolutely necessary. If any scheme was to be implemented which would charge me for driving this journey every day then I would like to see an exemption as without me doing this then my children would not be able to attend the best school for their needs. We are already being charged beyond our means currently with the cost of living crisis and this would only add to the pressure people like us are under.

- 10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?**

Not really as London is the biggest city in the UK and a trial needs to be done at a smaller level before letting it loose on the Capital.

- 11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?**

I do not fully agree with charging people by the distance they drive. There are many people who drive out of necessity rather than because they choose. Also if our transport system was more reliable, safer and less crowded then maybe this would entice some road users to use it. Also if I was a wealthy individual why would I choose to use our bus network when I can relax in a nice comfortable car and driven

Written Evidence from Individuals: Part One

to outside the door of my destination. The buses are cramped, uncomfortable and currently understaffed thus making them unreliable.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? I believe that there needs to be a referendum on the issue for Londoners as consultations in their present form do not work. The electorate's views are ignored when they do not conform to what the current mayor wants. I did not vote in the latest mayor election with road charging as an issue. If it was an issue then it could have affected my decision on who I voted for.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Thank You
Kind Regards

[personal information redacted for publication]

road user charging!!

| | |
|-----------|---------|
| Reference | RUC2772 |
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1. Do the current road user charging systems in London require reform? - the reform it requires is to remove it
2. How might smarter road user charging differ from the current daily charges for driving applied in London? Both are not required!!
3. How might charges for driving in London be varied for different types of journeys, such as traveling for work, caring responsibilities or essential services? Very easy, remove all charges, stop all these charges!!
4. What strategies and targets could smarter road user charging support? Very simple - stop all types of charges this strategy will work well.
5. What technology could be used to support smarter road user charging? none, stop tracking people!!
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? It will not as there are other forms of pollution which have not been taken into account. These should first be tackled before taxing the common man!!
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? Unable to afford any charging scheme
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? All charges should be removed - ULEZ and Congestion Charge!!
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? 100% discount for all road users and remove all charges!!
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? NO city should be a trial city as the government has not expressed interest in this scheme or any other!!

Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? What is the reason for introducing all these charges? Is this because TFL is short of money and this is an easy way to fund their financial hole!! these schemes should not be introduced!!

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? Yes, this all should be controlled by the government not stubborn mayors and councils!!

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? They are looking into scraping all schemes so we should not introduce this one either

Best wishes,

[personal information redacted for publication]

Road user charging - Call for Evidence

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| Reference | RUC2771 |
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1. Do the current road user charging systems in London require reform?

No - other than removing cameras and Ulez charges.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

We do not need smart charging thanks.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen. It also adds more complications and stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one's journey.

4. What strategies and targets could smarter road user charging support?

None - it will only lead to more surveillance and bureaucracy.

5. What technology could be used to support smarter road user charging?

This is exactly the problem - it will only lead to more and more people tied to their phone and being tracked.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Let's be honest here, this is only about taxing motorists more and tracking peoples movement. Man-made climate change is an UNPROVEN theory with a lot of SCIENTIFIC evidence against it - until we have an OPEN DEBATE on this, the justification for such smart measures are extremely doubtful.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Best set up at a NON-EXISTENT level thanks. You will get unprecedented resistance on this one otherwise.

Written Evidence from Individuals: Part One

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

We are already taxed enough for road use, but you can start by getting rid of ULEZ.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Do you think people drive for fun? Most journeys are made because people have to - we don't need bureaucrats telling us what to do.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

If you want complete rebellion and chaos, yes.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

This questionnaire is completely biased in favour of smart charging. Where is the option to say this is not the right road to go down? Where is the debate on this?

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes - a full scientific justification of man-made climate change and open debate.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

They are probably making similar progress as this is an un-democratic agenda being pushed by the World Economic Forum, whose aims are for complete surveillance and control of people, and restriction of their movement.

No to new charging system

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| Reference | RUC2770 |
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I am sending this email as it's very difficult to find a way to submit people's views on the website.

In essence, I say no to the new charging system.

Do the current road user charging systems in London require reform?

Not for domestic users

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

They shouldn't

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Essential services and caring responsibilities definitely should not be charged

There must be incentive for electric car usage

4. What strategies and targets could smarter road user charging support?

Written Evidence from Individuals: Part One

Electric car usage / shared vehicles / ensuring HGVs don't take shortcuts on roads not designed/suitable for HGVs

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

ANPR

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

City / regional

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Should reduce the Mayor's part of council tax

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No - would make sense for a smaller city / area first. Hull or Isle of Wight spring to mind

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Referendum

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

CALL FOR EVIDENCE - SMART ROAD USER CHARGING

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| Reference | RUC2768 |
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I strongly object to smart road user charging because it will cripple the economy and society on so many levels, particularly for the poor. There are better alternatives for cleaner air which will allow people to still move about freely and breathe better - as is our inalienable right. Cheaper and more efficient transport using clean fuel such as the hydrogen fuel cell will make the difference that's needed. There is no justification whatsoever for these punitive measures. Only the very rich will be able to afford to drive cars.

1. Do the current road user charging systems in London require reform?

Yes - the existing ULEZ scheme should be scrapped as it is already negatively impacting those on low incomes, especially those who are elderly and frail, and have vehicle dependent businesses. We already pay road tax and fuel duty - that is enough. We need incentives not more punishment.

Written Evidence from Individuals: Part One

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject any such scheme. For example the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature.

3 . How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen. It also adds more complications and stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one's journey. We should not have to pay extra whether travelling for work, for caring or for essential services. Fuel duty already costs us per mile as the more you drive, the more you pay. We don't need any more road charging systems, people are already paying over the odds.

4. What strategies and targets could smarter road user charging support?

Smarter road user charging will not be needed if public transport were made ultra cheap and efficient to encourage people to give up their cars.

5. What technology could be used to support smarter road user charging?

More technology is not necessary, would be costly and should only be a matter of personal choice - not one of imposition. So-called 'smart' technology means more RFR EMF technology, which we already have more than enough of in our everyday lives. Our every movement would be surveilled, tracked and taxed. Human beings want LESS technology intruded in their lives, not more. Target-monitoring is costly and effort should instead be put into quality of urban design.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead better quality road design is needed, along with reduced charges and support for local shops so that people can fulfil their routine needs without the need to travel. For example tyre dust is a significant source of pollution, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads, not by taxation. Scrapping HS2

and using the earmarked £106bn would go a long way to helping subsidise public transport, as would redirecting other kinds of excessive, nonessential spending of public funds.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

There are no benefits to either. As said, we already have road user charging at national level in the form of road tax and fuel duty .

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Better to focus on the health and well being of the nation, not on more ways to price people out of driving their cars and visiting family and crippling the economy in order to pay for TFL's huge deficit. Make clean fuel available at low cost. Making public transport more efficient and much cheaper will incentivise giving up cars. If anything road tax on older vehicles should be less because they have been around for many years for which carbon dues have been paid by remaining in use instead of being replaced by another brand new car (most of the carbon in cars is in the manufacture).

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No-one should be charged. Everyone should be exempt, especially considering the majority of the population are on low incomes. Certainly those who need vehicles for work and

Written Evidence from Individuals: Part One

disabled people shouldn't be penalised.. The smartest thing to do is introduce heavily subsidised, cheap and efficient, clean fuel public transport.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Nowhere would be a sensible place for a trial.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Londoners should pay less than they do now.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes! All new major transport schemes should be put to a democratic, public vote.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I can find no alternative schemes. It appears this scheme for London' is intended as a global template, as set out in Sadiq Kahn's very worrying Green Light: Next Generation Road User Charging For A Healthier, More Liveable, London - worrying because it paints an idyllic picture on top of system that clearly penalises our every move - from which only the very rich will be exempt.

Please publish my comments, preferably anonymously. Please also send me the results of this call for evidence.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2760 |
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To whom it may concern.

Thank you for the opportunity to respond to this consultation regarding the proposed pay per mile scheme for London. Below are answers to your key questions.

1. Do the current road user charging systems in London require reform?

No. The current system of charges is more than adequate. With the Congestion Charge, LEZ, ULEZ, exorbitant parking fees, resident parking costs, as well national road tax, a further system of charging would appear punitive at best. There is no need for new digital systems, better use of existing systems would be more effective and less costly. Examples could be reassessing speed humps, improved traffic light phasing, road surface maintenance, and signage. Poor quality in all these areas impacts on road congestion, journey times, and pollution from all sources. A simple example could be the introduction of traffic lights at the junction of Lupus Street with Belgrave Road some years ago. Where a very basic roundabout had traffic flowing at all times, the traffic lights have created unnecessary traffic and therefore pollution.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter charging requires the use of more technological devices and there are many ethical reasons to reject any such scheme. For example the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature. In addition, it would force people who to be monitored in all their journeys, a level of intrusion that is not appropriate by the state.

Written Evidence from Individuals: Part One

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen. It also adds more complications and stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one's journey.

For example, if not within the remit of official caring responsibilities, i.e. a paid worker, it would be very difficult to differentiate and prove that visiting a family member was for "care" rather than simply social.

With news of Labour politicians already requesting ULEZ exemptions, it is clear that such systems favour a few but are disadvantageous for most people who live and have family concerns in London.

4. What strategies and targets could smarter road user charging support?

There are no strategies and targets that smarter road user charging can support.

Increasing charges for car use clearly doesn't work in achieving any environmental or traffic flow target - anecdotally speaking. This suggests that car use is essential to modern life. The best strategy would be to improve public transport as a whole system, as opposed to smaller competitive units which serve at cross purposes. Also, the reduction of fees for black cabs would encourage people to use their cars less for those journeys that are not served by direct bus routes. For example, I frequently have to travel what is a ten-minute car journey. By bike it would take 20 minutes but with children and having to travel very busy roads including an A road, not to mention weather variations, it is not feasible. To walk would take an hour, encountering similar problems to cycling. A bus would take 40 minutes. A cab with a reasonable fare would be a reasonable option.

In any case, target-chasing always ends up incentivising perverse outcomes and abuses of loop holes and does more harm than good. Target-monitoring is costly, excessive bureaucracy and such effort should instead be put into quality of urban design and public transport to enable people to make the best choices for their community without the overbearing hand of government.

5. What technology could be used to support smarter road user charging?

There is already too much technology in use that does not serve the community. Additional technology and further road charging are not necessary and counter productive.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead better quality road design is needed, along with reduced charges and support for local shops so that people can fulfil their routine needs without the need to travel. For example tyre dust is a significant source of pollution, particularly with EVs, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads to enable easy movement of traffic, not by taxation and charges.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging scheme is already in place on a national level in the form of road and fuel taxes. This new proposed system should not be implemented anywhere. It would benefit coffers, disadvantage road users who frankly would rather not be stuck in their car in the first place. Support small local businesses to enable local, community based living, without the obscenity of restricting/charging for free movement around the country.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

The smarter road user charging should not be introduced. Fuel tax is in essence a road user charging scheme and with road tax, is enough.

Written Evidence from Individuals: Part One

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No such discounts or exemptions should be introduced. The concept introduces the need to justify one's journeys to the authorities, that is, to ask permission, something that should never happen. In addition, such discounts and exemptions undermine all of the stated goals. The Blue Badge system already exists and can be widened in scope or reformed. The way to improve the lives of the groups mentioned here would be to reduce fuel charges.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. No such trial is needed. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be an increase in annual road tax on EVs. EVs are not environmentally neutral, the tyre dust alone is bad enough but the pollution and exploitation during the manufacture stage give the whole project a scent of nimby thinking.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

As a Londoner, I would of course wish to pay less. However, no such distance-based charging scheme should be introduced.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities' powers to introduce these schemes should be removed immediately. We need a full and uncensored debate through all forms of public discourse. Dissenting voices should be fully attended to, and only after that specific referendums should be required to determine the will of the people.

Unfortunately, politicians don't seem to be too interested in the will of the people and certainly do not encourage open discourse. Government by diktat appears to be the current modus operandi.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate. Air pollution in London is palpable, but the traffic calming measures have done nothing but to concentrate traffic and reduce flow, thereby increasing pollution. The climate emergency will not be effected in any meaningful way by this proposed road user charging scheme. The desire for reducing traffic congestion will also not be met by further charges. Proper road design and permitting the free flow of traffic would be far more conducive.

Thank you for your time.

Yours faithfully,

[personal information redacted for publication]

Road User Charging

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|------------------|---------|
| Reference | RUC2753 |
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Written Evidence from Individuals: Part One

Hello

I would like to advise that I am wholly against the implementation of Charging of any sort for using our Roads, be it in London or any other City or large Town in our United Kingdom. The facts stated reference the impact of pollution and what contributes to it are way, way out and don't stack up. I believe that the figures have been manipulated to work for the current push for the legislation to change and get more funds into the Government. The extension of the ULEZ to include some areas of Kent to now become London is just ludicrous, as to me it feels like the thin end of the wedge.... once parts of Kent become part of the Capital their individuality and 'quaintness' will be removed and prices for living and commodities will just continue to rise. People moved out to Kent to be able to live away from the Capital and afford a life.

Charging to use the roads is already done by Road Tax, or so we're led to believe. Charging me to enter the City of London, or any others in the future is an infringement of my freedom, as we live in a Democracy..... I want to be able to be free to travel to/from my family and friends and not account for every trip I make, nor do I want to have to limit where/how I travel.

I had hoped to find the Consultation on this matter on the Government Website, but I was unable to locate this, and am both cross and frustrated that I couldn't do so.

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Kind regards

[personal information redacted for publication]

The future of smart road user charging February 2023

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| Reference | RUC2748 |
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Dear sirs,

This proposal will affect everybody not just motorists. Everyone relies on vehicle deliveries either for food, goods or to get around. I have a small business supplying balloons for various events and not only is it impossible to supply without a vehicle I would have no choice but to shut up shop.

It appears this proposal is aimed at strengthening the large companies who can afford to spread the cost around at the expense of small shops and businesses. What other large capital city has these plans in operation? It is a preposterous solution almost as bad as the charging of the ULEZ fine.

At the moment we are experiencing almost monthly strikes so even public transport can't be relied upon. I would hope the committee dismisses this proposal to save London from falling into becoming a ghost town.

Yours faithfully

[personal information redacted for publication]

Road Pricing Consultation

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| Reference | RUC2747 |
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Please see my responses below:

1. Do the current road user charging systems in London require reform?

No. I would support leaving the central London congestion zone as it is, raising the daily charge if needed and the ULEZ within its current boundaries of North and South Circulars. No further changes required.

Written Evidence from Individuals: Part One

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It would lead to additional costs for motorists who are already paying Road Fund Licence and tax on fuel, whether petrol / diesel or electricity.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be made for different kinds of journey. It is not the role of Government to decide which types of journey should warrant a higher charge. It is also unacceptably intrusive to collect this kind of information about the purpose of peoples' journeys.

4. What strategies and targets could smarter road user charging support?

I would not support its use for any targets.

5. What technology could be used to support smarter road user charging?

I do not support road charging or any of the intrusive technology needed to implement it

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Air pollution is naturally falling as cars become ever cleaner and people switch to EVs and hybrid vehicles. Road charging is not needed as part of this, especially in outer London areas where air quality is not an issue as it is in central London. Other areas, such as log fires, heavy haulage and industry need to be the focus of climate and pollution efforts, rather than cars.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Any policy on charging road users should come from Central Government, rather than local authorities, to ensure democratic fairness. The recent ULEX proposal has shown that people who live outside the zone but drive into it have been unable to vote on whether they want the scheme extended. There should be not tax without an opportunity for people to vote on it.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Should not be introduced. Current taxation on motorists is more than sufficient.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

These questions suggest a decision has already been taken to introduce road charging. IT has the feeling of the ULEZ non-consultation. No discounts as I do not support the scheme.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

I would not support additional charges on London motorists over and above those in the rest of the UK.

Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Motorists should not have to pay any more than they currently do. I am comfortable with current tax levels.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

A binding referendum should be a minimum requirement for any change as large as this. This must not take the form of a consultation, the results of which can be dismissed. I suspect this is unlikely to happen, as the result may not be what the Mayor of London wants.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I am not in a position to comment on other countries. UK policy should reflect the wishes of UK voters. I have seen no evidence that the people of London or the UK want a road pricing scheme to be introduced.

Regards,

[personal information redacted for publication]

Smart Road User Charging: Call For Evidence

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| Reference | RUC2745 |
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1. Do the current road user charging systems in London require reform?

Best option is to keep things as they currently are, i.e. no extension of ULEZ and no so called smart charging

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Implies use of intrusive technology which would be unacceptable

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

This would require an expensive and counter-productive bureaucracy

4. What strategies and targets could smarter road user charging support?

Nothing sensible

5. What technology could be used to support smarter road user charging?

See Q4 response

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Would probably make matters worse - just look at the low traffic neighbourhood fiasco which has been disastrous for congestion and the quality of air for everyone living on boundary roads

Written Evidence from Individuals: Part One

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

This is a blatant attempt to impose additional tax burdens on businesses and people, which would certainly create more problems than it could solve (unless of course the real agenda is to destroy businesses and personal wealth)

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

When in history has any taxation ever been phased out instead of becoming an additional burden??

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No new schemes and therefore no additional discrimination

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

All should pay less - no discrimination

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Referenda should take place to abolish the position of mayor or reduce its powers

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I'm sure you will do your own research

Road User Charging

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| Reference | RUC2743 |
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1. Do the current road user charging systems in London require reform?

NO. We need less regulation and monitoring - especially when this is not mandated by the people, or for the benefit of the people. When were we asked if this was wanted? It is just another sneaky way of raising money for government, at people's expense. Even worse, it is done in the name of being 'for health and safety'

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

'Smarter' is a word concocted by those pushing for this agenda, and again is not something that has had a consultation, referendum or anything that involves peoples' views. Why not fix the systems we already have, rather than trying to control people more and more. Very similar to 'Smart Motorway Lanes'.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities, or essential services?

Why are you asking questions as though everyone has agreed to these draconian proposals? We already pay fuel duty and we do NOT need any more road charging systems

Written Evidence from Individuals: Part One

to fund Government from the public purse. Is there no end to the schemes devised to impoverish people?

4. What strategies and targets could smarter road user charging support?

Where is the concern for the health and happiness of the people of this country? We do not require spurious targets – why not try to find out what people really want. A General Election would make a great leveller..

5. What technology could be used to support smarter road user charging?

Presumably, you mean surveillance technology to make sure everyone pays. We want less intrusion into our lives not more. However, please remember, Government is supposed to be in place TO SERVE THE PEOPLE. We voted you in, We can soon vote you out.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It has already been documented that air pollution will not be affected by these measures and neither will climate change. Perhaps those in government going to conferences and summits could refrain from travelling in private planes and large gas guzzling vehicles - as this could potentially have more of an impact.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have a road user charging scheme at national level - ROAD TAX and FUEL DUTY. There is no need for any more charges to be added. Older vehicles have paid their own carbon dues by remaining in use instead of being replaced by a brand new car (most of the carbon in cars is in the build). So, why not reduce road tax for older vehicles? They have already paid their taxes for many years.

8. If smarter road user charging is introduced, which charges or taxes should it replace, and how should the current taxes and charges be changed?

It should be introduced at all. Instead of looking at ways to effectively price people out of driving their cars and visiting family etc, why don't those writing these reports, focus on the overall health and wellbeing of the nation?

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

THE PEOPLE DO NOT WANT A 'SMART' ROAD CHARGING SCHEME. When is the hypocrisy and discrimination going to stop? We want to live our lives without government constantly telling us what we can do. A prime example is Sadiq Khan - trying to push through the ULEZ expansion who used a convoy of three cars to walk his dog - at least one of which does 13 miles to the gallon.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

NO. Nowhere is a sensible place for a trial. Look at all the money being spent on what the Government has determined is important - 5g network, LED 'smart' streetlights etc - when the people of this nation would like road repairs to potholes etc to be done. Why is this not being prioritised? It wouldn't need expensive consultations that ignore peoples' views, and would cost very little in comparison to these dystopian proposals.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Written Evidence from Individuals: Part One

How would they pay less? If this was introduced Londoners would be paying more than they currently do, so it would unfairly penalise many many people - especially those on low incomes, who you claim to want to help.

So if a family (with small children and a dog)making a train journey impracticable, lives in the South and has family in the North - they would be penalised because they have a long journey to visit family?

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

All Government bodies are there to serve the people and ensure the wishes of the people are carried out. They are not in place to enrich themselves and cause hardship. Any new scheme should be put to a public vote - anything else is the work of a dictatorship.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

In this country we are meant to have a democracy, other countries may have a different regime. As a democratic country, why have we not been consulted about policy goals? We require a vote on the road charging scheme.

I strongly object to Road User Charging

Road pricing consultation

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| Reference | RUC2742 |
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Dear sirs,

Please see my responses below, quite frankly the lack of publicity for this consultation is unacceptable and the fact it is not a clear set of questions if people want it or not means that this consultation is deliberately designed not to elicit a clear response on this matter. I have also added my local MP into this email as I expect our elected officials to listen to the concerns of their citizens, the fact that people have clearly demonstrated their opposition to the extension of ULEZ and has been ignored by the Mayor is extremely worrying from a civil liberties perspective, and this consultation appears to be a rubber stamping operation to impose road pricing , hence why the extension of ULEZ to get the cameras imposed for road pricing.

1.Do the current road user charging systems in London require reform?

No. As Londoners we are already burdened with both congestion charge and ULEZ. These are unreasonable charges which in particular impact the poorer segments of the London population. We do not require additional charges to motorists. People are stressed and poor thanks to the state of the economy and the impact of the last few years. Furthermore, the increase of cameras to monitor road charging is an assault on people civil liberties to move around without being monitored by the state or its corporate partners.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Written Evidence from Individuals: Part One

Once again you have structured questions to elicit a certain response, the question for those consultation is simple do you want road pricing YES or NO. If changes are needed adjust the current systems for example late night shift workers are not charged twice for ULEZ congestion zone charges.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

We should not have to pay extra whether you are travelling for work, for caring or for essential services. We already pay fuel duty, which is a cost per mile as you pay more if you drive more. We don't need any more road charging systems; people are already stretched financially and once again the charges will be penalising the poor. Nor is it the role of the state to dictate how people travel with coercive pricing, this is intrinsically totalitarian.

4. What strategies and targets could smarter road user charging support?

None we do not want road charging, please provide a straightforward consultation, with a simple straightforward question, so you want road pricing YES or NO.

5. What technology could be used to support smarter road user charging?

None, this level of technology for tracking peoples movement is an infringement on people's civil liberties it is not for the state to influence peoples travel

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Much of these challenges have been manufactured with the massive increase in road schemes that are reducing capacity with cycle lanes and low traffic neighbourhoods, these have cost Londoners hundreds of millions of pounds in taxpayers money which has increased traffic and subsequently air pollution. Cars are today subsequently greener and with the increase in electric cars these are combating climate change, If you are serious about challenging climate change go after the global 100 polluters which are large corporations including tech companies rather than individuals who wish to carry on living their lives with out being disturbed by state authorities dictating how people should drive.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have a road user charging at a national level, it's called ROAD TAX and FUEL DUTY. We do not need any more. Why not reduce the road tax on older vehicles that have been around for many years and have paid their own carbon dues by remaining in use instead of being replaced by another brand new car (most of the carbon in cars is in the BUILD).

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

WE DO NOT WANT ROAD USER CHARGING, taxes are already excessive reduce the current ones do not add new ones, Road pricing is intrinsically against the poor, disabled and minorities, who will be disadvantaged in being able to drive and get the requires support they may need. To be frank I'm disgusted that in particular those parties which are supposed

Written Evidence from Individuals: Part One

to represent the most vulnerable sections of society appear to be its biggest supporters of a fundamentally discriminatory system which is also a threat to civil liberties.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

How about we don't impose the taxes in the first place, so that we will not need to look at discounts for the vulnerable.

10. If the Government were interested in a national distance-based road usercharging scheme, would London be a sensible place for a trial?

No. Nowhere is a sensible place for a trial. This is starting to look like a work of dystopian fiction. Let the people be free to choose the transport they want, most people will choose the appropriate form of transport for their needs.

11; if distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

We note the intent is to burden the UK citizen with even more taxes. we do not want road user charges.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities much not abuse the elected powers vested to them by the Citizens. All new schemes must be by referendum. If taxes are imposed without effective consultation, then this should be considered an abuse of power and those officials who pushed for these schemes should be held personally liable including the cost of imposing such schemes without consent from its citizens.

13. How are other cities and countries working on similar smarter road usercharging ideas faring, and what alternatives are they looking at for achieving similar policy goals ?

Frankly I don't care what other cities have imposed we have seen in places like Oxford and Bath that these types of schemes are being imposed against the will of the local population. This is an abuse of power.

Kind regards,

[personal information redacted for publication]

Road Charging in London

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| Reference | RUC2740 |
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Written Evidence from Individuals: Part One

1. The current Congestion charge should not apply on weekends as this inhibits business and creates problems for church attendance in central London.
2. Road charging would be yet another imposition on permanent residents of London and appears to be simply another means of raising revenue.

[personal information redacted for publication]

Smart Road Pricing

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| Reference | RUC2736 |
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1. Do the current road user charging systems in London require reform?

Yes. Congestion & pollution is still too high within the current ULEZ

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Currently certain vehicles are exempt from charges.

Charges could vary for different times/zones.

Personal vehicles exemptions/lower tariffs should be targeted to small efficient even micro models not all electric or compliant cars.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges could vary for different times.

4. What strategies and targets could smarter road user charging support?

Charges could vary for different times/zones.

5. What technology could be used to support smarter road user charging?

The existing APN technology is sufficient. It is proven and reliable. Linked with DVLA data and TFL account data enough information already exists.

Account information can be supplemented with essential works/carer information.

Attempts to build best in world vehicle track and trace should be resisted.

The maximum value and return should be yielded on existing investment/technology before any new technology is considered.

Investment in alternative transport should take priority over investment in costly technology which may take years to return value.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Currently certain vehicles are exempt from charges.

Charges could vary for different times/zones.

Personal vehicles exemptions/lower tariffs should be targeted to small efficient even micro models not all electric or compliant cars.

A flat daily charge (with concessions) equivalent to a return public transport journey is best as it will prevent short journeys.

Per mile charge may lead to back routes being taken and social and economic complications.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

City, with maximum transparency and accountability.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Written Evidence from Individuals: Part One

ULEZ/Congestion Charge..

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Concessions for disabled, carers, essential workers, low income.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. Too large & complex.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Full concessions for ULEZ & Congestion charge for inner London need to be removed.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

No, as long as the electoral mandate is clear and transparent.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Oxford would be the nearest but very little information. Implementation has overlapped with other initiatives which confuses any analysis.

The future of smart road user charging February 2023

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| Reference | RUC2732 |
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My thoughts inline below:

1. Do the current road user charging systems in London require reform?

Yes – they're unfair and in danger of becoming complex and arbitrary.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

By actually charging per mile rather than as flat rates for huge zones.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges based on time of day and even real-time congestion factor.

4. What strategies and targets could smarter road user charging support?

By intelligent routing and time of day charging to even out usage and highlight to users where alternative means should be considered.

5. What technology could be used to support smarter road user charging?

GPS based computer in the car – they have most of it already, it just needs the intelligence. It'll get the tin-foil hat brigade up on their hind legs but so did Oyster cards and ULEZ/Congestion Charge

Written Evidence from Individuals: Part One

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

By intelligent routing and time of day charging to keep traffic flowing.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

City based but with a common system nationwide so users don't have to re-register as they move around the country.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Congestion Charge and ULEZ should be replaced.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Discounts for disabled and possibly areas poorly served by public transport (and also, address the problem that public transport in London is primarily radial, so, for instance, it takes me 1h10m to get from Northfields to a client in Bethnal Green (10 miles) but 1h to get to Wembley High Road (4 miles).

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Yes, but perhaps introduce it alongside the existing charges for a period (as a cheaper alternative initially) to encourage take-up.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

The overall outcome should be the same but it's absurd that, for instance, a business with vehicles travelling in London all day can recover some of the cost of the ULEZ or Congestion Charge as a tax deductible travel expense, someone entering the ULEZ zone by half a mile for an hour once a week to take their elderly mother shopping pays the full daily rate. It should be per mile, not per zone as Khan appears to be setting it to operate.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

It should be coordinated centrally as there are too many poor and undemocratic decisions at local level.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Much mention is made of Norway yet their system is more akin to toll roads rather than zones. At least one city in Italy is looking at putting intelligence in the vehicle. But

Written Evidence from Individuals: Part One

many European cities have cheaper and more available public transport. While London is good, it is less expensive to take a family of four (even assuming two children with free travel) from Ealing Broadway to Kew Gardens by car than by bus, and that's a failure.

Road User Charging Consultation

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| Reference | RUC2729 |
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1. Do the current road user charging systems in London require reform?

NO. We need less regulation and monitoring - especially when this is not mandated by the people, or for the benefit of the people. When were we asked if this was wanted? It is just another sneaky way of raising money for government, at people's expense. Even worse, it is done in the name of being 'for health and safety'

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

'Smarter' is a word concocted by those pushing for this agenda, and again is not something that has had a consultation, referendum or anything that involves peoples' views. Why not fix the systems we already have, rather than trying to control people more and more.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities, or essential services?

Why are you asking questions as though everyone has agreed to these draconian proposals? We already pay fuel duty and we do NOT need any more road charging systems to fund Government from the public purse. Is there no end to the schemes devised to impoverish people.

4. What strategies and targets could smarter road user charging support?

Where is the concern for the health and happiness of the people of this country? We do not require spurious targets – why not try to find out what people really want.

5. What technology could be used to support smarter road user charging?

Presumably, you mean surveillance technology to make sure everyone pays. We want less intrusion into our lives not more. However, please remember, Government is supposed to be in place TO SERVE THE PEOPLE.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It has already been documented that air pollution will not be affected by these measures and neither will claimed climate change. Perhaps those in government

Written Evidence from Individuals: Part One

going to conferences and summits could refrain from travelling in private planes and large gas guzzling vehicles - as this could potentially have more of an impact.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have a road user charging scheme at national level - ROAD TAX and FUEL DUTY. There is no need for any more charges to be added. Older vehicles have paid their own carbon dues by remaining in use instead of being replaced by a brand new car (most of the carbon in cars is in the build). So, why not reduce road tax for older vehicles?

8. If smarter road user charging is introduced, which charges or taxes should it replace, and how should the current taxes and charges be changed?

It should be introduced at all. Instead of looking at ways to effectively price people out of driving their cars and visiting family etc, why don't those writing these reports, focus on the overall health and wellbeing of the nation?

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

WE THE PEOPLE DO NOT WANT A 'SMART' ROAD CHARGING SCHEME. When is the hypocrisy and discrimination going to stop? We want to live our lives without government constantly telling us what we can do. A prime example is Sadiq Khan - trying to push through the ULEZ expansion who used a convoy of three cars to walk his dog - at least one of which does 13 miles to the gallon.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

NO. Nowhere is a sensible place for a trial. Look at all the money being spent on what the Government has determined is important - 5g network, LED 'smart' streetlights etc - when the people of this nation would like road repairs to potholes etc to be done. Why is this not being prioritised? It wouldn't need expensive consultations that ignore peoples' views, and would cost very little in comparison to these dystopian proposals.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

How would they pay less? If this was introduced Londoners would be paying more than they currently do, so it would unfairly penalise many many people - especially those on low incomes, who you claim to want to help.

So if a family (with small children and a dog) making a train journey impracticable, lives in the South and has family in the North - they would be penalised because they have a long journey to visit family?

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

All Government bodies are there to serve the people and ensure the wishes of the people are carried out. They are not in place to enrich themselves and cause

Written Evidence from Individuals: Part One

hardship. Any new scheme should be put to a public vote - anything else is the work of a dictatorship.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

In this country we are meant to have a democracy, other countries may have a different regime. As a democratic country, why have we not been consulted about policy goals? We require a vote on the road charging scheme.

Call for Evidence:the Future of smart road user charging February 2023

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| Reference | RUC2727 |
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1. Do you the current road user charging systems in London require reform?

No. I do not agree with road charging as the motorist already pays road tax annually, high parking charges, tax on fuel purchases, tax on car purchases, resident parking fees, Congestion Charge, LEZ and ULEZ etc. This is far too expensive already.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

I don't think that we need smarter road charging but there could be more discounts or exemptions for example when people need to drive-in to London daily

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Essential services should always be free. Discounts and exemptions should be considered for situations like caring responsibilities, medical treatment, to and from work etc. Motorists pay far too many taxes already and most would not drive certainly in central London unless it was essential but use public transport where possible. MPs, Councillors, etc. should not be exempt from charges and should not be able to claim these as expenses as they earn a salary.

4. What strategies and targets could smarter road user charging support?

A good plan would be to appreciate that most people who purchase a car (at considerable cost) do so because of the pleasure they derive from using a car for visits to family/friends, to carry shopping, volunteer, days out, holidays etc. Less taxation on the motorist would acknowledge this.

5. What technology could be used to support smarter road user charging?

Unnecessary!

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Congestion Charge and ULEZ are already in place - ULEZ does not need to be expanded. Road user charging is not the answer. Plant more trees, look at other reasons for air pollution - car emissions are way down the list of the cause of air pollution in London!

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Motorists are already being taxed in various ways **far too highly**, road tax, fuel duty, car purchase duty, parking fees, Congestion Charge, ULEZ, road tolls, resident parking charges etc. it is just too much and **grossly unfair!** Why aren't cyclists and e-scooters subject to

Written Evidence from Individuals: Part One

any road charge? Especially as most of the roads in London have been adapted to cater for these riders!

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Hopefully road charging will not be introduced but if it does go ahead all other taxes and charges on the motorist should be removed.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

There should be discounts and exemptions for people with disabilities, those on low incomes, the elderly and older persons, those who need to drive for work, people who have caring responsibilities, and those who live in areas with low levels of public transport.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2726 |
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1. Do the current road user charging systems in London require reform?

No they do not, this would impact unfairly on all people and in the current climate with daily living costs out of control this proposal is absurd. We do not need another tax/levy just to enact our basic freedoms – the people behind this and working on this schemes need to reflect the average person not those with other interests!

Following Covid there seems to be costs after costs – how would this scheme help people apart from making them have less in their pockets.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Makes an already worse system even worse. People are being penalised for living in their homes at this rate. We already have ULEX and CC which should be tweaked instead.

Written Evidence from Individuals: Part One

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

You should not have to pay extra whether you are travelling for work, for caring or for essential services. We already pay fuel duty, which is a cost per mile as you pay more if you drive more. We don't need any more road charging systems, people are already on their knees.

The Government should be looking at all the private companies that benefit from supplying fuel and gas and electric rather than tax and hit the end user – none of this makes sense – we can literally see large corporations making billions in profit in a pandemic and yet the average person is penalised for using their basic rights.

4. What strategies and targets could smarter road user charging support?

Why is there an obsession for something that's not needed – focus on the basics what would benefit the everyday person – how about giving back instead of wanting to take more.

5. What technology could be used to support smarter road user charging?

You are missing the point – is there even an need for this? Why do we need more technology – why not focus on schemes that improve driving experience, safety etc.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

What was the point of Ulez then – remove Ulez if nots working

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Written Evidence from Individuals: Part One

We already have a road user charging at a national level, we do not need any more.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

The people writing this report should focus on not missing the point and making more difficulties for the country and its people.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in

areas with low levels of public transport?

Again its not going to help individuals like this if their nurses and doctors might consider not travelling to them to save on money and will inadvertently affect this vulnerable people!

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Nowhere is suitable for this scheme.

11. If distance-based road user charging was introduced, do you think

Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Given how everything has gone last few years everyone would pay more starting with Londoners.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a

Written Evidence from Individuals: Part One

local referendum)?

It should go down to a public vote.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

How do you expect a layperson to answer this – they are too busy wondering why their own country is out of control of spiralling day to day costs than what other countries are doing? Has anyone proof read these questions?

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2719 |
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1. Not enough time has been given to people to respond to these proposals.
2. Introducing these proposals in this rushed manner without the issue and proposals being fully publicised and the public being given time to consider and address the proposals accordingly feels very deceptive and underhanded or at the least very sharp practice.
3. I live just outside of the m25 and as a consequence have no right to vote for the mayor of london yet his proposals directly impact upon my life and my family.

Response to survey - Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2718 |
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To whom it may concern,
Please see below my observations on the above survey. I live inside the M25 and will be directly impacted by these smart road user proposals. I understand that the deadline for

Written Evidence from Individuals: Part One

response to this survey is today 10th March 2023. Should you require any further information please do not hesitate to contact me.

Kind regards,

[personal information redacted for publication]

1. Do the current road user charging systems in London require reform?

No. London does not need variable or distanced-based smarter road user charging. We already have the ULEZ which has impacted people's movement habits within the city, as well as forcing commuters to use highly overcharged public transport. What we need now is a joined-up-thinking approach, which marries the existing ULEZ system with an economically viable and efficient public transport system. If this proposal is interested in air quality, then the proposal should be concentrated on improving the poor air quality in the London Underground first.

People's finances have been stretched to the limit, thanks to the current state of the economy and the impact of lockdown due to Covid restrictions. People will make sensible travel decisions, if the both the road and transport systems are designed properly for ease of use. This proposal to widen the ULEZ with a smart road system will only lead to further negative financial impact and stress on all commuters.

2. How might smarter road user charging differ from the current daily or ease of use and charges for driving applied in London?

Instead of proposing new systems, adjust the current system and make it more efficient. For instance, the current daily charge stops at midnight, meaning someone who is visiting between 10pm and 2am pays twice. This should be fixed.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

An individual should not have to pay extra whether you are travelling for work, leisure, or for essential services. We already pay fuel duty, which is a cost per mile as you pay more if you drive more. Further why should journey types be recorded by officials? Frankly it is none of their business what an individual does on a daily basis. If this ill-advised strategy is implemented, people may be inclined to stop travelling to London as no-one wants to have their individual data collected and analysed by authorities, which will no doubt happen due to the implementation of an expensive camera monitoring system which will require to be employed.

4. What strategies and targets could smarter road user charging support?

Why don't we look at the health and happiness of the nation instead of spurious targets set up by policy makers studying purely environmental aspects rather than looking at the problem from multiple perspectives? These survey questions are set up by the London Mayor's office to hold the London Mayor to account! I would say that's a conflict of interest which is reflected in the form of questions in this survey. The questions seem to hint that the system will be taking place, rather than first setting up a referendum and asking citizens if they agree with the findings in the first place. I would also question how much exposure this survey has been given with regards to the public having the opportunity and time to scrutinise this policy.

5. What technology could be used to support smarter road user charging?

The technology and system currently in place, helps to decrease pollution in the centre of London. This system is not required in the wider areas of London as these areas have a different architectural density of residences and businesses, thus different traffic patterns and road usage. I also understand that the air quality is not compromised outside the city centre as I will explain in question 6 of this survey. I'd also like to add that human beings should be allowed to go about their business without further technology intruding in their lives.

Written Evidence from Individuals: Part One

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The current ULEZ is already doing this. There is no further requirement for an expanded smarter ULEZ system. For reasons I've already stated I do not agree with this proposal. We are taxed via vehicle excise duty on emissions and electric cars have been promoted.

The London Mayor is claiming that the air quality in outer London is so much worse than in central London, that he is going to have to extend the ULEZ zone to the M25. An air quality reading for central London from June 2022, using the Breezometer app stated air quality at 2 on a scale of 1-10, which is classed as low.

The June 2022 air quality reading on the same app for Belmont (Wealdstone) is 1, same reading (1), for Ruislip, Yeading, South Oxhey, Bushey and Southgate. All areas east from Tottenham to Ilford, all reading the same as Central London (2), making the need for an increase in the ULEZ area, completely unnecessary.

Has the commission done further tests to disprove these results?

I understand following a recent FOI request (9th Feb 2023 FOI REF: FOI/2023/4790) from the Office of National Statistics regarding the number of people who have died from poor air quality in London was as follows:

"One death in England and Wales in the period 2001 to 2021 had exposure to air pollution (International Classification of Diseases, Tenth revision (ICD-10) code Z581) recorded on the death certificate."

While this is extremely sad and upsetting for the family of the individual who died, this statistic sadly, does not reflect to me that outdoor air quality is particularly fatal for Londoners in general. Perhaps instead, policymakers should look at helping vulnerable members of our society by introducing a scheme which aids the provision of affordable homes in greener and scientifically proven cleaner air zones.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have a road user charging system nationally, in the form of road tax and fuel duty. Nothing further is required. I would suggest reducing the road tax on older vehicles that have been around for many years, as by remaining in use, instead of being replaced by brand new models, their carbon footprint is less than the new replacement car, since most of the carbon in cars is in the build. Clearly this study seems to have missed this significant point. Yet again the proposal seems to be skewed in only one direction and misses investigating the issue from multi-dimensional viewpoints.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging should not be introduced. The people writing this report should focus on the health of London and UK citizens instead. The London Mayor and his team are after all, civil servants employed by the citizens to work for the good of the citizens.

Instead, this proposal seems to be focused on increasing financial burden on people driving their cars to and within the city, visiting family/friends within the city, or simply enjoying a trip to the UK's capital city to do some sightseeing!

Here are some statistics taken directly from www.cityoflondon.gov.uk

Tourism statistics - City of London

| Visitors | 2019 Figures (pre-Covid) | 2020 Figures | 2021 Figures |
|------------------|--------------------------|--------------|--------------|
| Number of visits | 21 million | 4.6 million | 7.8 million |

Written Evidence from Individuals: Part One

Total visitor spend £2,104 million £409 million £756 million

It would seem that tourism creates a lot of revenue for London, but has greatly declined since Covid restrictions were put in place. The smart road user study would not improve these statistics in favour of more visitors, rather would act as a deterrent for tourists, since travelling into and around the city would be both more difficult and expensive given the current state of London's public transport. If comparing London compared to other great European cities then this system would further fuel decline in interest for tourism and indeed industry/commerce.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

I believe if put to a vote/referendum the people in and around London and within the UK do not want a road charging scheme. This has been clearly shown in recent petitions which were anti-expansion of ULEZ and debated in parliament. This proposal has been touted by a London Mayor who is able to travel for free around London with a security convoy. As quoted in a UK tabloid newspaper; "Sadiq Khan is spotted using cavalcade of cars to drive 4.5 miles to walk his dog... even though there's a park close to his street – hours after unveiling pollution report" I understand one of the cars was a diesel VW, not exactly a model for clean air emissions. Considering the basis for the report and subsequent smart road proposal this type of trip by the London Mayor would seem to be rather hypocritical.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. Nowhere in the UK is a sensible place for a trial. I have always believed that we are a proud democratic country here in the UK. This proposal sounds like the opposite of democratic principles and the beginnings of a state surveillance system. In my opinion, these proposals veer towards a state whose government institutions exercise an extreme level of control over civil society and liberties. Problems will arise, when that citizen-to-state legibility is not paired with equal visibility into how the information collected via surveillance is used. I fully reject this expensive, ill-advised, poorly considered and one-sided smart road proposal.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

In my opinion, they would all pay more. This proposal is flawed and should not be pursued further.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes. All of these new proposals should be put to a UK wide, public vote/referendum as any democratic country would do - anything else is the undemocratic.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Written Evidence from Individuals: Part One

The citizens of the UK did not have a say on these policy goals. If this is a truly democratic country then the people should have been given a chance to vote on these smart road user ideas as I've already stated in question 12. This did not happen therefore, sadly, I can only assume that the UK and the London Mayor's directed policymakers are no longer following democratic principles.

Fw: Road User charging, call for evidence

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| Reference | RUC2717 |
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Subject: Road User charging, call for evidence

Hi here are my answers to the questions.

Answers -

1. Yes they do require reform
2. They should not apply in addition to ULEZ, LEZ and congestion. If they will someday replace these- low income, single vehicle households, disabled, care and core workers, persons on benefits should be completely exempt.
3. None of those journeys be chargeable at all ever.
4. Used against households with multiple vehicles on non- essential journeys when drivers are using vehicles at the same time, to help combat pollution and congestion.
5. Number plate recognition perhaps?
6. To regulate traffic and reduce pollution, with non- essential over use of multi-vehicle households at same time.
7. At a city level, as that is where any issues are. Not sure what cons could be...
8. If it must happen, which i think it should not as we have ULEZ and Congestion Charge, these should be scrapped completely.
9. Should be exemptions, for workers, care givers, disabled, benefits receivers, low income households, pensioners, and owners with or households with just 1 vehicle.
10. Yes London could be a candidate or another major city like Manchester/Birmingham would be ok.
11. They should pay less then they do at the moment, as drivers already pay a lot and are penalised excessively.
12. Yes a local referendum would be fairer than the Mayor deciding.
13. Don t know anything about other systems in other countries.

Thanks [personal information redacted for publication]

FW: Policy

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| Reference | RUC2716 |
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Written Evidence from Individuals: Part One

I understand you have been leading on the policy work around the new consultation with the smart roads in London.

I have submitted a response.

I know an NHS worker in London who has two hospital shifts in different hospitals.

They earn approximately £8 per hour on their banding.

They do the school run and need to drive.

So they pay £300 for their car per month or £10 per day.

Their insurance is about £3 per day.

They pay ULEZ and congestion of £12.50.

They pay tax of £0.80 per day.

Their fuel costs to both shifts and school run are around £15 per day.

This is around £41 per day or half of their salary.

It seems highly unlikely that this situation is out of the ordinary.

I think that the infrastructure needed on these roads is just not sustainable or affordable.

If a system that only charged users a fair price per day such as £2.50 cannot be introduced because it isn't affordable then the charge should be scrapped.

That's just my view however.

Best wishes,

[personal information redacted for publication]

Smart road users charging

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| Reference | RUC2710 |
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We already pay road tax to use our vehicles on the roads.

Smart road charging will just mean they ordinary people are unable to use certain roads due to the costs involved, whereas the wealthy can continue to use which ever roads they want and whenever they want.

This is just another proposed form of taxation, that well unfairly hit those that are already most in need.

Written Evidence from Individuals: Part One

I strongly disagree with any such schemes, it's just a step further on from the proposed ULEZ expansion.

Kind regards

[personal information redacted for publication]

Road charging in London

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| Reference | RUC2707 |
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To whom it may concern.

I totally disagree with any form of Road user charging.

We as humans have a right to travel freely around our own country and should not be penalised for doing so.

Restricting the movements and spending of people in certain areas is completely wrong.

We have the freedom of choice in how we choose to travel and this must always remain the case.

Educating people and offering safe alternatives is the way forward and let people decide for themselves if they wish to use a train, bus or private vehicle.

As a regular user of London roads I am more concerned about the learner moped riders working unsupervised on a provisional licence, no other role enables you to work unaccompanied on a learner licence. The risks these riders create is horrific and it is only the swift movements of individual drivers and pedestrians that prevent serious incidents increasing.

The frequency of traffic lights has been changed to create more traffic congestion, the 20mph zones are in themselves forcing gridlock by decreasing capacity and increasing stationary traffic.

Roads are for vehicles and there should not be any restrictions and the current ones removed.

Regards

[personal information redacted for publication]

The future of smart road user charging February 2023

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| Reference | RUC2704 |
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Please see my comments in RED,

1. Do the current road user charging systems in London require reform? YES, the current 'Road Tax' is enough!. ULEZ shouldn't be expanded it has nothing to do with clean air, it's a money making scheme. AS for LTN they don't work because they just push more traffic

Written Evidence from Individuals: Part One

onto main roads! I think the Mayor and the London Assembly have massively overstepped the mark on this road-charging scheme! Public transport isn't fit for purpose! You are single handedly killing London.

2. How might smarter road user charging differ from the current daily charges for driving applied in London? It shouldn't be applied.

3. How might charges for driving in London be varied for different types of journeys, such as traveling for work, caring responsibilities or essential services? We pay road tax, we shouldn't have to pay again to drive on the public road network in London or any other city in the UK.

4. What strategies and targets could smarter road user charging support? Nothing

5. What technology could be used to support smarter road user charging? Nothing

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? Well, we know that the claims of clean air is just a smoke screen for pay per mile another tax on top of an existing tax!.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? If the government deems the current 'road tax' as outdated then it is for central government to change the system for the whole of the UK, not left to individual cities to dream up these money making schemes!

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? Smart road user charging shouldn't be introduced!

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? Smart road user charging shouldn't be introduced!

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? No

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? We shouldn't have to pay because we already pay road tax!

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? I think the Mayor is on a power trip and should be reminded, that, we the people elected him into office and we'll be the ones voting him out of office in the very near future! You speak about local referendum, we have spoken out about ULEZ, LTN, Bus Gates & 15-minute cities yet those elected aren't listening to the people's voice!! We don't want ULEZ, LTN, Bus Gates & 15 minute cities. You the elected are a complete disgrace!

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? Smart road user charging shouldn't be introduced!

Hopefully, you'll take note and scrap 'Big Brother' is watching and let people go about their daily business, without having to pay to drive, pay to walk, etc, etc!!

Many Thanks,

[personal information redacted for publication]

Road Use Charging

Written Evidence from Individuals: Part One

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| Reference | RUC2700 |
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I write to object to the imposition of yet more charges on those who drive cars – this is unreasonable and would impact all who are on low incomes yet again those in this bracket are the ones most affected!

The present charges do NOT require reform.
There is no need for any changes or alterations required.
As there is no need for charges – no variations are applicable.
Due to all the above – no strategies required.

My submission is an OBJECTION to the above subject which will add yet another burden on the beleaguered motorist.

Regards

[personal information redacted for publication]

Road User Charging Consultation

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| Reference | RUC2699 |
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To Whom it May Concern,

It would seem from trying to read the website on the London Assembly page that the only way to submit responses to the listed questions on that site is to email this address, writing each question out. If that is the case then, gosh, I cannot imagine how efficient would be bringing in the tyranny and robbery that this proposal will entail.

My comments, briefer than would have been the case on a form to complete, are as follows:-

1. Do the current road user charging systems in London require reform?

Absolutely NOT. We already have ULEZ and congestion charge which has impacted massively on an increasing level of population. We do not need to have any more charging motorists to go about their business. The majority of the populace is stressed and poor enough thanks to both the state of the economy which is increasingly geared to transferring wealth upwards to the corporations and the increasing efforts of global authorities trying to control every aspect of our lives and make financial gain from it. We need much less regulations. The appalling, unilateral decision by the London Mayor to increase massively the ULEZ system will only impact on the poorest .

2. How might smarter road user charging offer from the current daily charges for driving applied in London?

There is no need for SMART user charging in the first place but instead of proposing new systems, try adjusting the old ones to be fairer. If someone is coming into London at night to try and help the desperate hospitality sector for example, they have to pay for 2 days as charging stops at midnight. Are we all to be Cinderellas?

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

There should be absolutely no control or extra charge regardless of the reason for travel. This is the forerunner of the Chinese social credit system or a Mobility Credit System. We already pay fuel duty and VED, the former being a pay per mile charge. People should not

Written Evidence from Individuals: Part One

be restricted as to movement and are already struggling. Think also of the ridiculous waste of money trying to police this.

4. What strategies and targets could smarter road user charging support?

We do not need either and your efforts could be better placed trying to support good mental health, happiness, kindness and freedom of the population.

5. What technology could be used to support smarter road user charging?

NONE. We need less technology intruding into our lives.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

ULEZ does this already. No more. Emissions are taxed by VED, dangerous electric cars have been incentivised enough. Leave us alone.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We do have this already called Road Tax and Fuel Duty. NO more. Most of the carbon in cars I believe is at the time of manufacture so why not reduce tax on older cars who have well paid their carbon dues?

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It shouldn't. End of. Always looking for ways to reduce quality of life for the average person.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

What rank hypocrisy is this? So the London Mayor has 3 cars to take his dog for a walk but Joe Public is going to be either means-tested or controlled to obtain a discount to something for which there is no need in the first place.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. Nowhere is sensible. This is a dystopian plan to control movement of the people according to a social credit system. We have had enough of this. Let people be free and focus on helping people.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Everyone would end up paying more obviously and this will destroy family support, ability to get to work and cost so many people in mental health as well as their pocket.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Nice to think you can fool us into believing we still live in a democracy! However, all plans which affect the populace should be voted for, both in parliament and maybe by referenda, although how can we trust that this is not rigged any more?

13. How are other cities and countries working on similar smarter road user charging ideas faring and what alternatives are they looking at for achieving similar policy goals?

I have no idea being a member of the public. However, we the people have had no say on policy goals. We should firstly have the right to vote on the policy, then to vote on road-charging schemes. Otherwise you are operating a quasi totalitarian dictatorship.

FINAL COMMENTS

I do not live any longer in London but visit regularly to see my daughter. I am often carrying items to and fro which could not be done on public transport. I also visit friends, do courses, theatre and art galleries, all contributing massively to the London economy. I think there are

Written Evidence from Individuals: Part One

many thousands in the same position. We should have the freedom to live in peace without the constant pressure of charges, fines, taxes, penalties just for going about our daily lives. I do believe that people have woken up in the last 3 years to the massive fraud and criminality that has been perpetrated upon them and this pushing of the 15 minute cities, the C40 plan, the digital ID, the digital pound and whatever else you all have up your sleeves, will ultimately backfire. You can only push people so far.
[personal information redacted for publication]

Road charging

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| Reference | RUC2693 |
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No road charging, road tax takes care of that.

Smart Road User Charging

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| Reference | RUC2685 |
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To whom it may concern

I am wholly against more charges and therefore further restrictions on travel for many private road users. Additionally, smart cars, when used for surveillance purposes are for me and extremely worrying development. I do not, under any circumstances, want my patterns of private travel recorded into government computers.

Whilst I am aware that pollution levels need to come down for a variety of reasons, I still believe in the freedom to travel by car as a fundamental human right, especially for those of us who have restricted mobility or fluctuating health, and therefore find more active forms of travel or using public transport much more difficult. Moreover, no one should have to pass through endless digital checkpoints and have their data recorded. It is becoming plain sinister.

If I believed these proposals for a smart road user charging were just about pollution reduction, it would at least be something, but given use of electric cars is also to be monitored in these schemes, I can only think a large part of their introduction will be for nefarious purposes of control, and further restriction of our civil liberties. We are being taken into a Chinese-style surveillance state, and I am wholly and unequivocally opposed to it.

If such schemes are continue to be developed in London, I have read that they are also highly likely to be rolled out across the UK in due course, which is also be very worrying.

Yours faithfully

[personal information redacted for publication]

Written Evidence from Individuals: Part One

Smart road user charging consultation

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| Reference | RUC2681 |
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In response to your request for feed back on the proposed charge per mile scheme, I wish to register my absolute disapproval of the scheme.

As usual no forward thinking is involved, apart from the amount of revenue and how you can make peoples lives more unbearable.

No proper consultation with the vast majority of the people.

No active discussion for even intention of compromise.

Any negative feed back is automatically discarded.

Vast amounts of tax payers money spent but not accountable to anyone.

Balance sheet never balanced.

No thought of the actual roll out of a scheme.

No infrastructure is put in place first.

All digital which is insecure.

Inevitable sharing of data and tracking of peoples individual movement, without permission and proper consent.

No help for people when things go wrong, just frustration at the incapable AI system.

People in positions of power are always exempt, it's just for the everyday population.

Part of the agenda to control people, keep them in an area, keep them from travelling.

No thought of encouraging people, just 'you Vil do as you are told' mentality.

No debate of the reasons for the draconian rules being in place, just an excited acceptance that we must save the planet by reducing our carbon footprint.

Evidence to the contrary is ignored.

If not intentional, it will become a vehicle of control, no safe guards will be put in place.

The scheme does not address the fact we are supposed to be living in a democracy and are ruled by consent.

The scheme is not fit for purpose.

[personal information redacted for publication]

Fwd: Transport for London Consultation

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| Reference | RUC2676 |
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Please find enclosed my responses to the survey apropos Road User Charging Consultation Q1. NO - Ulez is already going to impact people enough although that is dependent on them being carried out. Basic premise is NO MORE CHARGING FOR PEOPLE GOING ABOUT THEIR BUSINESS and daily life activities. People in this country are stressed, poor (at least feeling the pinch) and not particularly happy. We need LESS regulation.

Q2, Instead of proposing new charges, why not adjust the old one eg it can be punitive if the daily charging stops at midnight as you could be charged twice.

Written Evidence from Individuals: Part One

Q3. You should not have to pay more whatever you do - we don't need any more road charging systems. People are at a low ebb and don't need more burdens on their shoulders.

Q4. What is much more vital to the health of our nation is to improve and concentrate on emotional health and the physiological well-being of our people. Perhaps if people are happier in their own skins, they won't drive around so much.

Q5. I don't have a coherent answer here

Q6. ULEZ is a blunt tool which for me is too weighted to dictatorial top-down policy-makers. The obsession w CO2 emissions has obscured other, more urgent causes of the climatic problems. E-cars are already being incentivised and I would dispute that my current car, a VW 95octane petrol car is responsible for the above problems. Enough is enough.

Q7. Cities need to make their own choices here without any central government influence of the decisions. Certainly NO CHARGING in the regions ie countryside. The govt could reduce road tax on older cars as they've in effect paid their dues and that helps older people who often own them. What I see happening is a manipulation of the market to go down the E-car route instead of putting the dogma aside and letting people make informed choices of their own. Did you know for eg that when it comes to emissions, most of these are given off in the BUILD of new cars whether electric or otherwise, rather than in the actual running? The debacle over the now folded battery making company is proof in point of how these policies are not worked out first properly. That situation would never have occurred in Germany.

Q8. It shouldn't - the focus should not be on pricing people out of their cars. It smacks of draconian control policies

Q9. We the people do not want a road charging scheme in London or anywhere else for that matter. I've gone off Sadiq Khan, London Mayor, because he seems genuinely blind to cyclical factors affecting the climate (Climate is ALWAYS changing) and is using the CO2 issue to push an agenda of his own, which on the surface can seem "sensible" but when you look at the wider implications, are actually unwise and dictatorial and discriminatory. I'm all in favour of education re these issues and suggestions to improve things but not by imposed policies where there is little democratic accountability.

Q10. NO - nowhere is a sensible place for a local trial

Q11. They would all pay more - costing many, many people dearly

Q12. All of these schemes should be put to the public vis-a-vis democratic accountability ie NO dictatorial policy-making

Q13. Firstly we the people did not have a say on these policy goals. We the people need the chance to vote on policy and road-charging schemes.

Yours sincerely

[personal information redacted for publication]

Road User charging consultation - 'Key questions' answers

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| Reference | RUC2675 |
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To whom it may concern:

1. Do the current road user charging systems in London require reform?

No

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

They would differ in that they require more surveillance and an unacceptable level of invasion of privacy.

Written Evidence from Individuals: Part One

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges shouldn't be varied - ever - in the words of TLF themselves 'every journey matters'

4. What strategies and targets could smarter road user charging support?

Whatever the Mayor for London's personal agenda supports - we all know where this ends up.

[No subject]

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| Reference | RUC2673 |
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1. Do the current road user charging systems in London require reform? - NO
2. How might smarter road user charging differ from the current daily charges for driving applied in London?
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?
4. What strategies and targets could smarter road user charging support?
5. What technology could be used to support smarter road user charging?
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?
12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?
13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Call for Evidence: The future of smart road user charging February 2023

My response is that this process is absolutely undemocratic, unjust, unwarranted and immoral.

The right for people to move freely and unimpeded is paramount to our society and should not be weighted on their financial status to do so

I absolutely oppose any such smart road charges, now or any time in the future.

[personal information redacted for publication]

Written Evidence from Individuals: Part One

Response to Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2669 |
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Dear London Assembly Transport Committee,
Please find below my responses to your call for evidence regarding the future of smart road user charging February 2023:

1. Do the current road user charging systems in London require reform? **Yes, need to make it cheaper to drive in London for Londoners and remove the congestion charge at the weekends.**
2. How might smarter road user charging differ from the current daily charges for driving applied in London? **Will probably be more confusing, more expensive and have fewer exemptions than the current daily charges.**
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? **Reduce for all of the above - all are required so people will make those journeys anyway.**
4. What strategies and targets could smarter road user charging support **In a positive way, very little apart from generating more money for whoever runs it.**
5. What technology could be used to support smarter road user charging? **No further technology should be used for this.**
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? **It will just monetise the problem rather than tackling it. People need to travel so there will always be traffic be that public or private transport. Air pollution and subsequent climate change will always be present as a result of transport and building use of fossil fuels until there is clean energy use available for all. Not everybody is able to walk or cycle so penalising them for using other forms of transport is unfair.**
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? **These types of schemes work best where there is an identified need for it following:**
 - 1) a proper consultation with all the involved parties over a reasonable length of time (longer than 29 days as this current consultation has been open for);
 - 2) better publicity about the consultation and the options for change
 - 3) clarity over where the funds raised from the scheme will be utilised - a London road user scheme where the funds will be used to improve London's road and transport networks is likely to be more acceptable to Londoners than a model where the money raised by Londoners is used nationwide;
 - 4) a national system would not be ideal as it would unfairly affect those who have to travel by road when there are no other alternative transport methods.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? **If it were introduced, it should replace congestion charging and there should be a significant reduction in vehicle tax for affected users.**
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? **Minimum 90% fixed reduction for all of the above groups.**
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? **No, because not all cities have a joined up public transport system and so the results from London would not be applicable to other areas.**

Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? **Less.**

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? **Yes, there should be a local referendum on these schemes especially if they were not included in the electoral mandate.**

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? **I am unsure, but again, policies that work in other cities and countries may not be applicable to London so it is not as simple as trying to replicate a plan that works elsewhere and assuming it will work just as well in London.**

Yours sincerely,

[personal information redacted for publication]

Consultation

| | |
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| Reference | RUC2664 |
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1. Do the current road user charging systems in London require reform?

Yes, it's ridiculous that the congestion charge operates on Saturday and Sunday, depriving retailers and hospitality of customers

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Could by dynamic based on the amount of traffic on various key routes into London

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

By having a comprehensive list of different users/journeys with discounts/concessions/no charge

4. What strategies and targets could smarter road user charging support?

Dynamic charging - cheaper when it's less busy/congested

5. What technology could be used to support smarter road user charging?

ANPR

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

As above, dynamic pricing for congestion and sliding scale charges on vehicles based on the level of emissions

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Eventually, there will need to be a national system - the switch to EVs will result in a serious loss of revenue from fuel duty that will need to be replaced by a national road charging system. This will need to be based on many factors - location, congestion and user profiles.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

As above, it will replace fuel duty and it will need to be introduced at a low level, increasing in direct correlation to the decrease in income from fuel duty.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Yes, all of those examples, and others, would need varying levels of charges and charges should be dynamic in cities.

Written Evidence from Individuals: Part One

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No - distances in London are relatively low compared to journeys outside of London and a London trial would have to take into account the congestion and ULEZ zones.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

As above, pricing should be dynamic and should not, for London, be more than Londoners are currently charged. As above, this will have to change when the fuel duty revenue starts to be significantly affected.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes, residents should have a direct say when major changes such as road pricing are proposed - same should go for LTNs introduced by local authorities

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I think you need to do research on schemes in other countries/cities and present your findings, rather than asking people who have little or no information.

Regards

[personal information redacted for publication]

Road User Charging - Comments on Key Questions

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| Reference | RUC2660 |
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Comments on Proposals for Road User Charging for the London Assembly Transport Committee

(1) **Reform:** Yes, the present system requires reform. The present system of charging in the ULEZ places a disproportionate and unfair burden on the owners of certain older cars, especially diesels, and none on other cars, despite the fact that all cars are responsible for dangerous emissions and pollutants, and totally ignores climate change factors. In fact it gives people the false impression that "compliant" vehicles do no environmental harm at all! In particular all cars are responsible for **carbon emissions** in their initial manufacture, and large amounts of **toxic particulate emissions** from tyre wear, whether they are petrol, diesel or electrically propelled, in addition to the vague "air quality" category of NOx emissions which the current system is purely focussed on. The carbon emissions in manufacture, and excessive particulate emissions from tyres due to the weight of electric vehicles, are conveniently ignored by the present policy. And as diesel engines are more efficient than petrol engines they actually produce less carbon emissions in general, than their petrol equivalents.

(2) Smart Road User Charging: should apply a universal small charge (daily) for every car driving in the controlled zone, calculated on a formula which takes into account (a) **carbon footprint** in manufacture (b) **carbon/NOx/particulate emissions** from engine (c) kerb weight as a measure of tyre **particulate emissions** of that vehicle (which would also discourage use of excessively large vehicles).

A **mileage charge** would be completely ineffective in a limited area like London because very significant emissions are produced from IC engines when they do short journeys such as the "school run" when the charge would likely be insufficient deterrent. Furthermore it would entail significant further costs and complexity in deployment of **tracking technology**

Written Evidence from Individuals: Part One

especially if the charges were to be somehow weighted against such "short" journeys. This is also totally unacceptable - indeed positively frightening - from the point of view of protecting individual liberties.

Incidentally, motorists already pay a "mileage charge" wherever they go, in the form of fuel tax (or a possible future tax on electricity for car charging), and that is clearly no deterrent at all.

So in practice one might apply, as an example, a charge of £1 per day for each vehicle in the lowest category (mainly electric vehicles probably) £2 per day for the next category (perhaps existing "compliant" IC engines) and £3 for the highest (perhaps mostly, the current "non-compliant" vehicles). This can be simply effected with the existing number plate detection system.

(3) There would have to be specific exemptions for carers and key workers whose car use is essential, but I would encourage ALL others to walk, cycle or use public transport. That is the point of the "universal" small daily charge being comparable to a bus fare for example.

(4) This strategy would support the reduction of **overall** car use, and thus reduction of climate damaging effects, and congestion in city areas.

(5) No change is required or significant extra costs incurred in technology, just the initial cost of calculating a sensible categorisation of each vehicle.

(6) See (4) above.

(7) We must consider, first of all, an effective and fair system for London. I think different systems might be appropriate in other areas of the country where the problems are different.

(8) This proposal is intended to replace the current ULEZ charge. I would also maintain the existing congestion charge, to be applied to **all** vehicles in the existing central area, for obvious reasons. As mentioned above, motorists already pay a "mileage charge", in the form of fuel tax (or a possible future tax on electricity for car charging).

(9) See (3) above.

(10) No

(11) See (2) above.

(12) Yes there should be local referenda, because people often vote for local politicians on the basis of the policy of their national party (perhaps mistakenly) and then these politicians impose policies which are completely unrelated to the national party's objectives, or even ignore them.

(13) This is well beyond the scope of my general comments, it could be the subject of an academic research project!

Yours

[personal information redacted for publication]

Road User Charging scheme

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| Reference | RUC2658 |
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Good morning

I would like to comment on the road charging scheme that is currently under consultation with a deadline of today!

I travel from [personal information redacted for publication] to teach at a school in [personal information redacted for publication], the journey takes me 25 minutes in the morning, I leave home at 6am. On the occasions when I have had to use public transport this journey takes me 90 minutes. I have concession to travel with a Freedom pass but since Covid Sadiq Khan has not reinstated so a double whammy, a journey that takes three times longer and paying full price.

Written Evidence from Individuals: Part One

My role includes careers and extra curricula which means I need to be in London early in the morning or late night. Late night means that I get back to school at about 11pm from a theatre trip that I have had to support. I pick up my car to drive home and in all weathers. For me to use public transport at that time of night then get back into work the next morning is ridiculous and also unsafe. My journey involves the underground, a bus and a walk through a residential area. On Wednesday we had snow I caught the tube from [personal information redacted for publication] at 6:10am but had to wait 20 minutes because of a points failure due to the weather. As a result commuters were angry and by the time the tube did get going it quickly became busy. This would not have happened if I had driven. The same day there was a fire and the Northern line down to [personal information redacted for publication]. I use public transport in London at the weekend and during the holidays therefore I am a user of both. I support London through the London Ambassadors programme and spend my money on helping to keep theatres, restaurants and retail going. I am speaking for myself but know that colleagues have to travel across London. They have had to move out to find cheaper accommodation and public transport not always accessible. If this goes ahead I will be moving out of Greater London to an area more welcoming. I have lived here for over 40 years!

I say a big NO to this proposal. The public transport system in London is unreliable and that does not include the inconvenience of strikes. You will lose a great number of public service workers unlike the Government offices we are having to actually go into work. Why should school staff and hospital staff be further penalised and to think I actually came into work every day of the pandemic to support key worker and vulnerable students.

You really do have to think about the thousands of people who keep London an exciting place to visit as well as educating our young people, a number who meet criteria of deprivation, and maintaining the health of its residents.

Kind regards

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2653 |
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1. Do the current road user charging systems in London require reform?

No

2. How might smarter road user charging differ from the current dailycharges for driving applied in London?

I will hardly go into London if ever.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Travelling for work will get even more expensive than it is now.

4. What strategies and targets could smarter road user charging support?

Best is not to introduce any additional charges.

5. What technology could be used to support smarter road user charging?

Best is not to introduce any additional charges at all.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The biggest polluter in the world is China, anything done in Europe to battle climate change will make no sense at all if China won't do anything about it (and they will not for sure).

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Written Evidence from Individuals: Part One

Best is not set up the charges at all.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Remove road tax.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Drive to work exemption.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Distance based charging cannot be introduced, cost of living is already skyrocketed and that would be the last nail to the coffin of middle class working people.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Best is not to introduce any additional charges at all.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Local referendum required.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Hopefully no other cities will work on such an bad idea as charging per distance traveled.

[personal information redacted for publication]

[No subject]

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| Reference | RUC2652 |
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Do not want the pay for Mile or the ulees

Opposing smart road user charging underway in 2023

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| Reference | RUC2641 |
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Dear Sirs,

The introduction of road user charging, as well as from any Londoner who would be affected by the policy and its potential goals.

The idea of camera and surveillance systems reporting our every move is abhorrent. It will be used as a government mechanism to coerce the public into compliance using ridiculous tax and fine measures to restrict their movements.

This is NOT the kind of world we want to live in.

The limits on car use and independence are being propogandised by the government under the guise of climate change, but these measures are to enslave us and have nothing to do with climate change. If London restrictions made in the past decade made any difference pollution would have gone down, but it has not changed. Stop polluting the air though chemtrails and other geoengineering measures if climate change is such a conce

Written Evidence from Individuals: Part One

I strongly oppose the ULEZ camera network as the infrastructure in other towns and cities is different to London and it is an infringement on civil liberties and human rights.

This level of surveillance would mean more taxes and controls facilitated by so-called SMART technology.

These measures need to stop now, as citizens have been abused enough by the government and their evil politics.

Yours sincerely,

Surrey Resident [personal information redacted for publication]

Response to Call for Evidence: The future of smart road user charging - February 2023

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| Reference | RUC2635 |
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Hi

I am writing to give my input to your Call for Evidence on the Future of Road User Charging in London. I live in [personal information redacted for publication] which is a small town on the southern edge of Greater London. I am a car enthusiast and enjoy driving for pleasure as well as using my vehicles for carrying out essential day to day activities.

1. Do the current road user charging systems in London require reform?

In principle I disagree with any form of Road User Charging. I think all existing road user charging systems in London should be scrapped.

I think road users are capable of deciding on the best mode of travel to make their journeys. For example before the M25 was built I used to regularly drive through the center of London on my way to events in the Midlands. However since the M25 was built I use that and the motorway network instead to travel around the country. Most of my trips to Central London now are for socializing so I am happy to use the train/tube to get in and out of Central London using my Freedom Pass and not worry about driving. Most of my trips around my local area (Greater London/Surrey border) are by car as no viable public transport options exist.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Road users already pay significant Car Tax and Fuel Duty to use the roads. We do not need Smarter Road User Charging as an additional cost for road users.

3. How might charges for driving in London be varied for different types of journeys, such as traveling for work, caring responsibilities or essential services?

We do not need additional charges for driving in London. We need to let people make their own decisions about how to get about the vast area of Greater London (607 square miles).

The London Assembly needs to focus on providing viable public transport options for the whole of Greater London (ie the carrot) rather than focus on introducing another tax to make life more difficult and expensive for residents of the Greater London area (ie the stick).

4. What strategies and targets could smarter road user charging support?

The question implies that The Mayor of London or London Transport want to target and/or control how and/or when road users move about. That is wrong. All road users have valid reasons for making their journeys. The Mayor and Transport for London need to concentrate on making all journeys by road easier rather than making them more difficult and more expensive. If the residents of Greater London had more and cheaper public transport options they might make other choices.

5. What technology could be used to support smarter road user charging?

We do not need additional charges for driving in London.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Written Evidence from Individuals: Part One

We do not need Smarter Road User Charging to tackle traffic, air pollution and climate change. The UK Government already has a plan to tackle climate change which involves stopping the sale of new petrol and diesel cars by 2030. Over time road users will stop using existing petrol/diesel vehicles and replace them with electric or what ever other technologies emerge. The Mayor and Transport for London should focus on improving traffic flow around Greater London by expanding road capacity and improving road junctions for all road users to improve traffic flow and minimise congestion. Also The Mayor and Transport for London need to focus on providing more public electric vehicle charging points.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Any policy for road user charging schemes needs to be on a national level controlled by the UK Government. The Government can then decide how to replace the existing form of road user charges (ie Car Tax and Fuel Duty) with a fair alternative rather than piling additional costs onto road users. Otherwise you end up with the ridiculous situation where road users don't know whether they are in road user charging areas or not.

For example the Greater London/Surrey area where I live is a mixture of small towns, suburban, and rural areas. The proposed extension of ULEZ to the whole of Greater London does not make sense in that the air quality in this area is already good. The proposed ULEZ extension is just a tax on road users.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

As mentioned above any policy for road user charging schemes needs to be on a national level controlled by the UK Government. The Government can then decide how to replace the existing form of road user charges (ie Car Tax and Fuel Duty) with a fair alternative rather than piling additional costs onto road users.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

The question pretty much includes all road users as potential exemptions! Everyone has a valid reason to make the journeys they make - whether its disabled people going to hospital appointments, people on low incomes running an older car to get to their job (often at unsocial hours), tradesmen who need a vehicle for their job to carry tools, etc and people who live in the vast areas of Greater London where there is no public transport.

I have dementia and live in a care home. I am immobile and use a wheelchair. The availability of wheel chair taxis is so poor and unreliable in our area my husband has had to purchase a Wheelchair Adapted Vehicle so that he can take me out on trips to visit family and friends.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

If the UK Government decided to trial a distance based road user scheme charging scheme London would be poor area to choose for a trial. London is too large for a trial and not really representative of the UK as a whole.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

If the UK Government decided to introduce a distance based road user charging scheme having included the proposal in the governing parties election manifesto, and held a referendum, any such scheme should result in road users paying no more than they do at the moment.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Written Evidence from Individuals: Part One

Mayors and Local Authorities need to use any powers with great care and consideration to all residents. They need to hold a properly constituted and well publicised consultation/referendum and agree to abide by the result before introducing road user charging. Regardless of any existing powers only the UK Government should be introducing a national road user charging scheme - which is effectively a tax on road users.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I have no view of other schemes.

Regards

[personal information redacted for publication]

Smart Road User Charging

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| Reference | RUC2628 |
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Hello,

I would like to register my view that proposed Smart road User Charging would be a really bad idea. We pay more than enough taxes as it is. The Mayor of London and others seem determined to control more and more of our daily lives and create stress and expense for more and more daily tasks. It sounds like a hugely expensive project with public money used to oppress the public.

Please back off. Leave us alone. We've had enough of your oppressive schemes.

[personal information redacted for publication]

The future of smart road user charging February 2023

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| Reference | RUC2619 |
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In response to question 1 of your consultation: Do the current road user charging systems in London require reform?

My Answer is Yes and No. Yes to reducing the ever increasing burden on working people in London. No to additional taxation for road use by motorists in London.

I work for a Housing Association based in Surrey but with property within [personal information redacted for publication], where I live. Like many working in the public sector, I am struggling to keep afloat amid the current 'cost of living crisis'. The plans to increase tax paid for driving on London Road, on top of Congestion Charge and the pending ULEZ extension are the last thing that workers like me need. This will drive many essential car users into poverty. This is a not smart move for London and the UK.

[personal information redacted for publication]

Written Evidence from Individuals: Part One

2 Transport Committee Holding the Mayor to account and investigating issues that matter to Londoners Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2617 |
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These are my observations to the questions raised which I would like to submit anonymously.

Q1. Do the current road user charging systems in London require reform?

No. Existing charging systems are adequate. All of the stated aims of this new system can be better achieved by traditional methods. There is no need for digital or technological systems, but instead it would be better to put resources into improving existing systems, for example reassessing speed humps, improved traffic light phasing, road surface maintenance, and signage. Poor quality in all these areas impacts on road congestion, journey times, and pollution from all sources.

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject any such scheme. For example the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature.

Q3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen. It also adds more complications and stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one's journey. It is not the business of the authorities where and why we are moving around.

Q4. What strategies and targets could smarter road user charging support?

There are no strategies and targets that smarter road user charging can support. Target-chasing always ends up incentivising perverse outcomes and does more harm than good. Target-monitoring is costly and effort should instead be put into quality of urban design.

Q5. What technology could be used to support smarter road user charging?

None. Human society already has too much technology in use and too much intrusion into our daily lives.

Q6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Written Evidence from Individuals: Part One

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead better quality road design is needed, along with reduced charges and support for local shops so that people can fulfil their routine needs without the need to travel. For example tyre dust is a significant source of pollution, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads, not by taxation and charges.

Q7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging should not be introduced anywhere.

Q8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging should not be introduced because any advantages for each individual are outweighed by the disadvantages.

Q9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No such discounts or exemptions should be introduced. The concept introduces the need to justify one's journeys to the authorities, that is, to ask permission, something that should never happen. Instead the Blue Badge system already exists and can be widened in scope or reformed. The way to improve the lives of the groups mentioned here would be to reduce fuel charges by increased oil exploration and extraction.

Q10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. No such trial is needed. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be an increase in annual road tax on EVs.

Q11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No such distance-based charging scheme should be introduced.

Q12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities' powers to introduce these schemes should be removed immediately. We need a full and uncensored debate through all forms of public discourse. Dissenting voices should be fully attended to, and only after that specific referendums should be required to determine the will of the people.

Q13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Written Evidence from Individuals: Part One

None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate. [This is a rare opportunity to elaborate about these goals. Good design and local shops for example.]

FW: ROAD USER CHARGING CONSULTATION

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| Reference | RUC2613 |
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ROAD USER CHARGING - CONSULTATION

1. Do the current road user charging systems in London require reform?

All blanket road restrictions, including the current ULEZ, are of dubious value from an environmental point of view. They create more pollution – drivers will take longer routes to avoid the zones and scrapping good quality vehicles to conform to the regulations is absurdly wasteful. We certainly need no new ones.

However, road charging systems are excellent cash cows. With distrust for government running at an all-time high it makes more sense for state bodies to devise methods of pollution control that will have public support. Improving public transport for example. This needs to be done before embarking on untried schemes like road user charging.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

“Smarter” simply means more control, more government or council intervention in peoples’ lives causing harm not only to the economy but to wellbeing of citizens. We don’t need it.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Who decides what journeys are important and which are not? This can only be a matter of individual choice. It is not for government to decide. Such a system could only be administered by a massive army of expensive bureaucrats. It goes to the very core of our personal freedoms.

4. What strategies and targets could smarter road user charging support?

None. See answers to previous questions.

5. What technology could be used to support smarter road user charging?

None. There is already far too much technology intruding in our lives- street cameras, apps on our phone spying on our every move. We need less, not more.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

See previous answers.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have an efficient and self-adjusting method of road user charging. – road tax and fuel duty.

Written Evidence from Individuals: Part One

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It shouldn't. The people writing this report should focus on the health of the nation, not on more ways to price people out of driving their cars.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

None. Again this would require massive and intrusive additional bureaucracy. One can easily foresee unjust and unacceptable 'concessions' for favoured individuals who take their dogs for walks in 3 car convoys and who in any case can claim their expenditure back from the state.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No, nowhere would. There is already an easily administered tax on fuel. The more people drive the more they pay. It is self-adjusting. Further attempts to charge would smack of centralised bureaucratic tyranny. There is no need for any more road user charging.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

See 10. Above.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes. All new schemes should be put to a democratic public vote specific to the proposed scheme.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I have no information personally. I suspect that success will depend on the criteria chosen. Small improvements in air quality will be celebrated and no mention will be made of the disadvantages – scrappage of good cars, the increased financial burden on those who cannot avoid using private vehicle Small improvements in air quality will be celebrated and no mention will be made of the disadvantages – scrappage of good cars, the increased financial burden on those who cannot avoid using private vehicles.

All the more reason to put all proposed schemes to a democratic vote, both before their introduction and at intervals thereafter.

[personal information redacted for publication]

London Assembly Call for Evidence: The future of smart road user charging February 2023

| | |
|------------------|---------|
| Reference | RUC2597 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

Written Evidence from Individuals: Part One

No - we have enough charges in place for road users

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Any 'smarter' charging would be regressive in its taxation by targeting the less well off

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

It is impossible to 'vary' charges according to journeys without a huge administrative overhead that would defeat the objective of raising money

4. What strategies and targets could smarter road user charging support? 5. What technology could be used to support smarter road user charging?

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It would not have any significant benefit as most journeys in cities are already made for essential reasons and would still need to be made. The end result would be higher cost of living for everyone and affecting the poorest in society the greatest

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Impossible to do without huge administrative overheads and even then it would be extremely difficult

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Not suitable and a national scheme is not in anyone's interest - it is an infringement of the British people's liberties and freedom of movement

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Offering Londoners a reduced charge again defeats the object of your tax raising objective plus it would deter visitors to the world's most vibrant city and would result in economic downturn for all businesses within London

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Absolutely a referendum would be the only wise and democratic option. More and more of those people who make London the economic powerhouse that it is would leave if further impositions to freedom through onerous charging were to be carried out within the metropolis

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

No truly 'democratic' society is looking at these schemes.

Call for Evidence: The future of smart road user charging February 2023

| | |
|-----------|---------|
| Reference | RUC2590 |
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1. Do the current road user charging systems in London require reform?

Written Evidence from Individuals: Part One

No, there is already too much restriction. Schemes such as ULEZ and LTNs increase pollution as drivers have to make extended journeys in order to avoid the restricted zones. Also, what is the environmental impact of scrapping “non-compliant” vehicles?

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It's a bad idea. It could lead to increased monitoring, not just of cars, but of individuals, and be used as a basis for introducing “carbon credits”.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

This is no-one else's business. Who is anyone to decide which journeys are valid and which are not?

4. What strategies and targets could smarter road user charging support?

See above.

5. What technology could be used to support smarter road user charging?

As above. No-one has asked for this.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

These are not solutions, they are intrusions. Please get out of our lives.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have road tax and fuel duty – how much more money do you want to extract from us?

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It should not be introduced.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

None. None of this is wanted or necessary.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

This is not wanted in London or anywhere else. Who has asked for this? This is clearly the foundation of a total surveillance state.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

I refer you to my prior responses.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

A specific public vote on such measures is obviously required in a democratic society. It is alarming that you should entertain the notion that it may not be.

Written Evidence from Individuals: Part One

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Who decided on your “policy goals”? Who voted for them?

Please feel free to publish these responses, either anonymously or along with my name.
[personal information redacted for publication]

Smart Road Charging

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|------------------|---------|
| Reference | RUC2584 |
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Dear Sirs

I write to appeal to Common sense, I live in a very rural part of outer London having open countryside at the top of my road, [personal information redacted for publication]. Because it is rural our transport system can be challenging, it's fine to get to Central London but other journeys would be difficult.

Examples include that I have a dear friend who lives in [personal information redacted for publication] who has very challenging health problems, at the moment it takes me around 30 minutes to visit her, if I was forced to take public transport it would take hours to get there and again to get back again. This would mean I'd be forced to reduce my visits which would have even more impact on her health.

Additional to this my only sister lives in Kent and again the only way to see her is by car, there is no way to get public transport to her house.

I am a pensioner and bringing the ULEZ in will have a severe impact on my ability to see those dearest to me as I won't be able to afford the charges and have no other options transport wise.

Please vote for common sense and freedom of movement as this will affect so many people.

Yours sincerely

[personal information redacted for publication]

Road charging

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|------------------|---------|
| Reference | RUC2582 |
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1. Do the current road user charging systems in London require reform?

Yes. ULEZ expansion is causing extreme unrest and forcing people to engage in criminal behaviour because TFL are not listening. If the expansion goes ahead, the choice for hundreds of thousands of people will be vandalise the cameras or pay their bills. Please understand they have no choice.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

A sensible system that costs a pound a day and allows people to work / visit family without having to resort to criminal behaviour would be better.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

People that have to use cars & vans for work should not be penalised. There is already growing resentment towards TFL due to the ULEZ expansion. You could except tradesmen, and allow others a set amount of mileage per day to cover their work journey. The danger is

Written Evidence from Individuals: Part One

London is already rebelling against TFL and their schemes. If you continue with ULEZ expansion and force things onto people, they will refuse to cooperate and your existing cameras will be removed by the public

4. What strategies and targets could smarter road user charging support?

The strategy is to raise funds for TFL. Everyone knows this and the longer you pretend otherwise, the more people will join the rebellion against it. You need to get sensible, and understand that Londoners do not have any spare money. More than £1 a day and the schemes will fail

Call for Evidence: The future of smart road user charging

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| Reference | RUC2579 |
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Hi

I would like to know why this consultation does not appear to have been brought to the attention of the public by the London Assembly? I only learned of it today by chance on a thread on Nextdoor. How can the committee deem this to be a consultation if citizens have not been informed by the committee through effective publicity?

Thanks and regards, [personal information redacted for publication]

Call for evidence -the future of smart road user charging

| | |
|------------------|---------|
| Reference | RUC2566 |
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Dear committee,

This scheme should be stopped in its tracks immediately.

It is tyrannical, oppressive, discriminatory to those with disabilities and mobility limitations and the most vulnerable lower income members of our society.

Further charges in addition to ulez, congestion charge and massive increases in TFL public transport prices and a massive increase in council tax from the mayor of London recently (at a staggering 9% contribution to the mayors office) this makes it unaffordable for many citizens to easily get where they need to of and serves to push many lower-income citizens into further poverty.

During Sadiq Khan's time as mayor tfl prices have soared, charges have increased, and public transport standards have dropped massively with regularly filthy and expensive tubes nowadays it's an embarrassment to our capital city pictures below 10/01/23

Northern line :

Written Evidence from Individuals: Part One



This is another disgraceful grab at control, power and increased taxation in the context of lowering standards- it is unacceptable and must be stopped.

Thanks,

[personal information redacted for publication]

Road User Charging Response

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| Reference | RUC2565 |
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YES, I would like both the Congestion Charge and ULEZ to be phased out as opposed to the impending ULEZ extension to London's outer boroughs.

These Stealth Taxes are adding to the already **crippling costs** of acquiring, insuring and taxing motor vehicles, especially for the motorists who need a vehicle to get to work or to work with.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

We already HAVE more CCTV of London motorists than *any city outside of Communist China?*

THIS IS yet another **financially crippling Stealth Tax** for ordinary people isn't the coordination of this additional information another infringement of our civil liberty?

Written Evidence from Individuals: Part One

My answer to 'smarter road user charging' is a **NO THANK YOU!**

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

There ARE already crippling motoring costs anyway, especially of *FUEL* and purchasing vehicles that comply with ULEZ. Why is there the NEED? For 'smarter road user charging'?

My answer to 'smarter road user charging' is a resounding **NO THANK YOU!**

4. What strategies and targets could smarter road user charging support?

Your strategies and targets would not support! Your ongoing obsession with so continuously bleeding London's motorists via an additional Road Tax that I will add is not spent on the roads.

MY answer is a resounding **NO THANK YOU!**

5. What technology could be used to support smarter road user charging?

Why are WE supposed to assist in highlighting this overtly intrusive technology of the dystopian dictatorship that could, would become a reality IF we do not give a resounding **NO THANK YOU** to 'smarter road user charging'?

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

IT DOES NOT ... my response is clear a resounding, **NO THANK YOU!**

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

I truly do not KNOW what your ongoing obsession with adding to the so punitive ROAD TAX and FUEL DUTY all cars are currently incurring in that, so, why are you so continuously bleeding the UK's motorists via yet another additional Road Tax.

I reiterate my answer to 'smarter road user charging' is a resounding **NO THANK YOU!**

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

I do not want 'smarter road user charging', smart meters and the constant blocking of back streets that have forced the utility of main roads/severe congestion problems. What is your ongoing obsession with TOTAL CONTROL really about?

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We do not want 'smarter road user charging' in any shape or form as we truly cannot envisage anything beneficial about this so totally unnecessary additional Stealth Tax.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

We do not want 'smarter road user charging' in any shape or form in London or anywhere else in the UK as we truly cannot envisage anything beneficial about this so totally unnecessary additional Stealth Tax.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

WE REPEAT, we do not want 'smarter road user charging' in any shape or form in London or anywhere else in the UK. There is nothing beneficial about this so totally unnecessary additional Stealth Tax.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

A local referendum with regard to 'smarter road user charging' and the impending ULEZ extension is definitely the WAY TO GO which is why Sadiq Khan and co would NEVER have one as he knows that the electorate would kick this TOTAL CONTROL MADNESS straight into touch.

Written Evidence from Individuals: Part One

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I/We REPEAT, WE do not want 'smarter road user charging' in any shape or form in London or anywhere else in the UK, truly do not care about what is happening in other country's cities as we truly cannot envisage anything even marginally beneficial about this so **totally unnecessary additional Stealth Tax.**

Regards

[personal information redacted for publication]

Road User Charging response

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| Reference | RUC2540 |
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This consultation has to be done by the 10th March 2023

1. Do the current road user charging systems in London require reform?

YES, We would like both the Congestion Charge and ULEZ to be phased out as opposed to the impending ULEZ extension to London's outer boroughs as these Stealth Taxes are adding to the already crippling costs of acquiring, insuring and taxing motor vehicles, especially for the motorists who need a vehicle to get to work or to work with.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Is there anything more sinister than this 'smarter road user charging' in a city where there is already more CCTV of London motorists than any city outside of Communist China?

Apart from being yet another financially crippling Stealth Tax for ordinary people isn't the coordination of this additional information an obvious BIG BROTHER type infringement of our civil liberty, why my/our answer to 'smarter road user charging' is a resounding NO THANK YOU?

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Are you and the rest of the ivory tower posse truly unaware of the so crippling motoring costs anyway, especially of fuel and purchasing vehicles that comply with ULEZ, thus wouldn't additional 'smarter road user charging' equate to being the 10-ton straw that broke the camel's back, why my/our answer to 'smarter road user charging' is a resounding NO THANK YOU?

4. What strategies and targets could smarter road user charging support?

Written Evidence from Individuals: Part One

I/WE give up, truly do not have a clue as to what your strategies and targets could support, truly do not KNOW what your ongoing obsession with so continuously bleeding London's motorists via an additional Road Tax that also is not spent on the roads is about which is why I/WE reiterate my/our answer to 'smarter road user charging' is a resounding NO THANK YOU?

5. What technology could be used to support smarter road user charging?

Why are we supposed to assist in highlighting the overtly intrusive technology of the dystopian dictatorship that could, would become a reality if we do not give a resounding NO THANK YOU to 'smarter road user charging'?

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

I/WE give up, truly do not have a clue as to your strategies and targets with regard to 'traffic, air pollution and climate change', and is there a specific reason why the ordinary motorist is the primary target of this Stealth Tax?

Additionally, I/WE truly do not KNOW what your ongoing obsession with so continuously bleeding London's motorists via an additional Road Tax that also is not spent on the roads is about which is why I/WE reiterate my/our answer to 'smarter road user charging' is a resounding NO THANK YOU?

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

I/WE truly do not KNOW what your ongoing obsession with adding to the so punitive ROAD TAX and FUEL DUTY all cars are currently incurring in that why are you so continuously bleeding the UK's motorists via yet another additional Road Tax that also is not spent on the roads which is why I/WE reiterate my/our answer to 'smarter road user charging' is a resounding NO THANK YOU?

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

We do not want 'smarter road user charging', smart meters and the constant blocking of back streets that have forced the utility of main roads/severe congestion problems just because you overtly paranoid Controllers want to constantly observe us BIG BROTHER style in every area of human activity. What is your ongoing obsession with TOTAL CONTROL really about?

Additionally, do you truly believe that the Exchequer would give up on the billions they are currently fleecing out of motorists via ROAD TAX and FUEL DUTY and I/WE still would not want the so overtly intrusive 'smarter road user charging' even in exchange for the aforementioned taxes?

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We do not want 'smarter road user charging' in any shape or form as we truly cannot envisage anything beneficial about this so totally unnecessary additional Stealth Tax.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Written Evidence from Individuals: Part One

I/We do not want 'smarter road user charging' in any shape or form in London or anywhere else in the UK as we truly cannot envisage anything beneficial about this so totally unnecessary additional Stealth Tax.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

I/We REPEAT, WE do not want 'smarter road user charging' in any shape or form in London or anywhere else in the UK as we truly cannot envisage anything even marginally beneficial about this so totally unnecessary additional Stealth Tax.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

A local referendum with regard to 'smarter road user charging' and the impending ULEZ extension is definitely the WAY TO GO which is why Sadiq Khan and co would NEVER have one as he knows that the electorate would kick this TOTAL CONTROL MADNESS straight into touch.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I/We REPEAT, WE do not want 'smarter road user charging' in any shape or form in London or anywhere else in the UK, truly do not care about what is happening in other country's cities as we truly cannot envisage anything even marginally beneficial about this so totally unnecessary additional Stealth Tax.

Regards

[personal information redacted for publication]

Smart road user charging

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|------------------|---------|
| Reference | RUC2532 |
|------------------|---------|

Please see my responses to your questions:

Q1. Do the current road user charging systems in London require reform?

No. Existing charging systems are adequate. All of the stated aims of this new system can be better achieved by traditional methods. There is no need for digital or technological systems, but instead it would be better to put resources into improving existing systems, for example reassessing speed humps, improved traffic light phasing, road surface

Written Evidence from Individuals: Part One

maintenance, and signage. Poor quality in all these areas impacts on road congestion, journey times, and pollution from all sources.

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject any such scheme. For example the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature

Q3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen. It also adds more complications and stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one's journey.

Q4. What strategies and targets could smarter road user charging support?

There are no strategies and targets that smarter road user charging can support. Target-chasing always ends up incentivising perverse outcomes and does more harm than good. Target-monitoring is costly and effort should instead be put into quality of urban design.

Q5. What technology could be used to support smarter road user charging?

None. Human society already has too much technology in use,

Q6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead better quality road design is needed, along with reduced charges and support for local shops so that people can fulfil their routine needs without the need to travel. For example tyre dust is a significant source of pollution, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads, not by taxation and charges.

Q7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging should not be introduced anywhere.

Q8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging should not be introduced because any advantages for each individual are outweighed by the disadvantages.

Q9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Written Evidence from Individuals: Part One

No such discounts or exemptions should be introduced. The concept introduces the need to justify one's journeys to the authorities, that is, to ask permission, something that should never happen. Instead the Blue Badge system already exists and can be widened in scope or reformed. The way to improve the lives of the groups mentioned here would be to reduce fuel charges by increased oil exploration and extraction.

Q10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. No such trial is needed. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be an increase in annual road tax on EVs.

Q11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No such distance-based charging scheme should be introduced.

Q12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities' powers to introduce these schemes should be removed immediately. We need a full and uncensored debate through all forms of public discourse. Dissenting voices should be fully attended to, and only after that specific referendums should be required to determine the will of the people.

Q13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate.

Kind regards

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

| | |
|------------------|---------|
| Reference | RUC2522 |
|------------------|---------|

Sent: 10 March 2023, 4.32am

My answers to your questions follow.

Please acknowledge receipt of this email and confirm my answers WILL be included in the consultation report.

Please also let me know WHY this consultation has not been publicised to ALL Londoners and those that will be affected by it. Indeed, the questions are worded as if to say this WILL be going ahead and your questioning is to find out HOW it should be implemented.

Written Evidence from Individuals: Part One

Please send me the outcome of the investigation in the form of a link to a report or output when it is published.

Many thanks

[personal information redacted for publication]

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1. Do the current road user charging systems in London require reform?

Absolutely not. The existing road user charging schemes - the Congestion Charge, the Low Emission Zone (LEZ) and the Ultra Low Emission Zone (ULEZ) - are already enough. We do not need any more charging motorists.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Road user charging is not 'smart' or 'smarter'. There are already enough taxes and charges paid by vehicle users: the daily charge for driving in London; road tax and fuel tax; and electric car drivers even pay tax on energy charges. The current daily charge is flawed. If someone drives in London before midnight (eg 9pm) and leaves after midnight (eg 1am) they pay TWICE. That is unfair and needs fixing.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Essential services, those with caring responsibilities and other similar types of journeys should already be exempt from the Congestion Charge, LEZ and ULEZ for driving in London. These charges are often paid for by the driver, not the company they work for and are therefore an unjustified tax. Fuel duty already charges pay per mile as you pay more if you drive more so no extra is needed. Bringing in varied charges will make it more complicated, difficult to understand (for motorists) and probably more expensive to administrate. It is not possible for everyone to move to public transport, for example, tradespeople who require certain equipment to carry out their work. If this was to go ahead, it will be very difficult for people living in London to secure a tradesperson or they will come at a much higher cost. It may also lead to people not wanting to visit London at all as it will just become too expensive, leading to continuing damage to London's economy, which has already been badly hit following the pandemic.

4. What strategies and targets could smarter road user charging support?

None. It should not go ahead.

5. What technology could be used to support smarter road user charging?

None, we do not need more technology and it should not go ahead.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

None. ULEZ in inner London is already doing this. There is no need for this to be implemented anywhere.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

They should not be set up at all. Any such road charging would be much more than the current road tax for the majority of drivers. There are no benefits to it at all. It will cause difficulties at every turn and huge opposition and outrage from the public. Older vehicles should remain in use until the end of their life as they have already paid their carbon dues. Most of the carbon in a new car is in the building of it.

Written Evidence from Individuals: Part One

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

None. It should not go ahead.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

None. It should not go ahead. It is an unjustifiable tax for everyone.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Absolutely not. Nor should anywhere in the country have to trial this. It will mean loss of economy for that area, loss of jobs, a deterioration in mental health, people shut up in their own homes unable to go out, and too much monitoring. It is not wanted or needed.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

There should be no additional charges and this should not be implemented. It would also mean monitoring every journey taken. That is an infringement of privacy and civil liberty laws.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

As we live in a democracy, any new road charging schemes should have a referendum before any decisions are undertaken. This needs to include those living in surrounding areas, possibly even nationally, so that anyone affected can vote.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

We have not been given the opportunity to have a say on the policy goals. Democratically, we need to vote on this first before we can vote on any such road charging schemes. There could be major consequences for forging ahead with this without due consideration for people's mental and economic health. When so many people are already suffering as a result of the cost of living crisis this will be an additional hardship and should not go ahead.

Road user charging consultation response.

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| Reference | RUC2520 |
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1. Do the current road user charging systems in London require reform?

Yes, it needs to be reformed back to a pre-ULEZ condition, as the inner ULEZ has been such a failure (as air purity has barely changed), the whole system should be reversed, & other methods should be employed to make meaningful change to air quality, like concentrating on household heating & insulation, reducing demolition & rebuilding & subsidising clean energy, like solar. There should be no restrictions, charges or fines for London residents to travel freely using whatever method they deem necessary, without having any more money extracted from them for that God given right.

Global pollution has been increased because of all the perfectly good vehicles being scrapped well before their time, and the subsequent the mining, production & logistics of all the new vehicles that replaced them, which you are now doing AGAIN, for the third time in a

Written Evidence from Individuals: Part One

decade, with the upcoming ULEZ extension. These are in no way "eco-friendly" policies as far as global pollution is concerned.

Also, it has increased prices of used compliant vehicles, further gentrifying vehicle ownership, like housing gentrification hasn't destroyed London enough as it is. How on earth are poorest drivers who depend on their cars, supposed to deal with this? No one cares, obviously..

I personally stopped going inside the congestion zone to shop & socialise when it was implemented in 2003, I've now pretty much stopped shopping & socialising in the inner ULEZ since it was implemented 14 months ago (despite having a compliant car), & I know many people who have done much the same. I've stopped shopping in places that have no easily accessible parking or have had LTN's placed around them, preferring to drive 2, 3 or 4 times further to avoid them.

With all these ill thought out policies, you are killing businesses, increasing pollution, increasing stress levels, causing depression, anxiety & social isolation, in a nutshell, you are destroying this capitol in a multitude of ways.

How might smarter road user charging differ from the current daily charges for driving applied in London?

We pay huge amounts of taxes already, on fuel, road fund licence, taxes on maintenance & repairs etc, without having even more charges forced upon us, especially now, during a financial crisis. The ability to travel freely is a God given right for all, travelling should NOT only be for the wealthy who can afford these relentless taxes & charges.

How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

There should not be any additional charges or schemes to drive in London. Who has the right to deem what is & isn't necessary, & why should one thing be charged & others not? Who decides & what gives them the right? We are not sheep to be herded & controlled at your will.

What strategies and targets could smarter road user charging support?

None, it shouldn't be implemented.

What technology could be used to support smarter road user charging?

None, it shouldn't be implemented.

How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

As I said, scrapping thousands of perfectly working vehicles, many not even half way through their working lives, & making new vehicles that have to be manufactured, then be shipped half way round the world (& for the most part, have been manufactured to fail earlier than the vehicles they are replacing), is NO WAY to deal with climate change, its very much detrimental to the global climate & emissions, as any unbiased scientist will tell you.

Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Neither are "best", you are already seeing mass opposition in London, there will be much bigger uproar and opposition

Written Evidence from Individuals: Part One

if anything like road charging is introduced nationally, especially in places that aren't served, or are served badly by public transport, that are often in the middle of nowhere, so any "drive per mile" scheme will be financially & socially crippling for a huge number of drivers.

If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

None, as it shouldn't be implemented.

What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

None, the scheme should not be implemented.

If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

This scheme is not "sensible" anywhere, let alone London.

If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

It should not be introduced, at the very least there should be a referendum of ALL UK drivers for such a impactful scheme. Rather than a semi-hidden consultation like this (& ULEZ, which was still majority opposed despite the stealthy, deceptive way the consolation was dealt with).

Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes, ALL impactful schemes like this should ALWAYS have a referendum that everyone, including those living in surrounding areas who will also be affected, can vote on in a simple, democratic way, as opposed to the dictatorial way ULEZ has been/is being dealt with.

How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

How would I know? It's not my concern, London is, as its where I was born & raised & still live.

Feel free to build new, utopian green cities across the land for people to move to if they wish, but PLEASE stop using our great city as an experiment, its destroying this once great nations capitol, which is fast becoming an Orwellian nightmare. London is too important to be played with like this.

Replacing Road Charge Systems

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| Reference | RUC2519 |
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1. Do the current road user charging systems in London require reform?
2. -Yes if replacing current systems
3. - Heathrow needs to stop charging drop off and pick up charges
4. How might smarter road user charging differ from the current daily charges for driving applied in London?
5. - cost less than the current congestion/ulez charging
6. - cost should be 0.1p/Mile due to the amount of cars on the road and fairness of charging

Written Evidence from Individuals: Part One

7. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?
8. - Lowest fixed rate at 0.1p per mile
9. - There should not be extra charges for drivers for the above it'll cost more to setup and maintain
10. What strategies and targets could smarter road user charging support
11. - N/A

There should not be any sort of road user charging system setup unless the congestion charging, airport drop charges and ULEZ is completely scrapped and clutter of signage removed across London.

Thanks

[submitted anonymously]

Call for evidence

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| Reference | RUC2518 |
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1. No, the current road user charging system do not need reforming.
2. I can see an increase in the cost of driving which directly affects the disadvantaged - financially and physically, and those who drive for a living.
3. I don't think there should be discriminatory charging for driving based on anything. Driving is a freedom of the western democracies.
8. Smarter road user charging should not be introduced. But should this happen then the cost of motoring must not rise further than it already has. There should not be road tax if that doesn't allow you to drive on the road without further costs. Congestion zones should also not exist as the charge would cover those roads anyway.
10. No. And distance charging is too overbearing and also you pay more to drive further anyway because you use more fuel and more wear and tear.
12. Local referendums are a MUST for changes to the road systems. Many businesses locally have told me that they have suffered with LTNs. Some areas may like them and others won't. People should have a democratic choice. And it must be fairly and well advertised because the so called consultations aren't well known about. People must have a say in the way their city is run and especially how their transport system works
[personal information redacted for publication]. London born and bred. I drive for a living.
Moderate income

Consultation response

| | |
|------------------|---------|
| Reference | RUC2514 |
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Dear Sir/Madam,

Please find my responses to your questions below:

1. Do the current road user charging systems in London require reform?

The Human Rights Act 1998 mandates respect for everyone's private and family life, home, and correspondence. The imposition of road charging would infringe on this right by

Written Evidence from Individuals: Part One

necessitating the surveillance of individuals' movements and the collection and storage of personal data that may be employed for other purposes. Moreover, we have the right to free movement, and being charged to use our roads would violate that right. Additionally, the existing road tax and fuel duty system are already geared towards addressing environmental concerns, and adding another layer of charges would disproportionately impact those on lower incomes, who may not have access to other means of transportation. Therefore, I believe that all road user charging systems, both in London and nationwide, should be eliminated.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter road user charging could differ from the current daily charges for driving in London in that it may be based on distance rather than a flat daily fee. However, this approach could be problematic from an equality standpoint as it would disproportionately affect commuters and those residing in regions with insufficient public transportation options. Additionally, it may violate the Equality Act 2010, which mandates that public bodies consider the impact of their policies on people with protected characteristics such as disabilities or those on lower incomes.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Varying charges for different types of journeys, such as work-related, caring responsibilities, or essential services, may also be problematic from an equality standpoint. It may result in discrimination against those who have to travel longer or more frequently, such as those residing in remote areas or those who need to travel for work. Furthermore, it may unfairly impact those with disabilities or caring responsibilities who may have to make more frequent trips. Finally, without significant intrusion into individuals' private lives, it would be difficult for the government to know what type of trips one is taking. It would also be difficult and costly to implement, requiring significant investment in technology and infrastructure, and would likely result in administrative and enforcement expenses that would be passed on to taxpayers.

4. What strategies and targets could smarter road user charging support?

Smarter road user charging may not serve the people's best interests. It could also have unintended consequences, such as drivers seeking alternative routes to avoid the charges, thereby increasing traffic congestion in other areas or encouraging the use of older, more polluting vehicles that are exempt from the charges.

5. What technology could be used to support smarter road user charging?

As I disagree with the notion of smarter road user charging, I am inclined to say none. Whatever would be required would be at a substantial cost to the taxpayer. The better option would be to scrap all charges, allowing people to use their technology such as satnavs to find the quickest and easiest route, avoiding traffic, and thereby reducing the time spent on the road.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Evidence has shown that such schemes have a negligible effect on air quality but have a significant impact on people. Most individuals do not favour these schemes, and in a democratic society, the people should have the final say.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

As someone who opposes road user charges, I don't believe they should be set up at any level – city, regional, or national. Road user charges are unfair and discriminatory, and they punish people for exercising their right to drive. They also place a disproportionate burden on low-income individuals and those who rely on cars for work or accessibility reasons. At a city or regional level, road user charges can be particularly problematic as they create disparities between different areas. It could also create confusion for drivers who are unsure about which areas they will be charged to drive in.

Written Evidence from Individuals: Part One

At a national level, road user charges would be an overreach of government authority and would further burden individuals who are already paying for road infrastructure through existing taxes like fuel duty and road tax.

Ultimately, road user charges are an infringement on our fundamental right to move freely and should not be implemented at any level.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It is my view that the current system of road tax and fuel duty is the most suitable to be maintained. Unlike smarter road user charging, the current system is not discriminatory, as previously discussed.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

In my opinion, the implementation of a new smarter road charging scheme is unnecessary, and therefore, I do not think any discounts or exemptions are necessary at this time.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

In my opinion, the implementation of a national distance-based road user charging scheme would be highly controversial and could potentially cause unrest among the public, as seen with the recent resistance to clean air zone charges in Birmingham and Manchester. The Government should carefully consider the potential consequences of such a scheme before proceeding.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

As previously discussed, I believe that road tax, council tax, and fuel duty are sufficient contributions towards the right to free movement on roads that individuals have paid for. Therefore, I do not support the implementation of distance-based road user charging, and the question of payment amounts becomes moot.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

I believe that local referendums should be required before any new road charging schemes are implemented, with both arguments presented and the cost of the referendum being paid for by the council. This will ensure that any decisions made are fair and unbiased and that the needs and preferences of concerned residents are taken into account.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Many cities and countries are implementing similar smarter road user charging schemes. However, the success of these schemes is questionable, and they often face resistance from the public. Alternative solutions should be explored to achieve similar policy goals without infringing on the rights of road users.

Thank you for your consideration on this matter of these very important points.

London[personal information redacted for publication]

Road User Charging Consultation - February 2023

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| Reference | RUC2508 |
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Written Evidence from Individuals: Part One

1. Do the current road user charging systems in London require reform?

A: No, the current road charging schemes are far too expensive, excessive and therefore restrictive already. We, Londoners who drive, currently pay annual VED, fuel duty, congestion charge, LEZ and ULEZ charges. The ULEZ charging scheme should be scrapped immediately.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

A: We don't need smarter road user charging systems in London, or anywhere else in the UK. The current ULEZ should be scrapped, the proposed expansion should not go ahead.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

A: There should not be any further charges for driving in Greater London.

4. What strategies and targets could smarter road user charging support?

A: The best strategy would be to make driving as cheap as possible for all to enjoy, with the ultimate aim of removing all ULEZ zones.

5. What technology could be used to support smarter road user charging?

A: We don't need technology for road user charging. The existing cameras should be used for better traffic management to keep the city moving.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

A: We already have the ULEZ in the most congested areas. It doesn't need to be expanded. Climate change agenda is being used as a tool to extort money from motorists.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

A: No new charges and taxes on motorists should be introduced at any level.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

A: If road charging is introduced it should replace all other taxes/charges on motorists, ie VED, LEZ, ULEZ and congestion charges should be removed at the same time. The new tax regime should be announced well before its implementation and be brought to an open and honest public discussion, and be voted on at the next local or general election.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

A: There should not be any new smarter road charging schemes. Hence, no exemptions. There is nothing smart about any unfair and extortionate policy.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

A: No, nowhere is a good place to start a distance-based road charging scheme.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Written Evidence from Individuals: Part One

A: We, Londoners who drive, should not pay anything more or less than we currently do, for many driving is not a luxury or a folly, but a necessity, especially for those living in outer London.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

A: Mayors and local authorities currently have too much power and are abusing it. The London Mayor is proposing to expand the ULEZ to all London boroughs by illegal means and has no electoral mandate to do so. This should be put to Londoners to vote at the next mayoral election in 2024. This is the only legitimate way of introducing new or changing the existing road charging schemes.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

A: Widespread public backlash against similar unfair and enforced policies not supported by electoral mandate.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging

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|------------------|---------|
| Reference | RUC2507 |
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To: scrutiny@london.gov.uk

Key questions

1. Do the current road user charging systems in London require reform?

No the current systems are perfectly adequate.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter charging would require greater surveillance of citizens which would be an unnecessary and unacceptable infringement of privacy.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

It must not! Transport For London have no right to enquire about the purpose of any journey.

4. What strategies and targets could smarter road user charging support?

Smarter road user charging should have no strategies or targets because it must not be introduced.

5. What technology could be used to support smarter road user charging?

No surveillance technology should ever be used on the motorists of London.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Written Evidence from Individuals: Part One

Spying on motorists is not the right way to control pollution. Far better to reduce the cost of public transport.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

They should never be set up at all.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

The present road fund licence must remain the only tax on motorists.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We don't want, and will not comply with, any new smarter road charging scheme.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Any government that brought in such a scheme would be guaranteeing it would never be elected again. There would be rioting on the streets.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?
It must never be introduced.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes put it to a referendum and let the people tell you how daft and unconstitutional this idea is.

[personal information redacted for publication]

Road user charging

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| Reference | RUC2503 |
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1. The current multiple charging systems in London are more than sufficient and are just about striking the right balance between serving London and unnecessarily impacting poorer Londoners financially

2. There are NUMEROUS charges already impacting drivers greatly - this would just further penalise those less well off who have NO CHOICE but to use their car.

3. This would not only be financially crippling to London residents, but, because of the inherent confusion and complexity around the charges cause incredible stress and anxiety as well.

Written Evidence from Individuals: Part One

4. This would serve to support no strategies and targets other than as a revenue stream
5. Money spent on the tech for this is MUCH better spent elsewhere
6. This will have NEGLIGIBLE impact on pollution and climate change just like the proposed ULEZ expansion as shown by TFLs own report and should DEFINITELY NOT be "sold" as such.
7. Massive complication of the system and financial hardship
8. should not be implemented
9. Should not be implemented, any discounts would be at best token and ruinously difficult to access similar to the proposed scrappage scheme
10. Any town this is introduced in would be NEGATIVELY affected in the extreme, so no.
11. Drivers across the board are massively charged for the privilege through tax on purchase of vehicle, road tax, fuel duty and current daily road charges, so any change which increases this burden is wholly unjust and potentially ruinous.
- 12 100% Yes ! The recent ULEZ debacle has shown that full and robust referendums should take place and the opinions of people affected SHOULD BE LISTENED TO AND ADHERED.
13. This should be investigated and the real world opinions of those affected should be listened to and not dismissed in the race for short term financial gain.

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2500 |
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To whom it may concern

Please find below my response to the smart road user charges

1. Do the current road user charging systems in London require reform?

YES, we the Congestion Charge and ULEZ to be phased out as opposed to the ULEZ extension into London's outer boroughs as these Stealth Taxes are crippling businesses harder to socialising with family in the ULEZ zone if you want to spend a weekend you are incurring two lots of cost and you have to be watching the time so you don't go over into another 24 hours cycle with crippling costs acquiring, insuring and taxing motor vehicles, especially for the motorists who need a vehicle to get to work or to work and to visit because transport is becoming more expensive, so life become more difficult. NO THANK YOU!!

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Written Evidence from Individuals: Part One

London has more CCTV than any city and these smarter road user charging is nothing more than stealth taxing, with ordinary people finding it more and more difficult in this financial climates. This is obvious BIG BROTHER type infringement of our civil liberty. I AM NOT IN AGREEMENT TO SMARTER ROAD USER CHARGING. NO THANK YOU!!

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

I wonder if those who are are considering applying these charges live in a reality of what the ordinary people are going through creating more stress and financial burden. NO THANK YOU!!

4. What strategies and targets could smarter road user charging support?

Please explain WHAT strategies and target with smarter road benefit the people, this seems to be about the elite who can afford these charges and is nothing to them, as most don't live here year round. What is ongoing obsession with continuously bleeding London's motorists via an additional Road Tax that also is not spent on the roads as there is enough pot hole damaging car. NO THANK YOU!!

5. What technology could be used to support smarter road user charging?

Why are we supposed to assist in highlighting the overtly intrusive technology of the dystopian dictatorship that could, would become a reality if we do not give a resounding NO THANK YOU to 'smarter road user charging'?

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

You talk about current challenges re traffic, air pollution and climate change, this is happen because of ULEZ and other infrastructure that have been implement and have created more traffic and more air pollution, as a journey that would have taken 30min now take 60 mins or more so you are on the road longer creating more traffic, air pollution, so what changes are you truly making but causing more stress, illness and frustration among the people. AGAIN NO THANK YOU!!

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

There is no benefit with it be city or regional level, this is all about bleeding the UK's motorists with additional ROAD TAX, fuel duty and other reason to target the ORDINARY MOTORISTS, answer to 'smarter road user charging' is a resounding NO THANK YOU!!

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

We do not want 'smarter road user charging', smart meters and the constant blocking of back streets that have forced the utility of main roads/severe congestion problems just because you overtly paranoid Controllers want to constantly observe us BIG BROTHER style in every area of human activity. What is your ongoing obsession with TOTAL CONTROL really about?

Written Evidence from Individuals: Part One

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We do not want 'smarter road user charging' in any shape or form as we truly cannot envisage anything beneficial about this so totally unnecessary additional Stealth Tax and what ever was offer would still not benefit any of those areas i.e. disable people, low incomes because somewhere you will still be targeting those who cannot afford any of these charges.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

I/We do not want 'smarter road user charging' in any shape or form in London or anywhere else in the UK as we truly cannot envisage anything beneficial about this so totally unnecessary additional Stealth Tax.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

WE do not want 'smarter road user charging' in any shape or form in London or anywhere else in the UK as we truly cannot envisage anything even marginally beneficial about this so totally unnecessary additional Stealth Tax.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

A local referendum with regard to 'smarter road user charging' and the impending ULEZ extension is definitely the WAY TO GO which is why Sadiq Khan and co would NEVER have one as he knows that the electorate would kick this TOTAL CONTROL MADNESS straight into touch.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

WE do not want 'smarter road user charging' in any shape or form in London or anywhere else in the UK, truly do not care about what is happening in other country's cities as we truly cannot envisage anything even marginally beneficial about this so totally unnecessary additional Stealth Tax.

Regards
[personal information redacted for publication]

Response to the 'Road User Charging' Survey

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| Reference | RUC2497 |
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Written Evidence from Individuals: Part One

Dear Sir/Madam,

Please accept this as a revised response (due to some errors in the previous one) to the proposed road user charging survey as I only found this late last night and have only just completed it. Again, it was brought to my attention because it wasn't very well promoted of course. I have also kept a copy just in case Mr. Khan decides to 'lose' this one somehow 😊
Survey and response as follows:-

1. Do the current road user charging systems in London require reform?

No they do not. In my opinion this is just another money-making scheme. ULEZ has already had a damaging impact on businesses and mental health through stress with even more charges being thrust upon the public who already finding it much harder on finances and are being disproportionately taxed on many cars which are already much better on emissions than just a few years ago and create much less impact than things like cement dust being used in the over development of London, which I believe is much more cancerous and damaging to respiratory systems.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Instead of proposing new systems please adjust the systems already in place. For example, someone who works shift hours and has to work from 9pm past midnight will be charged for two days worth of ULEZ which is ridiculous. The simple solution is to charge someone on a 24 hour period as soon as they enter the already failing ULEZ. It's very concerning that someone like me already employed in another job can solve a simple problem like this, which makes one wonder if this is about taking as much money from the public for more ill thought out gains.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied for different types of journeys. People are private individuals and it is an invasion of privacy to invade what type of journey a private individual is making. This is the start of something very nefarious with the needing to know how a private individual goes about their day. There is something very authoritarian about this. Fuel duty is already adequate as one already pays more, the more they use their car. The current road charging systems are adequate and if proper management of funds was used TFL would be running well in the first place and be attracting the public to it rather than trying to push them onto an inadequate service instead. I know this because I was one of the ones trying to get home and use the tube service on New Years eve, the only day when one should know that London will be busy. Shutting stations to cure busy periods was an absolutely ridiculous idea and one of hiding ones head in the sand hoping every one would go away. Fix that first and London might not have a problem with traffic rather than just punishing car drivers.

4. What strategies and targets could smarter road user charging support?

Why not consider the mental health and happiness of the nation instead of introducing continuous strategies and targets to punish their freedom of movement.

5. What technology could be used to support smarter road user charging?

Written Evidence from Individuals: Part One

I believe we have enough technology intruding on our private lives. This is enough.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The ULEZ is already doing this. If you're looking to REALLY tackle air pollution and climate change you may want to look into pollution created by the incessant development going on with the huge metropolis you're creating, concrete dust, the heat reflection from the over development of London and the glass skyscrapers which reflect heat into the air and are contributing, along with all the other overdeveloped cities, to amongst other things, ice cap melt in itself. Overpopulation, mass immigration and illegal immigration all contribute to climate change. If families here also had just two children the population would actually fall because of such sad things as illness etc. All we hear though is that we need more people as our population is falling. This, overpopulation, is never mentioned as continuous and exponential development is carrying on, which leads me to believe the government does not really want to do anything REAL about climate change or the environment and is just looking for more ways to make easy money off an already broken public. It is not Co2 or 'cow farts' which is killing off the dormouse, fieldmouse, hedgehog etc, it is the overdevelopment of their natural habitat. And all the while instead of gardens for wild animals (a London advert a while back) Sadiq Khan wants people to sell their back gardens for development. I believe he is not genuinely concerned about the environment or climate change, instead he is using it as a vehicle for other ventures and is simply punishing the public in the process.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

There are no benefits, only new difficulties which will be burdened on car driver's finances. We already have road tax and fuel duty. There is no need for more excuses to take people's money. Also of note is that older cars have already made up for the carbon they have used, so if anything, should be eligible for a reduction of road tax. That is if London is REALLY concerned about carbon levels, then it would not be producing exorbitant amounts of carbon throughout the country and in other countries in the building of brand-new cars where most of the carbon is produced and which aren't actually needed whilst older cars are being more carbon efficient, as they are already here!

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

They should not! They should focus on not pricing people out of driving their cars, they should let people be independent, and focus on the health of the nation through less oppressive regimes.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

It works as good as it does at the moment without complicating things to take extra money from the public. As usual, it will not be affecting those on higher incomes such as those who want to bring it in, whom I've heard uses quite a big car just to take his dog for a walk. What a great example to set!

Written Evidence from Individuals: Part One

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

I believe the idea in itself is not sensible. As mentioned before, it seems to be just a stealth tax.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

They would be paying more anyway through this ill-thought-out scheme.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

I do not like the idea of more and more powers it would seem to be approaching the way dictatorships work. If anything, the mayor should have less powers as is being proved by schemes like this. Any scheme like this should be put to a public vote, not thrust upon them.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I am not into copying other countries, especially on bad ideas. We used to lead because we had the right people in place who believed in fairness and freedoms. Something went wrong along the way and a new generation seem to want to take that away whilst keeping their own freedoms of course, and which they believe you only have if you have enough money. One scheme would be a total overhaul of our political system, mainly in the politicians who are happy to take more and more of our freedoms away and to do our thinking for us. We all want to help with a cleaner, greener (physically green not just a sound bite) environment and many entrepreneurs are getting there and do not need the interruption from governments taking it in a direction which benefits them more than the environment.

Again, thank you for taking the time to read my response.

Kind Regards

[personal information redacted for publication]

Road User Charging Consultation

Written Evidence from Individuals: Part One

| | |
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| Reference | RUC2493 |
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In response to the Road User Charging Consultation...

Q1: Do the current road user charging systems in London require reform?

A1: No. The current congestion and ULEZ zones are working, there is clear evidence in multiple reports that expansion of these will have little benefit but will cause financial difficulties of many businesses and drivers. There is no reason logical or acceptable reason to reform these systems other than to further tax those that cannot afford it.

Q2: How might smarter road user charging differ from the current daily charges for driving applied in London?

A2: They would no doubt unjustifiably increase this unnecessary tax, I see no benefit in this.

Q3: How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

A3: How would you manage this? It sounds awfully complicated, overall complicated and open to abuse.

Q4: What strategies and targets could smarter road user charging support?

A4: I do not see any benefit. Open roads network back up, stop restricting the roads and traffic will flow better with less emissions without any other influence.

Q5: What technology could be used to support smarter road user charging?

A5: None, but repairing potholes and removing speed humps for alternative traffic calming measure will massively reduce emissions.

Q6: How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

A6: I do not believe expense and effort required would anywhere near warrant the tiny benefit of reduced air pollution, and certainly not climate change. As per my response to Question 4&5 if you improve the quality of roads, their availability and reduce emission increasing speed humps this alone would prove to be multiple times more beneficial. Or, alternatively take the trouble to research and understand that traffic pollution is not actually the big concern here and you have bigger fish to fry when it comes to reducing emissions (such as commercial and industrial and even home property energy use).

Q7: Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

A7: All decisions should be made at a national level, this ensures a standard across the country. There will be huge opposition against such schemes because you are not being honest and making everyone aware of your intentions. Proof in the pudding, I bet less than 0.01% of all UK drivers are even aware of this consultation and your long term intentions! Make everyone aware, give them both sides of the story and let them vote on it. The public deserve that as a minimum, we are not incapable of making a sensible decision, very few don't want clean air to breathe and our children to grow up with clean air but there needs to be common sense when comes to how to progress with this matter.

Q8: If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

A8: Honestly, none I don't agree with it but if it was going ahead there should be one fee per mile only so it should replace absolutely all other taxes and charges.

Written Evidence from Individuals: Part One

Q9: What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

A9: I wouldn't like to see any as I don't agree with this scheme.

Q10: If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

A10: Not really no, London is the most congested, slowest moving traffic zone in the UK, surely you should be trialling it in an area that is middle-of-the-road when it comes to traffic congestion and with a mix of Motorway, city, A and B roads.

Q11: If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

A11: Certainly no more in total than they already do.

Q12: Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

A12: 100% of course, how could you consider making such decisions that would impact the economy and the way people operate their daily lives without listening to all opinions? it seriously worries me the way these questions have been worded, especially this one!

Q13: How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Q13: In some EU countries they have delayed such schemes and possibly removed all together due to opposition to such schemes.

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Best Regards,
[personal information redacted for publication]

Consultation

| | |
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| Reference | RUC2490 |
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Please see my responses below:

Do the current road user charging systems in London require reform?

No

How might smarter road user charging differ from the current daily charges for driving applied in London?

Road user charging is an unjustified extra charge in addition to existing road-charging schemes, road tax and fuel tax.

How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

This is unworkable and too complex likely to negatively impact businesses, residents and shops in London area.

Written Evidence from Individuals: Part One

What strategies and targets could smarter road user charging support?

None, should not be implemented.

What technology could be used to support smarter road user charging?

None, should not be implemented.

How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

None, should not be implemented.

Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

There is significant public opposition to road charging schemes, it is recognised as an additional road tax.

If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

None, it should not be implemented.

What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

None, it should not be implemented.

If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No, it should not be implemented.

If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

It should not be implemented.

Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

No new schemes should be implemented without full consultation and approval by all communities affected.

How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Each area should be analysed independently with wide stakeholder engagement including the general public.

These consultation questions have a bias in favour of road charging and the consultation itself has not been widely advertised and is not accessible to the general public.

Kind regards

[personal information redacted for publication]

Road User Charging Scheme Consultation Answers 2023

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|------------------|---------|
| Reference | RUC2484 |
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Dear Sir / Madam

Please find attached my answer to the Road User Charging scheme Consultation.

Regards

1. Do the current road user charging systems in London require reform?

Answer: No, the current ULEZ is already impacting and causing devastating financial hardship on people, we are all already suffering from a financial and economic crisis with increasing food, energy and fuel costs, the idea of bringing in a system like this would in short be a crime against the British people and a crime against humanity.

Written Evidence from Individuals: Part One

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Answer: Instead of creating a new system, perhaps reviewing the current systems. Make the daily charges stop at midnight so someone who is visiting from the hours of 10pm and 2am will pay twice, stop that and do not introduce new ones.

3. How might charges for driving in London be varied for different types of journeys, such as travelling to work, caring responsibilities or essential services.

Answer: There should be no discrimination against people based on the occupation or reasons for travel, we are sovereign people who have the right to freedom of movement, we were born into freedom of choice, no more systems need to be introduced as people are already suffering with energy bills and economic crisis.

4. What strategies and targets could smarter road user charging support?

Answer: The population is already paying road taxes and other government fees like MOT etc but yet we find out that the road tax monies don't actually fully get used to maintain roads and instead get used for other government spending. So why should the people be charged more on a suggestion that the extra funds received from the new charges is going to be used for the good of the people, it has'nt so far.

5. What Technology could be used to support smarter road user charging?

Answer: There is far too much surveillance on the british people as it is, we do not need or want anymore cameras and fees, we do not want a police state

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Answer: ULEZ is already doing this, We are taxed via the VED on emissions, the new electric vehicles have been marketed and incentivised, The people do not want any more fees, Enough is Enough. We fought for freedom and won, we do not want anymore laws or systems restricting our God given right to free movement.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Answer: The system we already have works on a national level, it is called Road Tax, as it stands the government is just trying to find a way to get more money from the people, by trying to make these changes you are taking people back to a time when cars were only affordable to the rich and to enslave the majority of the population to push bikes and a public transport system which has been cancelling train and bus services for decades, and now you try and promote public transport which clearly doesn't work. Older cars have already paid the carbon dues as it has been maintained for years, and instead of buying a new car which actually costs more carbon to create.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed.

Answer: The current system works, No new system should be introduced, the government's goal is just to take more money from people and outprice them from owning or driving a car, the more the government treats the british people like we are stupid and don't know what your trying to do the more we will refuse or recognise these draconian ideas.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Answer: We the british people do not want a new road charging scheme, the one we have now works just fine thank you. Also we have Sadiq Khan driving around in fossil fuel convoys as do most if not all other MP's and councillors across the UK. The hypocrisy is mind blowing, Public servants like the Mayor of London and other officials are not trying to make these changes for the greater good of the british people, but to just keep them at a lower level of society and have the government have more draconian control over us, this will not be allowed to happen, we the people are the majority and we employ public servants like the mayor and prime minister to look out for our best interests, as it stands they are not doing a very good job.

Written Evidence from Individuals: Part One

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial.

Answer: There will never be a good place for a trial and the British people will never accept this draconian idea being suggested, as mentioned before we are born sovereign individuals as stated in the Magna Carta, to suggest such an idea as a distance-based charge or anything like it would be despicable. We are born free and will stay free.

11. If the distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for a vehicle or driving-based charges, the same, or more than they do currently?

Answer: All British people would pay more, and it would be detrimental to people's lives to introduce or even suggest that draconian idea, politicians and mayors are only thinking of the money they can get from people, they are not thinking of the affect it would have on trade and business and the extra costs of goods and services which would dramatically increase prices of everyday items for the general public, we do not accept these ideas.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Answer: Any new scheme or current scheme that is being reviewed for dramatic changes that will affect the general population should go to the people for a vote, we live or at least used to live in a democratic society, if dramatic changes like these are introduced without proper approval from the people would just prove that this is now a dictatorial country. We the British subjects all fall under the laws agreed within the Magna Carta, for governments to suggest these draconian ideas means they do not want us to be free but more like slaves to the system. This will not be allowed to happen.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Answer: The government has come up with these ideas and no initial consultation has been sought, if the British government had put this initial suggestion to the public they would find that the majority of the people of Great Britain would have refused such an idea. By doing this the government would have saved hundreds of thousands of tax payers money on an idea that will not succeed or work. This survey has been very underhanded in the way it has been put together, if the government was genuine it would have sent a survey to every household or car owner in the UK so we all had our say, but instead it is trying to be done under the radar to get it pushed through. We are not stupid, we know what you are trying to achieve. This is still a democratic country for now and all the British people have a right to a voice. Send this out to all households and you have your answer to your suggested scheme, WE SAY NO!!

[personal information redacted for publication]

Smart Road User Charging call for evidence

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| Reference | RUC2482 |
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Dear Sir/Madam

Written Evidence from Individuals: Part One

I'm writing to register my deep concern about any further development or expansion of so-called 'Smart Roads', the cameras needed for them and the increased surveillance they enable. I do not want to live in a world where branches of government or any other organisation are able to track my every move and penalise me for using my car. Lots of businesses will be detrimentally affected by this and it is in my view yet another attempt to increase control over the population of London.

It is never good for too much power and control to be concentrated in any one place and this scheme is a good example of that, it must not be rolled out.

I look forward to seeing how this plays out in the weeks ahead.

With best wishes

[personal information redacted for publication]

smart road user charging February 2023 Submission

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| Reference | RUC2479 |
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So just an overview, I don't think we need a smart road charging solution simply because we already have fuel, a VAT system, we have different taxes for diesel and red diesel for example as they are already subject to different tax rates.

I do not think that this solution is sustainable in the long term.

The reason is because we are adding more costs to an already burdened system when our nation doesn't actually promote independent homegrown businesses to grow and thrive, While a key factor is to promote a greener future, I don't think getting rid of private car ownership is a solution at all, the solution should be to reduce carbon being introduced into the atmosphere.

The problem with electric vehicles, is the fact that a lot of the technology is in its infancy and therefore and really isn't suitable for commercial use.

What do I mean by 'not suitable for commercial use'?

Well, the charging times means that vehicles will be standing around for hours and vehicles not moving, is just taking up space not contributing to commercial productivity, which is what really matters to a company.

According to the RAC foundation statistics, the average privately owned car is parked for 23 hours a day <https://www.racfoundation.org/media-centre/cars-parked-23-hours-a-day>

Because Battery Electric Vehicles takes a long time to charge, this makes home, on-street and charging points at staff parking at businesses a viable alternative to dedicated charging stations which you could not only pay to charge your vehicle.

So with that out of the way, let's get to answering some of those key questions submitted within https://www.london.gov.uk/sites/default/files/2023-02/Road%20User%20Charging%20-%20Call%20for%20Evidence%20_0.pdf

1Q: Do the current road user charging systems in London require reform?

!A: I don't think the road user charging systems requires reform as all of the tools that are required to effectively charge users for travel are already there and function well enough.

2Q: How might smarter road user charging differ from the current daily charges for driving applied in London?

2A: We don't need a smarter road charging system layered ontop of existing road systems. I feel that existing charging schemes should be fixed and adjusted as desired.

3Q: How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Written Evidence from Individuals: Part One

3A: There is no feasible way to tell the types of journey a particular individual is going to make without being unnecessarily invasive into someone's personal life by nature. It shouldn't be a necessity for any agency to know whether the journey a particular individual is taking is for business, essential or leisure purposes.

We all pay fuel duty and that should be enough.

Does Essential, Business, Commercial, Leisure or social travel types matter? Yes, every journey successfully made from point A to B should matter regardless of the type of journey being made.

Car sharing is also a necessity for a number of people as well.

4Q: What strategies and targets could smarter road user charging support?

4A: I don't know what the overall specified objective is... If the objective isn't determined than I don't know what strategies and targets would meet the criteria needed to fulfil the objective. I am sorry but I am unable to answer this question.

I also should note that there should be a democratic vote put forward regarding the goal / objective, whatever that could be.

5Q: What technology could be used to support smarter road user charging?

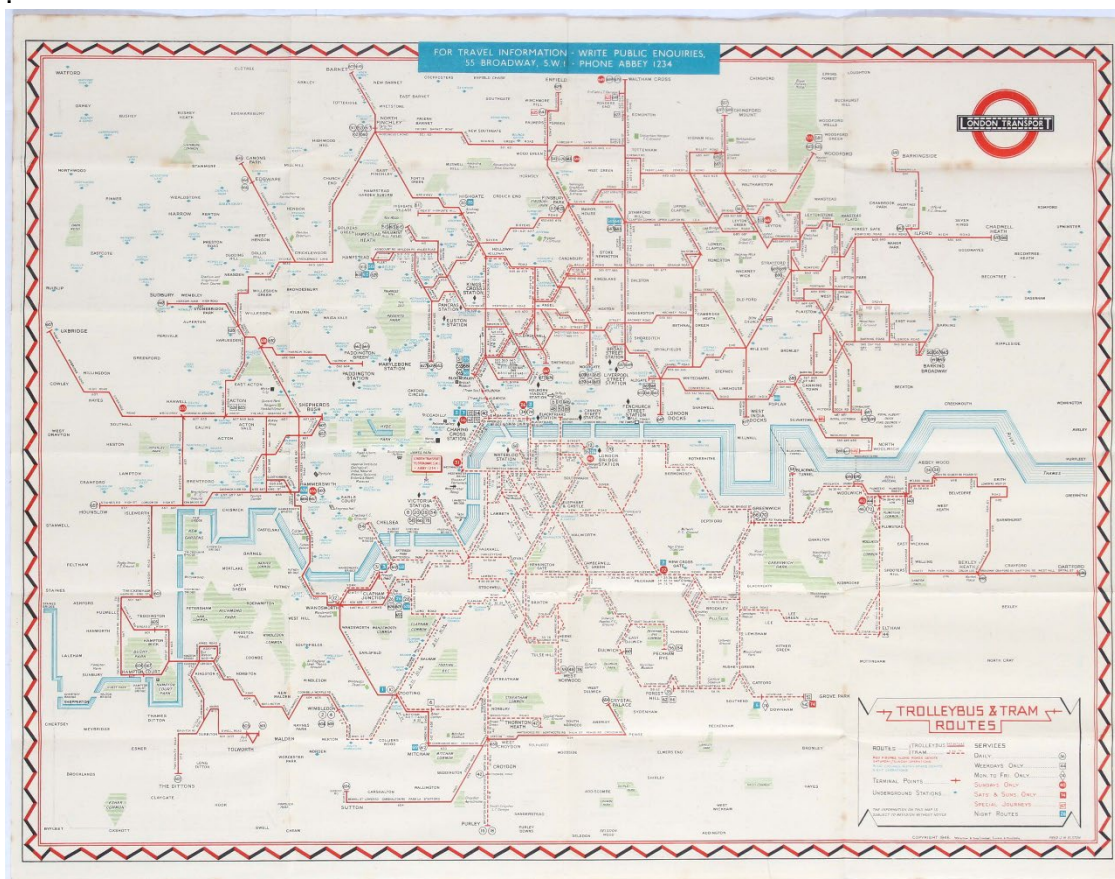
5A: I don't know what the objective for smarter road user charging would be or look like. I have no answer to this.

6Q: How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

6A: I don't think it can, for a system to be created, integrated and run would be detrimental on the grid and add strain on power generation facilities.

You should probably look into improving public transport first, starting with improving the London Underground for starters. I have heard that most of the equipment utilised on the underground is very old and urgently needs replacing.

Heck, what you could do is reintroduce tram and trolley bus routes into London to not only improve overall air quality but also provide better public transport options



Written Evidence from Individuals: Part One



You could also transform regular roads into bus & bicycle only routes to make the journeys by car extremely inconvenient for drivers to drive from A to B, to the point where it would be better off to take public transport.

There simply isn't any need to implement any of this smart technology. You only use existing widely recognised rules and systems that are widely established to transform traffic travelling around London.

7Q: Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

7A: Smart road charging schemes are not suitable at any level due to the sheer amount of roads that are in the UK.

There are already nation wide taxes like Fuel duty and road tax that need to be paid.

8Q: If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

8A: I don't think that Smart road user charging should be introduced. We already have existing systems that suit just fine.

9Q: What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

9A: Preferably, I would like Freelance Operators, People working for a company and people on low income to be exempt from the charge.

10Q: If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

10A: I don't believe that London would be a suitable place to trial such a system.

The reasons are varied, but it comes down to a few points:

- The fact that London is a big metropolis, the biggest city in the UK, this means low speeds and a lot of areas to cover. The only road being high speed being the M25, which is heavily congested.

Written Evidence from Individuals: Part One

- While public transport is numerous, not many places have an underground or suburban public transport.
- A lot of the city is heavily congested. Including the M25, which is taking the capacity of 3 motorways for which it wasn't designed, nor built for.

The fact is, London doesn't represent England, in both road and public transport infrastructure, the traffic is not free-flowing and there are many rules implemented that are not present anywhere else in England. I therefore, do not feel that London is a suitable place to test this type of technology because London is very much the exception.

If you feel that you need to test this out, my advice is trying somewhere like Milton Keynes as while Milton Keynes doesn't have slow roads, it's built for cars so it has many roundabouts and fast flowing roads while also having decent public transport that reflects England better.

11Q: If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

11A: I don't have an educated answer to this. But I suppose it would cost everyone dearly.

12Q: Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

12A: Elected officials should always follow on their promises, This smart road charging system wasn't a that the labour government was elected on.

If you felt that it was an important enough issue to introduce this, then yes, a local referendum should be held prior to implementing this new smart road technology.

A lot of these road changing schemes including the ones I suggested should be held on a local referendum anyway because it would allow mayors to be accountable and allow democracy to persist within the nation.

13Q: How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

13A: I am not educated on what other countries use and what objectives / goals they're working towards and how similar or dissimilar they are from your own.

I cannot answer this question, but what I can say is that any goals you have in mind, should be put to a referendum.

Sorry if this was a lengthy E-mail.

Thanking you

[personal information redacted for publication]

Driver in London

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| Reference | RUC2478 |
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Hi

I am a driver who uses my car to look after my elderly sick mother in law and dad.

I live in South London and my dad lives east London he is being treated for cancer and I am an insulin dependent diabetic and considered high risk.

My mother in law suffers with dementia and public transport isn't practical for her either Both have to attend hospital and require mine and my family's support to be able to do this.

The cost of living is rocketing and adding additional expenses for road travel is ludicrous and will isolate both myself and my elder family members.

Written Evidence from Individuals: Part One

Please consider the number people like me and my family who would be in the same Position and would have to give up their vehicle if charging process is implemented.

Many thanks

[personal information redacted for publication]

Road User Charging Consultation February 2023

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| Reference | RUC2477 |
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Dear sirs,

here is my reply to the Key Points laid out at the end of "Call for Evidence: The future of smart road user charging February 2023"

1. Do the current road user charging systems in London require reform?

The existing ULEZ scheme needs abolition. It is already particularly unfair to those on low incomes, and businesses needing transport. We already pay fuel duty - that is enough. The entire ULEZ scheme is based on punishment and money-gathering, which is the current fashion for any intervention hiding under the cloak of "Environment".

Too many fingers in the till, too many NGOs with perverse agendas seeking influence.

2 How might smarter road user charging differ from the current daily charges for driving applied in London?

Why smarter? What does SMART stand for in "SMART Cities"?

We need LESS tracking, less punishment and NO complex, intrusive and controlling, SMARTer road user charging.

3 How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

The old chestnut of "essential services" raises its sad little head again.

No charging is the answer. KISS - Keep It Simple, Stupid.

4. What strategies and targets could smarter road user charging support?

Or - WHOSE strategies and targets would be supported?

What is meant by "smarter" - would "greedier" suit better?

The real issue is Public Transport. Public transport must be completely overhauled to give us more routes, more vehicles of suitable sizes (the days of the Rush hour are over) and frequency, and above all be made drastically cheaper.

Don't punish, IF your real intent is to reduce pollution and congestion.

5. What technology could be used to support smarter road user charging?

More technology? Really? So called 'smart' technology means more RFR technology, adding to the "electrosmog" pollution that surrounds and damages us.. Our every movement would be tracked and taxed. Men and Women want LESS technology intruding in their lives, not more.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Don't make me laugh!

Written Evidence from Individuals: Part One

It cannot. Give the people cheaper and more efficient public transport. Scrapping HS2 and using the earmarked £106bn would go a long way to upgrade and streamline public transport. And that would only be a start, as fiscal waste is a real pandemic.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

There are no benefits to either. We already have road user charging at national level, i.e. FUEL DUTY. We do not need any more leeches on our budgets.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Don't bother - it won't save the planet and it won't add to the sum of human happiness. Road user charging is a greedy scam, whether "smarter" or not as in ULEZ.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

The majority of the population are on low incomes, there should DEFINITELY be no charge for them or workers or disabled people in particular.

In fact, to keep things simple there should be no charging ANYONE.

The smartest thing to do is introduce cheap and efficient public transport.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Nowhere would be a sensible place for a trial, for all the reasons given.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Instead incentivise using public transport, as described above. The real cost of implementing / imposing this scheme will not only cost the economy dearly, it will seriously dislocate society at many levels, but of course that might be part of your agenda.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

All of these new major, lifestyle-changing schemes should be put to a democratic, public & BINDING vote.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Isn't this scheme for London to be a global template, as described in Sadiq Kahn's GREEN LIGHT: NEXT GENERATION ROAD USER CHARGING FOR A HEALTHIER, MORE LIVEABLE, LONDON: <https://www.centreforlondon.org/wp-content/uploads/2019/04/Next-Generation-Road-User-Charging.pdf> ?

The CityMove document of 2019 shows the direction of motion - towards total tyranny and control of individuals' movements, not just that of drivers or vehicles.

In conclusion:

Written Evidence from Individuals: Part One

I strongly object to smart road user charging because it is a tyrannical imposition, on men and women who have the inalienable right, as sovereign beings under the Common Law of God and Man, to move about freely & without impediment as they live their lives
[personal information redacted for publication]

Response to Road User Charging Consultation

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| Reference | RUC2473 |
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Response to the Road User Charging Consultation, numbers as per your numbered questions;

1. Do the current road user charging systems in London require reform?
No. There is the ULEZ, and enough expense on owning/driving a vehicle, no further change/addition to charging is needed in this fragile time.
2. How might smarter road user charging differ from the current daily charges for driving applied in London?
We don't want further charges, cost of motoring is expensive enough as it is. Why not fix the current system, eg. the dialy charge stops midnight meaning someone visiting between 10pm and 2am pays twice, resolve that error.
3. This is unfair. We should not have to pay extra, we pay fuel duty, which essentially is a cost per mile so if you drive more you pay more. This is a threat to our freedom, why should we be charged anymore than is, and especially having to give a reason for travel, this is a breach of our freedoms.
5. Why do we need smarter road user charging? There is enough technology 'required' to live in society at present, we do not want more restrictions and technology.
6. There is the ULEZ, electric cars, road tax on emmissions. We do not need any more charges on our 'freedom'.
7. Individuals can not afford to pay further taxes/charges to go about everyday living. It will curb our freedoms on those that can afford it.
8. We have systems in place that run fine, we pay road tax, it is not the nation that want these changes.
9. No one wants a new charging system, keep it as it is.
10. Nowhere wants a trial. The government is trying to control too much and restrict peoples right to be free and move around as they wish without penalty.
12. If such a scheme were to come into place, as national public vote should be given to all individuals to voice their opinion. This consultation has been hidden away and not publicised so very few people know about it and the short deadline to respond, this is not good enough.

I do not consent to my name/private email address being published in any report.

Written Evidence from Individuals: Part One

smart road use/ congestion charges - call for evidence

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| Reference | RUC2472 |
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As the call for evidence was kept quiet and not widely publicized, I have only just discovered it. There is now no time to respond in detail with evidence, so I am answering just the first question:

1. Do the current road user charging systems in London require reform?

They don't need reforming: they need scrapping. They punish the poor and the low paid, as well as cause egregious harm to the vulnerable and elderly. They negatively impact businesses, especially small businesses.

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2467 |
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Please find enclosed my email response - as requested - to the above. Please also send me acknowledgement of receipt.

Questions as listed in the above Call for Evidence, plus my responses:

1. Do the current road user charging systems in London require reform?

If anything, reform should be looking to increase, not decrease people's right to free movement. If this question is whether current road user charges need to be increased and expanded, the answer is a resounding No. Increased charges, limits and controls to motorists and people generally to go about their days, are fast exploding to be way outside of anything reasonable. If this question is asking whether things should be changed in any way, then yes: The proposed new ULEZ expansion should be stopped in it's tracks NOW. Furthermore, the existing ULEZ zone should be reviewed with a view to scrapping it altogether, with a more reasonable return to the Central Congestion Charge Zone being the only area chargeable.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

As said above, review the existing ULEZ zone with a view to scrapping it and leave just the Central Congestion Charge Zone in place. It is not "smarter" charging to expand it beyond this - as evidence of "negligible improvement" of air quality has shown. IF it is not possible to scrap the existing ULEZ, it is still totally appropriate (and inappropriate not to, for many reasons) to scrap the next expansion. Also, at very least, charges in the existing ULEZ if it cannot be scrapped, or until it is, should only be applied to once every 24 hours - i.e./e.g. If someone enters the zone at 23.58 on a Monday, they should only be charged once as long as they leave the zone before 23.58 on the Tuesday.

Written Evidence from Individuals: Part One

3. How might charges in London be varied for different types of journeys such as travelling for work, caring responsibilities or essential services?

Firstly, essential services i.e. ambulance, fire, and police should be exempt from all "zone" charges. Secondly, there should be no discrimination for any other type of travel, and it is quite frankly over-intrusive to think otherwise. We pay our road tax and we pay our tax on fuel to drive. That is all that is required.

4. What strategies and targets could smarter road user charging support?

None.

And, there is no reasonable excuse for creating an electronically dependent (i.e. energy-using) system to try.

5. What technology could be used to support smarter road user charging?

As already said, it is not "smart" to create another energy reliant system in an era when we are supposedly decreasing our energy use-age. It is completely hypocritical to think otherwise.

6. How could smarter road user charging assist with current climate challenges such as traffic, air pollution and climate change?

I really don't think it can. What is needed is ongoing gradual improvement in (Internal Combustion Engine) car technology - which is happening (Electric Vehicles being Not either a green or large-scale sustainable answer), vastly improved public transport - with special reference to emissions on this, rules for less dense building schemes, more open spaces, and to stop closing off roads - which only makes congestion worse. It may superficially 'look' like it 'might' address problems to adopt more road user charging, but the truth is it is making things worse and creating more problems. There are far larger problems than cars to tackle for climate change and pollution. The end user of what has so far been sanctioned/provided by the governments and corporations in charge, should not be penalised for the lack of previous foresight and proper investment in greener solutions by said governments and corporations. This is a backwards plan to disproportionately make the people on the ground floors pay, in advance, for real solutions that either do not yet exist, or have not yet been allowed to. It is not right, and goes nowhere to even attempting to solve the bigger problems.

7. Are road user charging schemes best set up on a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach.

We already pay per mile with fuel, and pay nationally for road tax. No more than that is needed.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should current charges and taxes be changed?

It shouldn't be introduced.

9. What discounts and exemptions would you like to see for any smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We don't want road charging schemes, full-stop. Also, further segregating society is a bad concept to promote.

Written Evidence from Individuals: Part One

10. If the government were interested in a national, distance-based, road user charging scheme, would London be a sensible place for a trial?

No. Nowhere would. It is not right to censor people in this way.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

It should not be introduced. Additionally, this question suggests discriminatory legislation which would not be able to satisfactorily account fairly for anyone.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Any of these, or any other schemes. should be put to properly advertised public vote/referendum.

13. How are other cities and countries working on similar road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

We, the people, have had no say on any policy or policy goals. Give the people their rightful chance to vote on policies and on road user charging.

Yours sincerely

[personal information redacted for publication]

the future of smart road user charging February 2023

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| Reference | RUC2466 |
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1. Do the current road user charging systems in London require reform?

NO

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

There should be no further changes

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

There should be no changes to the current schemes

4. What strategies and targets could smarter road user charging support?

There should not be any smarter road charging

5. What technology could be used to support smarter road user charging?

There should be no more invasive tracking cameras.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

As older cars naturally come to the end of their lives, newer cleaner cars will replace them

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

There should be no more charging systems. There is fuel tax on use already.

Written Evidence from Individuals: Part One

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Should stay the same as it is already.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Things should stay the same as it is now.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

NO definitely not

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

LESS

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Nothing should be changed without a referendum. especially if it is not very clearly in the campaign statement. (London Mayor has really overstepped his mark)

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Things should stay the same. NO more taxes.

[personal information redacted for publication]

Road user charging consultation

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|------------------|---------|
| Reference | RUC2463 |
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1. Do the current road user charging systems in London require reform?

No, they do not, and definitely not expansion or adding to, if anything, charging should be reduced, as things like the CONgestion charge and ULEZ should never have been brought in in the first place, if any reform is to take place, it should be to remove such road user charging.

1. How might smarter road user charging differ from the current daily charges for driving applied in London?

'Smarter' road user charging is in all senses not smarter, there should not be any additional road user charges placed upon road users and those who already pay vehicle tax and tax charged on fuel. Depending upon how it will be implemented it may be discriminatory or exclude many members of society who do not have, use, want or have the ability to use smart devices or the internet. Often when these 'smart' systems are introduced and new systems made, there are no provisions made for those who cannot, or do not want to use technology, or just to be given the choice or options to pay in a simple method. Being able to pay cash, to an actual person or into a machine, by cheque, or over the phone is now a rare thing, the assumption is made that everyone has the technology and can use it, therefore no options are made for these people, who may include the elderly or older generations. It is already too complicated for the current daily charges, those not used to travelling in or around London often get caught out by the various different charges and how unclear how each of these differ, what areas these cover, or how much they are or how they can be paid. A sign with 'LEZ' or 'ULEZ' and no further information such as how much, what is or isn't

Written Evidence from Individuals: Part One

compliant, or how or where to pay is insufficient and does not make it clear or fair to those entering these road user charging zones. They might pay a CONgestion charge and believe that they are covered and have done everything required, being then caught out by a ULEZ charge that they are unaware of, the only thing smarter road user charging may help with if it was implemented in a user friendly way, would be to make it perfectly clear what the charges were before entering any area and being able to confirm what fee is due, not expecting you to know or be able to understand the unclear rules and zones and various fees that may apply.

1. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

This should be avoided entirely, as it becomes too complex to apply. Also why should the nature or purpose of the journey have anything to do with charging? And no extra charges should apply in the first place. I expect this would be open to abuse and how would it be checked or enforced, as people would claim it was for the purpose with the lowest charge, which would then make it a privacy issue and too invasive into the private lives of individuals.

1. What strategies and targets could smarter road user charging support?

None, as it should not be introduced at all.

1. What technology could be used to support smarter road user charging?

None, as it should not be introduced at all. Cameras monitoring the movements of people at all times, or tracking devices etc are all invasions of privacy and must encroach on human rights.

1. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It would not. The current ULEZ charge does nothing to help tackle anything such as traffic or air pollution or climate change, all it does is add money to TfL funds. Those who can afford it will always pay it, they aren't going to give up their comfortable car, or chauffeur driven car and choose to take public transport. Trades that have to use a vehicle to transport tools, goods or materials to and from jobs have no choice but to pay, as public transport is not an option for them. For example people who have mobility issues or health issues and cannot carry bags of shopping on public transport will have no choice but to use their cars and pay, therefore none of these things will tackle air pollution or climate change if they are just charged a fee for it to then be okay for them to carry on and enter the zone.

1. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

They are best not being set up at all. But, the current system is disjointed, confusing, not all the same standards or rules. On one journey you may end up entering different zones or road user charging schemes, controlled by different cities, authorities or councils which each then have their own different app, website or way of paying, with different confusing ways of entering the data, with different rules and terms of conditions, time frames to pay, different criteria for being compliant and hours of operation. If one national system existed, at least it would make things clearer and easier to those who could use it, but as it would be 'smart' it would probably all require smart devices or internet access, which not all people have, can use or want to use, so alternative options to find the information and pay must be considered. Ultimately though, none of it should be set up at all, because no road user charging should be introduced.

Written Evidence from Individuals: Part One

1. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

None as it should not be introduced. If it did get introduced, which is against my wishes, it would have to result in at least a reduction at the very least or the removal of vehicle taxation and the tax on fuel.

1. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

None, as it should not be introduced. How would it ever be assessed or means tested, as other departments fail to consistently and fairly carry out such assessments for other purposes such as benefits and fitness to work etc. It would be open to abuse, or those who require the discount or exemption may not be successful in applying for it. No one should be charged extra to use the roads.

1. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No, as no distance-based road user charging schemes should exist or be introduced. London normally brings different schemes in, proves it makes money and other areas follow suit, not to be green or reduce air pollution or traffic, but to profit from road users. London if used as a trial, will kill the capital, but making it a no go place for many people, who will take their business and leisure activities elsewhere, affecting the economy drastically, killing off many businesses or by increasing the cost of services and goods to those within the road user charging area.

1. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

I don't believe anyone should pay any vehicle or driving-based charges at all, as already having a road legal vehicle, taxed and insured and MOT'd satisfies all the requirements, being charged to then use this on top of those taxes and charges is unfair and unjust. If the suggestion of this question is that some people may benefit from lower charges if they use their car less or for shorter distances, or for activities and purposes deemed at lower charges, this creates a major breach of privacy, with their movements being tracked, monitored and recorded. There is then no guarantee that the goalposts will not be moved and prices increased, such as the CONgestion charge which was introduced as £5, which some people felt was acceptable, due to the promises of improvements and reduced congestion. I opposed it from the outset, with no one ever listening. Since then the price has been increased again and again, it always was an unreasonable extra tax, it is now nothing short of extortion and are a con! No distance based road user charging should exist at all. Tracking devices or the cameras and technology used to enforce/apply the charging is a huge invasion of privacy, then the limitations it may impose on individuals must breach human rights and freedom of movement.

1. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Written Evidence from Individuals: Part One

Yes, much more must be done to stop one person such as Sadiq Khan as the Mayor of London having so much power in one place, it appears as though it is a dictatorship, as he has ignored the people who he should be representing and done what he wants, claiming to be "The decision maker" and that it was a consultation and not a referendum regarding the ULEZ expansion. He did not make it a point of his manifesto for election as mayor, and has sneaked it in during his term in office, with the government supposedly unable to intervene or have any control over his decisions. Oxford City Council are another such example, whereby residents, businesses, organisations and individuals have been ignored, despite being once again an overwhelming majority opposed to Low Traffic Neighbourhood schemes. They have been forced though and implemented despite strong opposition. The views and hidden agendas of a small percentage in charge, should not overrule those who they should be representing. Proper consultations should take place that are listened to and run by independent organisations, not by biased organisations like TfL or under the control of the Mayor of London, who it appears would do anything, even running a campaign to appeal to people who were likely to support TfL and their ULEZ expansion plans at a huge cost, which must add up to misappropriation of funds amongst other things. Proper referendums should be carried out in order to fully represent the people, with long periods of time for it to be made known about and the awareness of the implications to be made known and responded to, not these hidden and stealth 'pretend' consultations with short windows of opportunity to respond, which are often ignored anyway, even when the majority oppose it, such as with the ULEZ expansion.

1. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Each individual case differs, some cities and countries may have effective systems which make it fair for individuals, but nearly always, the individual or businesses and organisations do not get a fair deal or benefit, normally the only thing that happens is money and profit is made at the expense of the road user, with little or no benefit or improvement. The main concern is the privacy and tracking aspect, as it is concerning the amount of data and records that will be held about habits, usage and travel, directly linked to people. It must infringe on human rights and freedom of movement, along with becoming a mine of information and data available to hackers or able to fall into the wrong hands when data breaches happen, or the information is sold by the organisations holding it against the wishes of the individual, without their consent or knowledge.

From [personal information redacted for publication]

Smart Road User Charging-NO CONSENT

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| Reference | RUC2462 |
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To whom this may concern,

Please find my response as a very worried British citizen and a London resident to the Mayor of London plans to expand ULEZ and implement a PPM system in London:

Q1. Do the current road user charging systems in London require reform?

All should be removed. They make not difference to supposed air pollution and have destroyed the city as it used to exist.

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

The current charges are a violation, further charges must not be imposed. London would cease to be a vibrant working city.

Written Evidence from Individuals: Part One

Q3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges would be unlawful if imposed and go against all natural rights and freedoms. Inalienable rights you do not have the power to remove or restrict, or violate in any way what so ever.

Q4. What strategies and targets could smarter road user charging support?

None.

Q5. What technology could be used to support smarter road user charging?

NONE. Further technology makes a mockery of action to protect the environment when the production of such infrastructure harms the environment, requires further use of fossil fuels to maintain, and does nothing to enhance visuals in the built environment, while increasing such technology in rural areas would be even worse.

Q6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It would not. Traffic is made worse by increasing restrictions. Air pollution is not proven problematic, and climate change is also disputed. Currently eminent scientists and climate experts have written an open letter to contest the given narrative. Such measures will serve no purpose in any supposed climate action.

Q7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have a road user charging at a national level by paying road tax.

This is unwanted and unwarranted. Nobody has ever proved it necessary or wanted.

This is a deliberate and obvious attempt to restrict movement and reduce funds to all but affecting the lower earning population hardest.

Q8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

No smarter road user charging to be introduced ever. You have betrayed the people of London and people visiting London with this scam!

Q9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

WE DO NOT WANT A ROAD CHARGING SCHEME. LONDON RESIDENTS ARE DEMANDING THIS STOPS NOW.

Q10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? No. Nowhere is a sensible place for a trial. All have the right be free to roam; none can remove that right.

Q11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? This should never be introduced and nobody, individual or collective, has the right or the power to impose this. People already pay, in good faith, taxes on road use, via fuel, and vehicle tax. there is no reason for further charges, other than nefarious ill intention to impose harm and control.

Q12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Such powers are unacceptable in the hands of individuals. Neither Local Authorities nor Mayors can be said to have such powers over roads or charging/restricting any persons rights to travel or enjoy freedom of movement. Failure to inform the public of such assumed powers, or intentions to use such powers, during any election process is fraud and therefore consent cannot be said to have been given.

Q13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Written Evidence from Individuals: Part One

We the people did not have a say on the policy goals. This is undemocratic and unacceptable. To continue without a widely publicised consultation with proper time frames in place is an act of malfeasance and would make any decision from it subject to legitimate refusal to comply. Failure to give people the chance to vote on the policy or any subsequent road charging scheme becomes nothing less than shameful dictatorship regime.
[personal information redacted for publication]

Call for evidence: The future of smart road user charging February 2023

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| Reference | RUC2459 |
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[personal information redacted for publication]
I do not agree with smart road charging and I urge the government to stop the GLA for going ahead with it.

Smart Road User Charging NO CONSENT

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| Reference | RUC2452 |
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To whom this may concern,
Please find my response as a very worried British citizen and a London resident to the Mayor of London plans to expand ULEZ and implement a PPM system in London:

Q1. Do the current road user charging systems in London require reform?
All should be removed. They make not difference to supposed air pollution and have destroyed the city as it used to exist.

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?
The current charges are a violation, further charges must not be imposed. London would cease to be a vibrant working city.

Q3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?
Charges would be unlawful if imposed and go against all natural rights and freedoms. Inalienable rights you do not have the power to remove or restrict, or violate in any way what so ever.

Q4. What strategies and targets could smarter road user charging support?
None.

Q5. What technology could be used to support smarter road user charging?
NONE. Further technology makes a mockery of action to protect the environment when the production of such infrastructure harms the environment, requires further use of fossil fuels to maintain, and does nothing to enhance visuals in the built environment, while increasing such technology in rural areas would be even worse.

Q6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
It would not. Traffic is made worse by increasing restrictions. Air pollution is not proven problematic, and climate change is also disbuted. Currently eminent scientists and climate experts have written an open letter to contest the given narrative. Such measures will serve no purpose in any supposed climate action.

Q7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?
We already have a road user charging at a national level by paying road tax.

Written Evidence from Individuals: Part One

This is unwanted and unwarranted. Nobody has ever proved it necessary or wanted. This is a deliberate and obvious attempt to restrict movement and reduce funds to all but affecting the lower earning population hardest.

Q8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

No smarter road user charging to be introduced ever. You have betrayed the people of London and people visiting London with this scam!

Q9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We DO NOT WANT A ROAD CHARGING SCHEME. LONDON RESIDENTS ARE DEMANDING THIS STOPS NOW.

Q10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? No. Nowhere is a sensible place for a trial. All have the right be free to roam; none can remove that right.

Q11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? This should never be introduced and nobody, individual or collective, has the right or the power to impose this. People already pay, in good faith, taxes on road use, via fuel, and vehicle tax. there is no reason for further charges, other than nefarious ill intention to impose harm and control.

Q12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Such powers are unacceptable in the hands of individuals. Neither Local Authorities nor Mayors can be said to have such powers over roads or charging/restricting any persons rights to travel or enjoy freedom of movement. Failure to inform the public of such assumed powers, or intentions to use such powers, during any election process is fraud and therefore consent cannot be said to have been given.

Q13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

We the people did not have a say on the policy goals. This is undemocratic and unacceptable. To continue without a widely publicised consultation with proper time frames in place is an act of malfeasance and would make any decision from it subject to legitimate refusal to comply. Failure to give people the chance to vote on the policy or any subsequent road charging scheme becomes nothing less than shameful dictatorship regime.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging plan

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| Reference | RUC2450 |
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To the London Assembly: Transport Committee,

Key questions and my responses:

1. Do the current road user charging systems in London require reform?

Written Evidence from Individuals: Part One

No. The Ultra Low Emission Zone, which is simply just a cash cow, has impacted people enough. We do not need any more charging zones, reforms or charging by the distance based systems. This is going to have a detrimental effect on individuals' mental health caused by your proposals. What you're proposing will drive people away from cities not towards them. People are already stressed by the rise of inflation caused by the unnecessary but intentional lockdown of the economy; in order to push people into the poverty line to make them desperate and exhausted enough to take any new systems thrown at them. Why can't individuals be left alone to recover? More surveillance and monitoring of our movements is lunacy, abusive and unacceptable! I do not consent to this and neither will a lot of others.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Rather than propose a new system, the old systems need adjusting. For example, the daily charge stops at midnight, which means someone who visits between 10pm - 2am pays twice. This is simply just a money making scheme. It has nothing to do with personal health, clean air or the environment. The skies are filled with aircraft trails which expand into artificial cloud cover to bring the illusion of climate change almost everyday, yet the basis of these schemes is sold on the benefit of clean air. How ironic!

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Nobody should be charged more for whatever reason they give. Drivers already pay fuel duty, which is a cost per mile as the more one drives the more one pays. We do not need any more road charging systems, what you are proposing will push people into poverty, depression or create a violent uprising. Is this what you want?

4. What strategies and targets could smarter road user charging support?

None, because it's simply not needed. Where is the evidence to prove pollution is harming individuals? It's not good enough and it isn't justified. The majority did not vote for this and those that agree may not realise the long term impacts these schemes have on them and their freedom of movement which is greatly under threat. Why must the nation be targeted with heavy charging schemes in a cost of living crisis? How insensitive! Why can't we progress as individuals without the constant suppression of the government's tyrannical agenda, and create a better environment for all?

5. What technology could be used to support smarter road user charging?

No technology should be used. We as men and women do not need technology intruding every part of our lives. I say enough is enough! You are actually driving humans away from technology. I personally am less trusting of technology now and will work to revert back to life without it for this is not progression, this is a major step back for society. These schemes are designed to hold humanity back from natural development by stopping the free movement of individuals using technology and money as a weapon or tools of control.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

This is nothing to do with environmental challenges such as air pollution. Again, where is the evidence to back up the claims that current levels of pollution are dangerous to our health? There isn't any. Climate change has been debunked many times and many have awoken to

Written Evidence from Individuals: Part One

the geoengineering in operation above us which has a cause and effect on the environment. This has been normalised and we are being lied to! The reason that traffic is building up is because roads are being cut off by Low Traffic Neighbourhood schemes and planters, and cycle lanes are expanding into vehicle lanes; giving the illusion that traffic congestion is a problem. Individuals are already taxed via VED and electric cars have been incentivised, this damaging and privacy destroying reform must be stopped immediately!

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging is already in operation at a national level. It's called road tax and fuel duty. A reform is unnecessary. Why not reduce the road tax on older vehicles that have been here for many years and have paid their own carbon dues by remaining in use instead of being replaced by another brand new car. Most of the carbon in cars is in the build. If cars are such a problem then why hasn't production completely stopped? Why aren't we making do with the cars we already have. But of course this isn't about pollution, just state control of the individual's movements regardless of their mode of transport to collect and sell on personal data and predict their behaviour.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It should not replace any. Nothing needs to be changed. Why can't the focus be on improving the health of the nation instead of introducing more ways to price us out of our cars and stopping us visiting family members. What kind of cruel people are you to even suggest a scheme that abuses fundamental human rights?

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

The majority do not want another redesigned road charging scheme, especially one associated with Sadiq Khan, who calls those who are in opposition to it 'anti-vaxxers' and 'Covid-deniers' as an attempt to divide people up. How unprofessional. This is a man who doesn't lead by example as he's currently promoting an ULEZ expansion whilst taking his dog for a walk in a 3 car convoy, one of which does 13 miles per gallon. Complete and utter hypocrisy!

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. The trial should not go ahead anywhere. This scheme is ridiculous and dystopian. Stop attempting to imprison humans for no good reason or they will take matters into their own hands. Some aren't as predictable as you may think and that's what scares the government most.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

It should not be introduced, nobody should pay the charge regardless of their location. What you are proposing will strongly impact the mental health of the nation. This is absurd! You are evidently wishing and causing poverty upon millions of men, women and children who

Written Evidence from Individuals: Part One

already pay enough towards the current system or are strongly impacted by inflation. This idea must end here!

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

If the country was truly democratic these new schemes would be put to a public vote but it seems we live in a dictatorship dressed as a democracy and with every new crazy scheme comes the uncovering of another layer of the deception. No new form of government will ever win back the trust of the nation again, all leaders are tied to the same corrupt body. The damage is done & the trust is lost!

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Individuals have not been given a say on the policy goals. In a democratic society, why isn't this the case? Just give the people a chance to actually vote on the road charging scheme and publish the true results. If not, you must be prepared for the unexpected reaction towards the clear confirmation that we as a society are facing a dictatorship that uses expensive live exercises and fear narratives, such as COVID, to test the restrictions and limits of an individual's movements, whilst accelerating the sinister United Nations Sustainable Development Goals which includes this road user charging scheme. It's clearly just an open concentrated prison camp or a data harvesting battery farm, dressed up as a smart city with a new name. The only reason you want to implement this scheme is to hold us in these human settlement zones so we're more easily manageable by tracking our movements from the City Move app which will link to a Digital ID and CBDC to produce personal data which will work as a currency. This will determine what mobility, carbon or social credits we receive, ultimately controlling our thoughts, actions and whereabouts. A big fat NO from me! I would not dream of implementing the framework for this tyrannical future regardless of my income, incentives offered or exemptions. To you reading this message, it's not too late to choose your side, for this is not a positive or healthy route to follow and it will catch up with you in the end too.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging

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| Reference | RUC2441 |
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My responses to the questions are -

Q1 The proposed ULEZ expansion should not be introduced. There is a current road charging system in place - Fuel tax and VAT. The money raised goes to central government not just to London which is a fair system.

Q3 The current Congestion and ULEZ charges should be waived for essential workers - nurses, doctors, police, firemen, disabled travellers etc.

Q4. The London share of any money raised by the existing charges should be ring-fenced for improvements in rail services in London not just swallowed up to finance the GLA general expenditure.

Written Evidence from Individuals: Part One

Q7. If a road or mileage charging was introduced it should be a National system. This would be a fairer system rather than the revenue being concentrated in particular towns or regions.

Q8. If a road charging system was ever introduced taxes on petrol or diesel should be reduced or scrapped. It would be unfair to charge some drivers twice for the same distance driven.

Q9 As I stated in my answer to Q3 but also those who need to drive for work, or people who live in areas with low levels of public transport.

Q10. NO. I have no confidence in TfL to run a fair trial and produce reliable and accurate results.

Q11. The tax burden on drivers is already extreme high, there is no justification to increase it in the future.

Regards

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2440 |
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Please find below my response to the London Assembly consultation on introducing a road user distance based charging system. I would like it noted that I strongly oppose the introduction of any such scheme, and will use my vote to remove any mayor or government from office that try to introduce such a scheme, and vote in those who promise to reverse or not to introduce this scheme.

1. Do the current road user charging systems in London require reform?

They should be reduced not expanded. The mayor is expanding the ULEZ to greater London against the result of the public consultation, against the wishes of many London borough councils, and against the advice of many senior politicians. TFLs own report says that the expanded ULEZ will only make 1.3% improvement to air quality, only 1.3%!! This just goes to show how misleading the adverts are, and the statements that the mayor keeps coming out with. An improvement, well ok, 1.3% is the most you can scrape together to justify the expansion. In my mind this “negligible” improvement does not justify the £250m being wasted on cameras, the massively damaging impact this has on everyone living inside, or who travels into greater London, by devaluing their car, then pretty much forcing them to sell it or stump up a charge to finance TFL’s blackhole and the mayors schemes. This is very stressful and for the public/Londoners and all for 1.3%!

The air in greater London is already cleaner than the air in central London which has had the ULEZ from the start, so the air doesn’t need to be cleaner, its already clean. To claim that Londoners will benefit from cleaner air is misleading, we are already breathing air that is perfectly clean.

The ULEZ is billed as a charge for using “the most polluting old cars”, well a 2015 car is not old, and it is very wasteful and environmentally damaging to scrap cars at 8 years old. We should not be a through away society, which is what the mayor is promoting. So if the ULEZ

Written Evidence from Individuals: Part One

is a charge to dissuade use of what is deemed as “the most polluting old cars”, the it is not a charging system that should be seen a forecasted revenue, surely its target is to change behaviour, and for this charging revenue stream (which never existed before) to disappear. So its not a charging system, it’s a tax which should reduce to close to zero.

The motorist is not the London mayor, or TFLs personal cash cow.

The expansion of the ULEZ does not stand up to scrutiny, and should not be implemented.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

I dislike the way smarter is trying to be used in a positive way, this is not smarter, this is just a way to disguise a surveillance that will charge people for leaving their house and going about their daily lives in London. It is trying to monetise the general publics movements, all of them!

What is being referred to as smarter road user charging here should not be introduced, as it will be damaging to public life and freedoms, will restrict people from traveling to see friends and family, harm their mental wellbeing, and push them further into financial difficulty and poverty. It’ll serve to make travel in London for the rich only.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

This would be impossible to ascertain and control, and it should not be. Public bodies do not have the right to intrude into individuals lives by trying to price certain reasons for travel in order to stop people for reason that the public body decides.

4. What strategies and targets could smarter road user charging support?

NONE. Smarter road user charging should not be brought in. The mayor/TFL like to claim the climate emergency and pollution cards to back their initiatives, we are not stupid, we can see these claims for what they are.

Cars are getting cleaner all the time, electric cars are being promoted and used, so pollution from car travel is reducing as a result, measures like pricing road users off the road are not required to reduce pollution, that is already in hand, this is just being pushed as a revenue stream for the mayor/TFL.

People do not want to be confined to a 15 minute city. Strategies should be achieved without charging the public for freedom of movement. The irony of a mayor that uses his company Range Rover to be driven to a location to walk his dog, yet wants to charge the public for driving to work, driving to support and care for an elderly relative, or taking their child to brownies.

5. What technology could be used to support smarter road user charging?

NONE. The £250m worth of spy cameras that the mayor is erecting all across greater London are an eyesore, blight the area, and make it an oppressive surveillance place that I do not want to be anywhere near.

Forcing people to have a smart phone and an app (City Move App) so their every move can be tracked and charged, is disgraceful, absolutely disgraceful.

Written Evidence from Individuals: Part One

The mayor/TFL/London assembly are not showing a good grasp on technology with consultation. This is very important and every person who moves around London should be aware and having their input. However, I stumbled across this consultation by chance, I have not seen any advertisement for it, I have been asking lots of others if they are aware of it and no one, not one person had heard of it!! This just goes to show how flawed and what a poor representation of the London population this is. Why is a consultation on such an important subject only live for 1 month? Again, that's not a fair enough time for people to hear and then respond to the consultation.

My elderly parents and other family members live in greater London and none of them have heard or are aware of this subject being discussed. This is very poor by the London assembly, and the results will be small and not a true representation, which I feel is intentional.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Strategies that the mayor/TFL have already introduced have driven up pollution. LTN, school roads, reduced speed limits, reduction in road space to create large areas for cycling that are little used, have resulted in more traffic, more congestion, and as a result, more pollution. Then they have the audacity to claim they need to charge us for the increased pollution. We're humans, almost everything we do, or consume generates waste/pollution. The Centre for London Studies Report which was funded by C40 Cities, which is Sadiq Kahns organisation, funding a report to give him the backing to introduce the charging schemes he wants to introduce. This is a clear conflict of interest, is biased, and is not how people in high office should be conducting themselves or planning strategies.

If the mayor/TFL were actually wanting to reduce pollution/congestion/traffic in greater London they would have dealt with and fixed some of the many outdated road junctions. The traffic lights on the London bound A13 approach to the blue light roundabout in Barking, cause huge tailbacks, these lights were originally there to allow traffic to cross the A13, but the central reservation was sealed at the point 15+ years ago. Now these lights are just to let traffic out of a side road. This road junction could easily be improved to allow all approaches to flow freely, but that is not the mayor or TFLs objective. If it doesn't generate money they are not interested.

Smarter road user charging should not be brought in. The mayor/TFL like to claim the climate emergency and pollution cards to back their initiatives, we are not stupid, we can see these claims for what they are.

Cars are getting cleaner all the time, electric cars are being promoted and used, so pollution from car travel is reducing as a result, measures like pricing road users off the road are not required to reduce pollution, that is already in hand, this is just being pushed as a revenue stream for the mayor/TFL.

People do not want to be confined to a 15 minute city. Strategies should be achieved without charging the public for freedom of movement.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

NONE of the above!! If this is something that the government want to apply nationally, then they can campaign for a mandate, and the public can vote. Not what Sadiq Kahn has done in holding a shame consultation, trying to twist and cook the results to suit their view, and already having all the financial expenditure for the purchase and installation of the spy

Written Evidence from Individuals: Part One

cameras in place months and months before the results of the consultation are known. Then he even has the cheek to claim that he is just the decision maker, and hasn't seen the consultation results/response. What disgraceful conduct from a mayor.

The people will use their voting powers to show the mayor and the government as soon as they have the chance. Which is why the mayor is forcing through the ULEZ expansion so quickly before his term ends. Just 9 months to replan your finances, sell your devalued car, and by a ULEZ compliant replacement. This is not fair in anyway.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

This is a national government subject and not for the London mayor or London assembly.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

None are needed, as a road charging scheme is not wanted or needed.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. This is a national government decision. Introduction of a scheme such as this will be detrimental to London and therefore the country.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

I pay road tax, MOT, insurance, fuel tax, tax on car parts/servicing/repairs. I do not pay anything to London to drive on London roads, just the same as I do not pay anything to Essex to drive on their roads. Roads are funded from road tax.

So, if I pay nothing to London now, how will a distance based charging system result in me paying nothing going forward?

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

A majority vote for such an oppressive charging tax system as this is a must. We left the EU on a 52% majority, yet a 60+% majority opposed the ULEZ expansion and the mayor has ignored us! Then when challenged he claims we're right-wing extremists!! What planet is the mayor on? As he clearly is not living in the cost of living crisis reality that the rest of us general public are in.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

[No subject]

Written Evidence from Individuals: Part One

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| Reference | RUC2439 |
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1. Do the current road user charging systems in London require reform?

Yes, does not take in to account classic car owners and the poorest car owners.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Makes Road tax charges obsolete. If I am already paying higher for a more polluting vehicle why am I being penalised twice.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Leave the current system as is because affordability of driving and living on the outskirts of London are too much.

4. What strategies and targets could smarter road user charging support?

It's not needed

5. What technology could be used to support smarter road user charging?

None

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

None

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? National and none because the affordability of it is too high.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Eliminate road tax and lower the classic status of cars to 30 years.

9. What discounts and exemptions would you like to see for any newsmarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

None because I want it to remain free for the public.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

We should pay nothing.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes so they can opt out of anything the mayor suggests.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

No idea and don't care

Against road user charging

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| Reference | RUC2438 |
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Written Evidence from Individuals: Part One

- > Hi,
- > Please see my answers to each of the key questions 1-13 in the London assembly call for evidence
- >
- > Question 1.
- > Do the current road user charging systems in London require reform?
- > Q1 Answer
- > No more charging people to go about their day. People are already under huge financial pressures.
- > Q2 answer
- > Instead of proposing new systems, adjust old systems
- > Q3 answer
- > We should not have to pay extra for different journeys. We already pay fuel duty.
- > Q4 answer
- > Look at other things to make citizens happy instead of this.
- > Q5 answer
- > We want less technology intruding on our lives not more
- > Q6 answer
- > The ulez is doing this already, we don't need another tax
- > Q7 answer
- > We already pay road tax and fuel tax.
- > Q8 answer
- > It shouldn't. Try focusing on the health of the nation instead.
- > Q9 answer
- > We don't want to be charged yet again to drive. Enough is enough.
- > Q10 answer
- > No, there is no sensible location for a trial.
- > Q11 answer
- > What an odd question. It would cost many dearly.
- > Q12 answer
- > This scheme should be put to public vote. Not enough people know about this consultation
- > Q13
- > Give the people a chance to vote on this properly. It looks like the mayor is trying to introduce this covertly under the radar.

Smart road user charging

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| Reference | RUC2437 |
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The system in London needs reforming in a way that it must be scrapped, it hasn't improved the air quality, it just made travelling in London harder and more expensive. It is unethical that the people imposing those charges are getting salary from taxation on those very motorists whose life they make more difficult. Congestion charge, ulez and other fees must be scrapped.

I am shocked at the suggestion of charging people for using a road. We are supposed to live in a free country. Drivers already pay extreme amounts of tax in road tax and fuel duty. Any more charging would be outrageous and totally unacceptable.

Written Evidence from Individuals: Part One

This is another attack on motorists and totally discriminatory as rich people would still be able to travel freely while ordinary hard working people would need to limit their journeys It is disgusting that this idea is even discussed!!

In London the underground and buses already struggle to carry all the people who need to use it, why would you discourage private driving? Absolute madness.

With UK being second in the world after China in number of cameras recording people, more cameras needed to enforce distance/purpose driving would surely be unacceptable.

Just stop looking at ideas to take even more money from people and concentrate on serious issues like crime and others that need solving urgently.

Definitely put those ideas for a referendum
It will be more wasted money but it will put stop to your atrocious ideas

Kind regards
[personal information redacted for publication]

Road user charging response.

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| Reference | RUC2433 |
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Dear Sir or Madam....

Here are my responses for consideration to the questions on road user charging.

My name is [personal information redacted for publication] and I live in Havering.

1. Do the current road user charging systems in London require reform?

No. We are already being stressed out in the middle of a cost of living crisis by ULEZ. It is unacceptable to keep moving the goalposts and give people yet even more stress

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Instead of yet another idea foisted on us, fix the one you already have and not by introducing a new one

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Written Evidence from Individuals: Part One

A journey is a journey you should not be charging for people to travel when they are already taxed enough, stop trying to kick people when they are already down

4. What strategies and targets could smarter road user charging support?

This is not about targets it is about charging people for what they have already paid for and that is simply not acceptable.....

5. What technology could be used to support smarter road user charging?

Have you not enough cameras, have you not enough control over peoples lives. Perhaps you should get one of your own and stop trying to live other peoples for them....

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It couldn't. Face facts, it's a tax, tax does not make any of those things go away. Although arguably it could help if roads were not being closed for LTN's. when vehicles have fewer roads emissions increase because those vehicles are forced to spend longer in the area just trying to cross it.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have Vehicle Excise Duty and Fuel duty and pay enough in rates for those services anyway. So we wont be needing, wanting or requiring any additional road user charging schemes in any format whatsoever.....

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It shouldn't. How many ways do you need to be told No!

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We do not want, neither do we need a road charging scheme and we are tired of people trying to tell us how to live our lives 24/7. Stop trying to reinvent ways to make us suffer even more hardship....

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Would you like to ask the people of London rather than the Government and rather than the Mayor of London. It is whether we are interested, not the Government, not the Mayor.... Ultimately, the people decide and we say no to your trial in London and anywhere else for that matter.... Your road user charging scheme needs to be consigned to where it belongs...in the dustbin.

Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

I think we already pay enough and we do not need, nor want your road charging....

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

It is long overdue the Mayor took notice of the people. He believes that people who disagree with him are covid deniers, vaccine deniers and are far right. The Mayor does not understand the meaning of democracy. So yes for definite a referendum needs to be carried out encompassing all those affected by this not just locals but people who travel in for work or on a regular basis.....and the outcome adhered to unlike the ULEZ expansion consultation which showed the majority were against but the Mayor decided to ignore them anyway. Like I say the Mayor does not understand democracy....

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Firstly, we the people did not have a say on the policy goals. Give the people the chance to vote on the policy, then give us the chance to vote on the road charging scheme. Not to do so would not be democratic and therefore without mandate.

the future of smart road user charging february 2023

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| Reference | RUC2432 |
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1. Do the current road user charging systems in London require reform?
NO

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

No more charges should be charged to the road user. There is a tax on fuel which is paid for the more you use it.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

No there is already enough burdon financial burden on the motorist

4. What strategies and targets could smarter road user charging support?

Things should be left how they are. There is quite enough control.

5. What technology could be used to support smarter road user charging?

No more spy cameras. There is a ridiculous amount of cameras already spying on us all

Written Evidence from Individuals: Part One

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Cars are getting cleaner and as cars get older they are scrapped. The poor who can't afford new cars should not be penalised

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

The fuel tax already charges for distance driven. There is no need for yet another tax on the motorist.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Road charging should not be introduced. We do not need spying on any more than we are already.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

There should not be new smarter road charging scheme

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No, we have had enough of this tax on us. This is a bad idea.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

There should not be distance based road user charging.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes a democratic process is required as at the moment these crazy schemes are being brought in despite the public being against them.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Fuel is taxed on usage. This is a much fairer system. Fuel guzzling vehicles(like the London Mayors) will pay more if they use more fuel.

[personal information redacted for publication]

[See how the average temperature in your area is changing. Explore Climate Science Info](#)

Written Evidence from Individuals: Part One

All reactions:

11

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CALL FOR EVIDENCE - SMART ROAD USER CHARGING Feb 2023

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| Reference | RUC2424 |
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To whom it may concern

First of all I would like to express my utter disbelief that The Transport Committee has given the citizens of London barely 10 days for such a vital consultation. This will effects our lives, our quality or life, our family and social life, business life and many other aspects of living and working in London and around it. I'd like to think that there is nothing sinister about this incredibly short period to express our objections/ideas, etc but unfortunately can't stop myself thinking that there is a darker agenda behind such action which has nothing to do with the wellbeing of the citizens and the good of London as a big metropolis. None of it was widely advertised on BBC, ITV or any other MSM and the big question is – WHY NOT! It seems that this Call for Evidence was arranged at the last minute hoping that nobody will notice and respond which will give London Assembly clear hand to do as they please. What a sad, sad state of affairs.

I'd like to state clearly that I do not support or agree with any type of restrictions and charges put on me as a citizen of London with regards to the freedom of movement in/around London, which is my God's given right.

The situation is absolutely absurd as I am required to defend my inalienable rights and explain why the crazy, undemocratic idea should not be implemented. It's like pleading to a thief not to rob me as it is not good for me and will have a devastating effect on my life and the life of my family. I hope you see the ludicrousness of this situation, i.e. your call for evidence.

I would also appreciate for you to stop using the word smart in relation to every silly idea or project or objects. Only human beings can be smart – please check the meaning of the word in the English Oxford Dictionary and stop insulting us by constantly suggesting by default that we, sovereign people, are not “smart” enough to understand what you are proposing. Btw what you are proposing is an open prison for all of us.

Here are my comments

Q1. Do the current road user charging systems in London require reform?

The existing ULEZ scheme in particular needs reform, ideally abolition. The current operation is already particularly and hugely unfair to pensioners, those on low incomes, and businesses needing transport and everybody who simply wants to enjoy living in London. We already pay road tax and fuel duty - that is enough. Incentives for change, not punishment would be more effective. Existing charging systems are excessive, unfair and

Written Evidence from Individuals: Part One

totally over the top and you want to make it even worse. There is no need for digital or technological systems, but instead it would be better to put resources into improving existing road systems to make journeys safer and quicker, and not to punish people for using the roads trying to bring more prosperity to this broken country.

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

You tell us. The idea seems absurd and most unfair. "Smarter" charging inevitably requires the use of more technological devices, more our money spent on installation and maintenance. Money which this country haven't got. There are also many ethical reasons to reject any such scheme. For example the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by people in poor countries for fancy schemes being dreamed up in the rich ones. Charges based on distance covered, instead of present flat rate would be most unfair, and the scheme would be very complicated, difficult and costly to manage. No business would be able to plan their costs, most small businesses would not work in London and go bankrupt or move their services to other towns. Those who work in London like many government organisations would suffer a lot due to lack of many services. Difficult to see how can anybody claim this scheme to be ecologically friendly – just the opposite. The amount of mistakes and queries – based on how inefficient many present government systems are – could be overwhelming.

Q3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

We should not have to pay extra whether travelling for work, for caring or for essential services. We already pay fuel duty, which is a cost per mile as you pay more if you drive more. We don't need any more road charging systems, people are already paying over the odds. Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen. It also adds more complications and stress, more rules and regulations, more bureaucracy. And how much will I be charge if I want to bring my children for a day out in London....will I need a special permission from the police or the government to do so? Madness!!!

Q4. What strategies and targets could smarter road user charging support?

There are no strategies and targets that smarter road user charging can support. Target-chasing always ends up incentivising perverse outcomes and does more harm than good. Target-monitoring is costly and effort should instead be put into quality of urban design.

Q5. What technology could be used to support smarter road user charging?

None. Human society already has too much technology in use. How much more do you want to charge us? how much more surveillance do you want to impose on us – haven't you got enough. We are being followed, tracked, monitored all the time – where are our democratic rights to a free movement, to decent quality of life? You can't squeeze blood from a stone.

Q6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It cannot. Rather than charge people by the mile, it would be smarter to give the people cheaper and more efficient public transport. Scrapping HS2 and using the earmarked

Written Evidence from Individuals: Part One

£106bn would go a long way to help subsidise public transport. As would some other kinds of excessive, nonessential spending, too numerous to list here. Would road user charging also apply to EV users? It doesn't say.

Q7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

There are no benefits to either. The reintroduction of the clean hydrogen fuel cell will help us reach net zero. We already have road user charging at national level, i.e. ROAD TAX and FUEL DUTY. We do not need any more.

Q8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Make clean fuel available at low cost. Better to focus on the health and well being of the nation, not on more ways to price people out of driving their cars and visiting family and crippling the economy in order to pay for TfL's huge deficit. Making public transport more efficient and much cheaper will incentivise giving up cars.

Why not reduce the road tax on older vehicles that have been around for many years and have paid their own carbon dues by remaining in use instead of being replaced by another brand new car (most of the carbon in cars is in the BUILD).

Q9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

The majority of the population are on low incomes, there should be no charge for them or workers or disabled people. There should be no charging anyone. The smartest thing to do is introduce heavily subsidised, cheap and efficient public transport.

Q10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Nowhere would be a sensible place for a trial, for all the reasons given.

Q11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Instead incentivise using public transport, as described above. The real cost of implementing / imposing this scheme will not only cost the economy dearly, it will dislocate society at many levels.

Q12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Absolutely! All of these new major, lifestyle-changing schemes should be put to a democratic, public vote. A small number of people should never have powers of changing=ruining people's lives like this. They have to ask us and be accountable. They were not chosen on a mandate to create a police London/state

Q13. How are other cities and countries working on similar smarter road user charging ideas, and what alternatives are they looking at for achieving similar policy goals?

Written Evidence from Individuals: Part One

You are asking us!! How come. You don't seem to know what you are doing except trying to use us as Guinea pigs. No, thank you.

It appears this scheme for London is to be a global template, as described in Sadiq Kahn's GREEN LIGHT: NEXT GENERATION ROAD USER CHARGING FOR A HEALTHIER, MORE LIVEABLE, LONDON: <https://www.centreforlondon.org/wp-content/uploads/2019/04/Next-Generation-Road-User-Charging.pdf>

How can you reconcile this with rich and influential people using private jets, cars, yachts, etc – adding to the global pollution in huge numbers. It's not us – it's them. Why don't you start charging them more – we don't have our savings in off shore accounts – we don't have any savings after this government and the WEF and WHO ruined this country.

In conclusion:

Your proposals are undemocratic. There is nothing smart about them.

I strongly object to “smart” road user charging because it is a draconian imposition beyond measure. It will cripple society and the economy so should not go ahead. There are better alternatives for clean air, as touched on above, which will allow people to move about freely and breathe freely - as is our inalienable right.

Thank you

Frustrated, disappointed and impoverished citizen of London and the UK

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2422 |
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1. Do the current road user charging systems in London require reform?

Yes. They should be put to a vote by the electorate.

2. How might smarter road user charging differ from the current dailycharges for driving applied in London?

We should not be charged to drive anywhere within the UK

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

We should not be charged to drive anywhere within the UK

4. What strategies and targets could smarter road user charging support?

We should not be charged to drive anywhere within the UK

5. What technology could be used to support smarter road user charging?

We should not be charged to drive anywhere within the UK

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

We should not be charged to drive anywhere within the UK

Written Evidence from Individuals: Part One

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We should not be charged to drive anywhere within the UK

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It should replace fuel duty and road fund licensing.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We should not be charged to drive anywhere within the UK

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. Conducting trials would mean paying to use the roads twice. Once through the road user charging scheme and again for road fund license as well as fuel duty.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Don't understand the question.

We should not be charged to drive anywhere within the UK

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities have far too much power over to great a population. Any such schemes should be required a National referendum.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I'm not interested in what other countries are doing. We did not vote for their politicians or mandates.

I am totally against local authorities dictating any road user policies or charges for use in the United Kingdom. This will create a multi level system of tariff's for different places, dictated by often poorly run councils who are out of touch with their constituents.

Signed.

[personal information redacted for publication]

Re: SMART ROAD USER CHARGING

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| Reference | RUC2421 |
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[personal information redacted for publication]

CALL FOR EVIDENCE - SMART ROAD USER CHARGING

Written Evidence from Individuals: Part One

1. Do the current road user charging systems in London require reform?
 - The current operation is already particularly unfair to pensioners, those on low incomes, and businesses needing transport. We already pay road tax and fuel duty - that is enough.
2. How might smarter road user charging differ from the current daily charges for driving applied in London?
 - It would certainly be different, in that charging would be based on the distance covered, instead of a flat rate.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?
 - Why should we have to pay extra for travelling for work, We already pay fuel duty, which is a cost per mile as you pay more if you drive more.
4. What strategies and targets could smarter road user charging support?
 - Public transport needs to be better and give us more routes, more vehicles charging people for travelling is counterproductive.
5. What technology could be used to support smarter road user charging?

We do not need more technology
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

I don't believe traffic is the main cause of pollution
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?
 - We already have road user charging at the national level, We do not need any more.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Make clean fuel available at a low cost. Better to focus on the health and well-being of the nation, not on more ways to price people out of driving their cars and visiting family and crippling the economy in order to pay for TFL's huge deficit. Making public transport more efficient and much cheaper will incentivise giving up cars.

 - Why not reduce the road tax on older vehicles that have been around for many years and have paid their own carbon dues by remaining in use instead of being replaced by another brand new car (most of the carbon in cars is in the BUILD)?
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example, to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?
 - The majority of the population are on low incomes, there should be no charge for them or workers or disabled people. There should be no charging anyone. The smartest thing to do is introduce heavily subsidized, cheap and efficient public transport.
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?
 - Nowhere would be a sensible place for a trial, for all the reasons given.
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for a vehicle or driving-based charges, the same, or more than they do currently?
 - The real cost of implementing/imposing this scheme will not only cost the economy massively

Written Evidence from Individuals: Part One

12. Mayors and local authorities currently have the power to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

- Schemes should be put to a democratic, public vote.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

- It appears this scheme for London is to be a global template, as described in Sadiq Kahn's GREEN LIGHT: NEXT GENERATION ROAD USER CHARGING FOR A HEALTHIER, MORE LIVEABLE, LONDON: <https://www.centreforlondon.org/wp-content/uploads/2019/04/Next-Generation-Road-User-Charging.pdf>

In conclusion

I strongly disagree with smart road user charging because it ruins society and the economy so should not go ahead.

Regards

[personal information redacted for publication]

Against road user charging

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| Reference | RUC2417 |
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Please see my answers to each of the key questions 1-13 in the London assembly call for evidence

Question 1.

Do the current road user charging systems in London require reform?

Q1 Answer

No more charging people to go about their day. People are already under huge financial pressures.

Q2 answer

Instead of proposing new systems, adjust old systems

Q3 answer

We should not have to pay extra for different journeys. We already pay fuel duty.

Q4 answer

Look at other things to make citizens happy instead of this.

Q5 answer

We want less technology intruding on our lives not more

Q6 answer

The ulez is doing this already, we don't need another tax

Q7 answer

We already pay road tax and fuel tax.

Q8 answer

It shouldn't. Try focusing on the health of the nation instead.

Q9 answer

We don't want to be charged yet again to drive. Enough is enough.

Q10 answer

No, there is no sensible location for a trial.

Q11 answer

Written Evidence from Individuals: Part One

What an odd question. It would cost many dearly.

Q12 answer

This scheme should be put to public vote. Not enough people know about this consultation

Q13

Give the people a chance to vote on this properly. It looks like the mayor is trying to introduce this covertly under the radar.

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2409 |
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Please see below the responses to the Call for Evidence: The future of smart road user charging February 2023

1. Do the current road user charging systems in London require reform?

No, they do not require reform. The ULEZ and congestion charge have already restricted usage by private cars and made it extremely expensive. Both Government and Councils need to understand that not all journeys can be made via public transport. Road user charging schemes are affecting the poorest the most and without a real alternative the road user charging is increasing the cost of living unnecessarily.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

The operational days for both ULEZ and Congestion Charge could be reduced to working days only and the operational hours for ULEZ could be reduced to 5:30pm. This would provide some relief at evenings and weekends. There should be no Congestion Charge at the weekends as congestion is not an issue on Saturday and Sunday.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

It is unreasonable to burden drivers with the responsibility of having to declare what type of journey they will be making and in a free country citizens should not have to make such declarations. Furthermore, drivers should not have to pay more regardless of whether the journey is for work, caring responsibilities or essential services.

4. What strategies and targets could smarter road user charging support?

Smarter road user charging will reduce the freedoms of citizens, reduce economic activity and make the lives of citizens more difficult and more expensive.

5. What technology could be used to support smarter road user charging?

People do not want greater surveillance. There is already too much technology in use.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

If the aim is to reduce traffic and air pollution, then this can be achieved by abolishing the Low Traffic Neighbourhood schemes that have created additional traffic and air pollution that previously did not exist. Within the North Circular and South Circular, the Mayor of London has stated that ULEZ has reduced air pollution. Therefore, there is no need for smarter road user charging.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

VAT on petrol and diesel and vehicle excise duty are already applied at a national level. There is no need to apply further road user charging.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging should not be introduced. Citizens should be allowed to conduct their day to day lives without the restrictions and excessive cost that smart road user charging would impose on them.

Written Evidence from Individuals: Part One

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We do not want a road user charging scheme. There needs to be an understanding that not all journeys can be carried out by public transport even in areas which are considered to have good public transport. Not all the elderly and people with mobility issues qualify as disabled so providing assistance to just the disabled would exclude other groups of people from discounts and exemptions which would be unfair. Identifying those on low incomes and those who live in areas of low levels of public transport will be difficult to determine and the resultant decisions could be inconsistent or wrong. Smart road user charging would be unfair.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No, there is no sensible place to introduce a trial. We live in a democracy and the freedom the citizens have to move about freely by any vehicle of their choice should be preserved.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Londoners already pay an excessive amount to drive in London. They should not have to pay more.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Road user charging should be voted on via a public referendum.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Citizens have not been included in determining the policy goals. The public should be consulted on the goals in a fair and unbiased manner and then it should be put to a public vote regarding the potential solutions.

Road User Charging Consultation

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| Reference | RUC2407 |
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I oppose it for many reasons this is totalitarian and another step closer to 15 minute cities and an erosion of our civil liberties our freedom to travel will be taken the same as our free speech and we will live in a prison.

Let those that talk the talk live the life you want for your citizens but that won't happen as the elite will not be affected by the new legislations .

Regards

[personal information redacted for publication]

Road User Charging Consultation.

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| Reference | RUC2404 |
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Question 1

Written Evidence from Individuals: Part One

Do the current road user charging systems in London require reform?

No, there is already congestion charging and ULEZ that is hitting motorists hard, especially post covid when so many businesses and people are struggling to meet daily needs such as heating and food.

Charging motorists further when we are just try to earn a living or visit loved ones is not acceptable. I disagree with ANY form of road user charging from ULEZ to Pay per Mile. Motorists already pay Vehicle tax and Pay per mile in the form of fuel duty.

Question 2

How might smarter road charging differ from the current daily charges applied in London.

No new systems should be introduced or are needed. I disagree with any Smarter Road Charging system in any form due to the excessive tax already being carried out on motorists as they are seen as easy targets for cash revenue.

Question 3

How might charges for driving in London be varied for different types of journeys, such as traveling for work, caring responsibilities or essential services.

Motorists are already charged fuel duty which is Pay per Mile depending on how far you drive. I disagree with any form of Road Charging no matter what journey is being done. Its an unnecessary extra tax on motorists, people and businesses are already struggling to keep up with costs without extra burden of wondering what journeys they may or may not be able to afford to do.

Question 4

What strategies and targets could smarter road user charging support.

Instead of charging motorists constantly out of existence, how about looking at the impact the charging is having on peoples mental health and scrapping the idea of Road User Charging and giving the motorists a break from the constant tax grab.

Question 5

What technology could be used to support Road User Charging.

I disagree with any technology that will monitor movement of motorists, people being monitored 24 /7 smacks of 1984.

Question 6

How could Smarter Road User Charging assist with tackling current challenges such as traffic, air pollution and climate change.

The Current ULEZ has already done this, with further expansions showing negligible further air quality improvement even the original ULEZ is no longer needed in any form. Cars come off the road at the natural end of their lives which is more environmentally friendly that scrapping them prematurely. Fuels have advanced to reduce emissions and will continue to improve over time.

Written Evidence from Individuals: Part One

Get rid of LTN, pushing motorists onto one main road is contributing to pollution, congestion and slower journey times, and doesn't make any difference long term as the air is just blown back into the LNT anyway!

Question 7

Are the road user charging schemes best set up at a national level or regional level, or as a national system and what benefits or difficulties would you expect with either approach.

We already had a road user charging scheme at a national level, its called Road Tax and Fuel duty. We do not want any more and will not tolerate any more.

Question 8

If smarter Road User charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed.

It shouldn't, stop taxing motorists off the road and preventing freedom of movement to work and visit family etc. Mental health plays a big part in human welfare and to constantly want to find ways to price people off the road is wrong and needs to be thought about very carefully.

Question 9

What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low income, those who need to drive for work, or people who live in areas with low levels of public transport.

I do not want any form of Road User Charging scheme, particularly as it is apparent that the data by Sadiq Khan has been falsified, or ignored to obtain unfair money taxation from motorists. Your question even acknowledges that people live in areas of low levels of public transport and yet Sadiq Khan is trying to bring in ULEZ to outer London which will disproportionately affect many low income earners, people in rural locations etc. His reasoning for expanding the ULEZ is completely flawed and unacceptable. He is a hypocrite by expecting people to walk, cycle or use public transport but is using 3 cars to go past local locations to walk his dog further away!.

Question 10

If the government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial.

Absolutely not! I disagree with any form of trial no matter where it is. As people we have a right to freedom, we live in a democratic country. Stop trying to force restrictions on us by trying to implement road user charges (which will restrict all but the richest who could afford it)

Question 11

If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving based charges, the same, or more than they do currently.

Written Evidence from Individuals: Part One

I disagree with Road User Charging in any form, The motorist will always be used as a cash cow to raise revenue. At no time do I believe that any form of Road User Charging would be fair.

Question 12.

Mayors and local authorities currently have powers to introduce new road user charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a referendum)

I disagree with any road user charging scheme, It had bee proven and documented that mayors and local authorities can not be trusted with making decisions with the publics interests at heart.

The ULEZ expansion is a prime example of one man manipulating data, ignoring voices from the public in his consultation and in his own party, and indeed ignoring the British prime minister to achieve his own way and tax motorists to bail out his mis managed TFL, We live in a democracy and ANY schemes should be put to a public vote and not bulldozed over like a dictatorship.

Question 13,

How are other cities and countries working on similar smarter road user charging ideas fairing, and what alternatives are they looking at for achieving similar policies.

That's up to other cities and countries to sort out, they need to listen to their people though.

Here in the UK we are a democracy, we should have the right to vote on any policy trying to be implemented, anything else is a dictatorship and Mayor Khan is proving at this time so openly!

I also disagree with the manipulative and weighted questions on this survey to make any answers look like I am in agreement with Smarter Road User Charging!! I am not in any way shape or form in favour of motorists being used once again as an easy target and cash grab for authorities.

End of Survey.

Smart Road User Charging

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| Reference | RUC2403 |
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To answer the many questions that have been posed on this subject, we first have to ask what is the role of authorities such as the Mayor. In a nutshell surely it is to make London a happier place to live. Unfortunately, the strategy and targets that underpin the idea of smart road user charging appear to do the very opposite of this:

- Why should 80% of journeys in London be by 'Active transport' in the future? Of course, it's good to walk and take public transport when that makes sense for you but **many journeys are simply not suitable for 'Active transport'** (e.g. carrying heavy loads or vulnerable people, for tradespeople and other workers needing to make several journeys within a certain amount of time, for women travelling alone at night

Written Evidence from Individuals: Part One

etc.). We can't know the needs of every individual making a trip and it is wrong to penalise them on the basis of some arbitrary target.

- Why does the Mayor spread fear about air pollution and premature deaths, making the population unhappy and anxious when the facts suggest the opposite? **Air in London is cleaner now than it's been since before the start of the industrial revolution** and is getting ever cleaner as new technologies associated with transport and energy naturally come into force. See this website for key data: <https://ourworldindata.org/london-air-pollution> . This means that any deaths attributable to air pollution are already falling rapidly. Why not spread this happy news and encourage people to keep up the good work, instead of trying to introduce draconian charging schemes, which only make peoples' lives harder?

Not only are the policy and targets misguided in that they will simply make Londoners' (and those who need to drive into the capital from outside) lives more inconvenient and expensive, the list of questions posed in the paper asking for comments shows that it will also be extremely complex and confusing to actually implement this policy:

- For many people, being monitored and captured on camera for every journey is an unacceptable loss of freedom and privacy. For them no scheme of this type is acceptable. They will feel deeply unhappy about their loss of civil liberty.
- There are many other people who will find this policy exceptionally difficult (e.g. Disabled people and carers (including informal ones), over 70s who struggle with technology and paying via mobiles and apps, small business people making multiple journeys etc.). If this policy is not to penalize a large number of people, there will need to be so many exemptions, that it will be largely unworkable. Who will make the value judgements regarding whose journey is deemed essential vs whose journey must be charged for?
- Then there is the issue of fairness to the motorist. If they are already paying road user tax and fuel tax why should drivers in London have to pay another tax while those outside the capital don't? Presumably, if this scheme were to go ahead all the other congestion / ULEZ charging schemes would be abolished as the level of complexity and cost would be over-whelming if they were left in force.
- Because of the complexity and the likely opposition to such smart road user schemes, it would make sense to carry out a binding referendum (not a consultation which is then ignored) before introducing anything of the kind. That way you can at least make sure that the majority of Londoners are happy with the scheme and if it goes ahead, it will have a democratic mandate.

Regards,

[personal information redacted for publication]

Road user charging

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|------------------|---------|
| Reference | RUC2398 |
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To whom it may concern,

1. Do the current road user charging systems in London require reform?

No. We already have ULEZ and expansion of its boundaries only stand to affect the poorest in our society by forcing them to upgrade their vehicles or move outside of the zone. With the cost of living crisis, this is not helping ordinary people.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Written Evidence from Individuals: Part One

Road user charging could be made smarter by adjusting the way in which it operates. The time frames in which it operates could be altered to prevent people being charged twice for being in the zone continuously before and after midnight.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Through fuel duty, every road user already 'pays-per-mile' for the distance they travel. Setting up a duty for users of electric vehicles may be a sensible idea.

4. What strategies and targets could smarter road user charging support?

Targets and strategies with regard to road user charging should not be a concern in this present economic climate.

5. What technology could be used to support smarter road user charging?

In general, people would prefer to see less technology being used in road user charging, not more.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Road user charging does not assist with traffic, air pollution or climate change. People simply switch to newer vehicles thus traffic is not reduced. Air pollution and climate change will not improve - the newer vehicles are no better than the older ones - see 'Dieselgate'.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

There is already road user charging at a national level, through fuel duty and VED. No further road user charging is required for petrol/diesel vehicles. Perhaps consider charging VED on electric vehicles, as they pollute at the power station instead of the tailpipe. Unless nuclear, power produced by power stations creates harmful emissions.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

There is no need for any reform to the general way in which we are charged/taxed to use our vehicles. The current way works just fine.

9. What discounts and exemptions would you like to see for any new smart road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work or people who live in areas with low levels of public transport?

All of the above categories, plus all other road users. We are opposed to a new road charging scheme.

10. If the government were interested in a new national distance-based road user charging scheme, would London be a sensible place for a trial?

The government would have to put this back to the electorate, as they currently have no mandate to make a decision on this matter.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they currently do?

They should have to pay less. Londoners, like everyone else in Britain, are currently dealing with the cost of living crisis. They do not need more charges imposed.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers?

These matters should be put forward to the electorate. This is the only democratic way of understanding public opinion on such matters.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Firstly, we did not have any say on our own policy goals. We should be given the chance to vote on the policy, then vote on the road user charging scheme, should this become part of the policy.

Regards

[personal information redacted for publication]

Written Evidence from Individuals: Part One

Road User Charging

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| Reference | RUC2397 |
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1. Do the current road user charging systems in London require reform?
No, maintain or reverse the current Congestion Charge / ULEZ Zone.
2. How might smarter road user charging differ from the current daily charges for driving applied in London?
There is nothing smart about road user charging. There are enough static and variable taxes on vehicles (fuel duty, vehicle excise duty, tolls, and taxes on electric cars)
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?
The level of complexity is unnecessary, and dare I say intrusive with more technology that further invades privacy and erodes personal liberties.
4. What strategies and targets could smarter road user charging support?
None. It should not even be considered.
5. What technology could be used to support smarter road user charging?
None. Technology is intrusive enough as it is. There is nothing smart about this.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
It will not. If you really want to tackle air pollution try rephasing the traffic lights and repairing the roads. The more constant a vehicle moves, the less energy is consumed thus less emissions. Low speed limits and countless speed humps also mean low gear and constant stop/start which causes more emissions. You are creating the problem, not solving it. Also the trains disperse a lot of toxic brake dust and metal filings, but we never hear you talk about that.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?
They should not be considered at all.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?
It should not be introduced at all. There is nothing smart about this, just deception.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?
How do you even means test this? More intrusion and data collection. It should not even be considered.
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Written Evidence from Individuals: Part One

No, unless you plan on destroying the economy.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

This is intrusive and unnecessary. It should not be introduced at all.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

They should not have these powers at all. Let's try an open, fair and transparent Yes/No referendum and see how well that goes.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Each city/country has their unique characteristics. You cannot copy and paste schemes like this.

Call for Evidence: The future of smart road user charging

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|------------------|---------|
| Reference | RUC2396 |
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Call for Evidence: The future of smart road user charging February 2023

My name is [personal information redacted for publication] residing in Wandsworth Council. I would like the present evidence to be published anonymously (without my name). I am submitting this evidence as an individual.

Do the current road user charging systems in London require reform?

No. I do not feel the current road charging systems in London require reform. It is already over constraining for many. It has benefited inner London and many more people are enjoying cycling in a less congested city. The cost of owning a car and cost of life has already sky rocketed enough not hit our wallet even more. My only recommendation would be to better target charges on heavy vehicules (SUV, Bus, truck) Let's not forget pollution is not coming only from vehicules exhaust but also from brake's dust and tyres. This is not new and first evidence has been made available to the public more that 5 years ago.

How might smarter road user charging differ from the current daily charges for driving applied in London?

A Pay as you Go system would seem fairer as the person who travels less pay less. HOWEVER, the ones who will suffer most are businesses and it will be directly reflected on consumer prices. So at the end, everyone will pay.

How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

I am deeply convinced no charge should be any different for different types of journey. You are using your car or your are not. It is black and white.

Written Evidence from Individuals: Part One

We already pay multiple taxes for using our cars. Fuel duty (which is a cost per miles). Road Tax, which is for everyone. I would suggest to adjust the road tax by applying a factor related to the official weight of the vehicle to capture the pollution due to brake system and tyre use. If TFL needs more money to maintain roads etc... Maybe a better distribution of the national taxes should be considered. I would also suggest taxing all vehicles, including hybrid, EV and public transport.

What strategies and targets could smarter road user charging support?

None. Or maybe one: working with councils to reduce emission of pollution from our houses. This is further developed in question 6.

What technology could be used to support smarter road user charging?

It is not because we are surrounded by technology means we need more. I want less technology around me (and that's coming from a software engineer). I am against surveillance, video control of people. I am in favour of freedom of moving around. I am against the idea of smart road user charging.

How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

I believe traffic and city congestion are one aspect of the many challenges we face, air pollution is another, and climate change a third. I don't mean they don't have effect on each other, they do. But you can also tackle the issues separately. On the topic of air pollution and climate change, considering all the great achievements of the automotive industry to make our vehicles cleaner and less energy consuming, I would now target air pollution due to our poorly insulated homes.

Don't interpret the topic of individual home heating as a call to install heat pump. Absolutely not. I think that making our homes greener = more insulation. If you insulate better, you consume less energy, whether the source of it is electric, gas, biofuel or other method. This would drive costs of the home insulation (labour and material) down because of the mass effect. It would create jobs, so less subsidies, more income taxes. It will also lower people's utility bill, which is always welcome in this difficult time. This measure will make our society happier, greener, breathing better, without annoying everyone with more taxes and surveillance. It is a better way to rally an electorate isn't it? Additional benefits are of course more corporate taxes, more VTA etc.... I understand it does not create as much money for TFL, but it will make our country better. I would also suggest a council tax relieve on well-insulated homes to encourage homeowners to do the conversion. Why not even a tax rebate on our income tax?

Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We have Ulez and it looks like the extension is on the agenda of our politics despite public opinion being largely against it. People are ignored and this is outrageous.

Looking at national level, we have a road tax and we pay our VTA on everything around our cars, and tax on our fuel. Isn't it enough? I think it is.

We have unfairly subsidised EV directly and by reduced road tax. They also do not pay fuel tax. These decisions were already unfair since not everyone could afford an EV. These measures were in favour of the people with a bit of money. We have subsidised vehicles and choose to forget they also pollute through their tyres and brake systems (Do I need to mention their weight? A petrol Peugeot 208 from 2019 weighs 1090Kg. 1455 for the electric version). I am against a user charging scheme additional to what we currently have, at the city level, regional or country wide.

I would only strongly invite people carrier (bus, touristic bus (They do not smell good when you cycle behind them), delivery vehicles and some business to prefer EV over fuel based

Written Evidence from Individuals: Part One

engines. I would also encourage them to use low emission tyres (good quality), and regenerative braking system or enclosed braking system rather than traditional pads and discs through financial leverage.

ALSO: why not reducing the road tax on older and well maintained vehicles (they pass the emission test at the MOT, right?)? isn't it right they have offset their carbon dues by being around for a long time? Should we remain ourselves the biggest part of the emission is in the BUILT? It would be more carbon efficient rather than replacing with new. Our not-so-old cars deemed to polluting are not scrapped, are they? No no no no, they are sold and used overseas. So they will still remain on the road somewhere. I am not in favour of displacing a problem far from your eyes.

Let's not forget EV's are using energy to go around, they also pollute and use our roads. Let's tax them based on their emissions and power rather than a 0 pounds road tax.

If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

I do not wish for this road user charging to be implemented at all. I do not wish for a change in our current taxes system.

What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

I would like to be exempt from any charges of using my car based on the consideration I do all my commute by bicycle using my legs (around 4500 km a year). This is more than half the km I do with my car, which is used twice a month to go the B&Q and co for heavy items (the light ones go in my bike trailer, yes yes yes, even the gas cylinder). The rest of my car km are done on highway in the UK and France.

Any discount should be fair: either you pollute= you pay. You don't pollute, you don't pay. People on low income, are they paying public transport? Disabled people, are they paying public transport? Stop giving free money! This money some people call "public money" is not free, it is my money at first, collected.

We, the people, said no to ULEZ extension. We don't want more charges on our hard work money. Lower the cost of public transport and you will see more people using them! It cost a family of 4 the equivalent in cash of one train ticket to go to Brighton. Why would we take the train? It cost me more to go to B&Q using public transport and rent an EV (or pay delivery using a fossil fuelled truck) than to drive.

If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Absolutely not. There is no such place as a sensible place for trial. Not in my home, but not in my garden. Nowhere in the UK or in Europe is a sensible place for trial. All these questions look like a bad dystopian book.

If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Let's not be fooled. If distance based road user charging was implemented, the money generated will be more than today, just looks at the debt of TfL. Everyone would pay more. I

Written Evidence from Individuals: Part One

would pay more. If the measure were implemented, we would all loose, maybe not all individually as drivers, but as a community.

Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

These kind of measures should be indeed submitted to the people, not by largely ignored consultation (as we have seen with ULEZ Extension), but referendum at the pooling station (not electronic please), with a proper campaign not influenced by the media, but that seems utopic. Let's just say a referendum. Many countries does that and it works, look at Switzerland. That is democracy, everything else is dictatorship.

I have not personally voted for or against a new road charging scheme at the previous local election. This part of the agenda was not clearly mentioned during the campaign. I am sure votes would have been very differently if it was the case.

How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Let's discuss and vote for the policy goals first, then we can discuss as a community of people (not just the elected representatives who may be subject to lobbies can discuss and decide). Let's decide the goals, with clear metrics, then we can decide the actions and which angle we want to use to tackle the objective.

SMART ROAD USER CHARGING

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| Reference | RUC2393 |
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Dear Sirs,

My evidence and comments on the above subject are as follows:

The questions are hypothetical. Do we have the technology to 'charge per mile'? How would a camera **know** the purpose of the journey?

Key questions:

1. Do the current road user charging systems in London require reform?

No. We already have the Congestion Charge, Low Emissions Zones and the proposed Ultra Low Emissions Zones. Why 'tax' the motorist extra?

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It could be fairer but I doubt it.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Written Evidence from Individuals: Part One

Well, up to now, the charges do not differentiate between business, essential or pleasure so I cannot see this changing.

4. What strategies and targets could smarter road user charging support?

Make more money for the Transport for London and the London Assembly. What else? Cleaner air would be top of the Mayor's agenda. By the way, I am neither an anti-vaxer or COVID denier!

5. What technology could be used to support smarter road user charging?

We already have ANPR in common use, could that support calculating mileage. I do not know of any technology which could be used at present.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

People use their cars because public transport is inconvenient or just non existent. Could you carry your weekly shop on the bus? Did it once and never again!

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have a national and regional charge for using the road: it is call Road Fund Licence. We also pay tax on petrol and diesel. How many more charges can you want?

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

All of the charges previously mentioned: Congestion Charge, Low Emission Zones and Ultra Emission Zones. Road Fund Licence and tax on fuel could be included.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Exemptions for all the examples listed and pensioners who may not be able to use public transport due to an infirmity or inconvenient.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. Perhaps a pilot scheme in a smaller city would be better, for example Durham. London is huge!

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Less, obviously. London road charging is already the highest in the land. What is the Mayor so against motorists?

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Well, there has not been a referendum for ULEZ. It appears a decision is made without consultation or objections from the public and experts. I believe the Mayor has no regard for democracy.

Written Evidence from Individuals: Part One

14. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals

Unknown. I believe Durham is the only city using a comparable Congestion Charge.

Regards,

[personal information redacted for publication]

scrutiny

| | |
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| Reference | RUC2392 |
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1. Do the current road user charging systems in London require reform?

No don't go and make things worse than they already are. Help the people and remove the charge systems if you ask my honest opinion and let the economy recover. I refuse to go into London as I already pay road tax and fuel taxes and think this is robbery and most likely any money made is not put into good use that will actually benefit the people as proven by our history of stupid road idea's that actually massively increase pollution. I also do not consent or have a contract to any new scheme that uses digital payment systems or anything that invades my privacy. I also will not own a smart phone, it's not for me.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It could be used to infringe people's rights and be open for change and expansion which will most definitely result in future abuse against the people, this should not be allowed. The people have had enough of the governments with their now proven lies over the last few years. Why would anyone trust them with a history of lies. Look at what they done to our economy through not being honest.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

People should not have to pay any more than the current road tax and fuel taxes. This covers everything. The more fuel we use the more it costs. People need to be able to afford things which currently, people are struggling to either pay bills or eat let alone potential charging extra costs that might end up destroying small and medium business. We can be sure the price will go up.

4. What strategies and targets could smarter road user charging support?

To help crash the economy harming small and medium business. I can't see any positive outcomes at all for the people you are supposed to represent.

5. What technology could be used to support smarter road user charging?

I don't want nothing to do with technology that has privacy invasion. It causes me stress and anxiety which is not looking after my health and safety or well being.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

You already have enough charges. You should concentrate on opening up roads for shorter routes instead of making people travel further with longer congestion and stuck unable to move for long periods and also preventing emergency services arriving on time. The pollution levels and time of journey's will drop and so does the pollution levels in any given area with traffic in spread out locations giving a cleaner air and less fumes.

Written Evidence from Individuals: Part One

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road charging schemes are already angering people as it will be interfering with their lives. I've seen it on the media, the discussions and problems it will cause and there is far more con's than pro's. Even people already angry and destroying the technology. Those 15 minute cities are beyond stupid, I saw the debates. Just leave things as they are, people can't afford anything. Don't roll anything out as the masses of people don't want it.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Things should be left the way they currently are as many will not consent. All I have seen over the last few years is psychological warfare against the people. Attempted bribery and too much stress as well as crashing the economy. Do you honestly think people will want a new charging system that will end up resulting with more problems for their daily lives like limitations. People need transport and to see their loved one's. Mine being disabled and with mental issues. She needs to be taken out a lot to keep her sane and in good psychological health and well being.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

The people have decided they don't want this system in place, all of the people I spoke to in real life and seen posting on the internet. Freedom is not up for sale as this system will infringe rights and destroy businesses because people can't travel. We are not slaves, so don't need to ask for permissions. Remember the government work for the people. If anyone doesn't understand that, then they should resign immediately.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No place is sensible, people will not be dictated to, let the people have their democracy and freedom. Come up with a sensible idea instead that will benefit this country.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Things are expensive enough as it is, maybe too expensive and we know that charges will rise and everything will be made worse for all people. There is no benefit for the people with this type of scheme.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

They work for the people so the public shall decide and be completely and correctly informed of all information. We are individuals and have our rights, so do not do anything that infringes them. Also all businesses and data sharing require consent. You should never force anyone to do anything against their will as it causes stress which isn't looking after our health and safety.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Let the people decide on everything, this is what a democracy actually means. None of us consent to living in a dictatorship.

Scrutiny

Written Evidence from Individuals: Part One

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| Reference | RUC2391 |
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To whom may concern

I [personal information redacted for publication] will answer the following questions regarding the scrutiny:

1. Do the current road user charging systems in London require reform?

Yes needs to be abolished as dose nothing to diminish pollution only makes poor people poorer.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

I don't see any benefits for this type of charges again it will only impact negatively the local economy and the middle class.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Is ridiculous to be charged for any type of travel we are charged enough in taxes every time that we fuel our vehicles.

4. What strategies and targets could smarter road user charging support?

None in my opinion, it will only make it harder for middle class people to get to work or anywhere.

Regards

[personal information redacted for publication]

road user charging -feedback

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|------------------|---------|
| Reference | RUC2390 |
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Hi there

I would like to know the following:

- whats wrong with current roads ?

- what is exactly a smart road ?

- how come users will be charged again knowing their taxes already pay for roads ?

- a proper development of the cities around London would have been wise to implement an efficient public transport system

- there is no climate emergency, is there ? it is something pushed by a few people with no real back up data demonstrating it is actually a threat. plus, if the wealthiest people didn't use their private jet all the time, and used regular plane route, that would also help (ie. using "public air transport").

- traffic congestion has been needing a re haul for a number of decades, hasn't it ? It is not possible to prevent people from using their cars depending on the route, purpose and people transported. it is however possible to improve public transport in and out of London to reduce congestion. As well as allowing more people to work from home ?

there are more strategies to be put in place but so far, these should help.

regards

[personal information redacted for publication]

Written Evidence from Individuals: Part One

Road User Charging

| | |
|-----------|---------|
| Reference | RUC2387 |
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1. Do the current road user charging systems in London require reform?
No, maintain or reverse the current Congestion Charge / ULEZ Zone.
2. How might smarter road user charging differ from the current daily charges for driving applied in London?
There is nothing smart about road user charging. There are enough static and variable taxes on vehicles (fuel duty, vehicle excise duty, tolls, and taxes on electric cars)
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?
The level of complexity is unnecessary, and dare I say intrusive with more technology that further invades privacy and erodes personal liberties.
4. What strategies and targets could smarter road user charging support?
None. It should not even be considered.
5. What technology could be used to support smarter road user charging?
None. Technology is intrusive enough as it is. There is nothing smart about this.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
It will not. If you really want to tackle air pollution try rephasing the traffic lights and repairing the roads. The more constant a vehicle moves, the less energy is consumed thus less emissions. Low speed limits and countless speed humps also mean low gear and constant stop/start which causes more emissions. You are creating the problem, not solving it. Also the trains disperse a lot of toxic brake dust and metal filings, but we never hear you talk about that.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?
They should not be considered at all.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?
It should not be introduced at all. There is nothing smart about this, just deception.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?
How do you even means test this? More intrusion and data collection. It should not even be considered.
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?
No, unless you plan on destroying the economy.

Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

This is intrusive and unnecessary. It should not be introduced at all.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

They should not have these powers at all. Let's try an open, fair and transparent Yes/No referendum and see how well that goes.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Each city/country has their unique characteristics. You cannot copy and paste schemes like this.

Call for Evidence: The future of smart road user charging February 2023 Responses

| | |
|------------------|---------|
| Reference | RUC2386 |
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Key questions

1. Do the current road user charging systems in London require reform? NO.
2. How might smarter road user charging differ from the current daily charges for driving applied in London? IT IS NOT NECESSARY.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? IT SHOULDN'T BE.
4. What strategies and targets could smarter road user charging support? IT IS NOT NECESSARY.
5. What technology could be used to support smarter road user charging? THIS ALSO IS NOT NECESSARY.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? IT COULD DETER THE INCREASE OF IT.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? THIS IS NOT NECESSARY. IT IS OPPRESSIVE AND IS DESIGNED TO DEPRIVE CITIZENS OF THEIR LIBERTY TO MOVE FREELY AND WITHOUT FINANCIAL PENALTIES.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? IT SHOULD NOT BE INTRODUCED. IT IS NOT NECESSARY.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? THE SMARTER ROADS ARE NOT WANTED OR NEEDED. THEY ARE NOT NECESSARY.
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? NO.
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? NOTHING SHOULD CHANGE.
12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? NO. THE ROAD CHARGING SCHEME IS NOT NECESSARY.

Written Evidence from Individuals: Part One

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? I DO NOT KNOW AS IT IS NOT NECESSARY IN THE UK.

Call for Evidence: The future of smart road user charging February 2023

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|------------------|---------|
| Reference | RUC2376 |
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1. Do the current road user charging systems in London require reform? Yes, they should be abolished.
2. How might smarter road user charging differ from the current daily charges for driving applied in London? It will be against my freedom of movement. Spying on my every move.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? I already pay road tax and have to pay to park anywhere that's still aloud.
4. What strategies and targets could smarter road user charging support? It will only prop up a failing tfl and treat everyone like a potential criminal
5. What technology could be used to support smarter road user charging? Don't know perhaps catching real crooks and murderers and paedophiles and rapist as there's quite a lot of them already in London
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? We don't need any assistance to drive our cars that are already legally taxed and Mot'd and clean. Try tackling knife crime and car theft instead.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? None of the above it will only add more problems with congestion and unemployment and stolen or cloned cars will not care about your scheme
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? No fuel tax no road tax. No tolls no unfair charges to fill the pockets of TfL
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? This affects everyone that owns a car except the super-rich who will not care how much it may cost them
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? No, it would not. No major cities would be suitable
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? Definitely less

Written Evidence from Individuals: Part One

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? Yes, a local referendum that is honest and not like the last time we voted for a London mayor which nobody I know or have spoken to voted for.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? I wouldn't know

[personal information redacted for publication]

Road user charging

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| Reference | RUC2375 |
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Good evening,

I am writing to object to the road user charging.

This will not help london or push people to use public transport. It will push people further out of London having an impact on all of our infrastructure.

Road users are penalised enough and put up with enough without an additional ridiculous charge added. Maybe look into how our tax is used and put that back into our roads as I for one regularly have to dodge potholes. Recoup money by looking into the local councils and how much they waste in not checking work has been completed to a satisfactory standard or indeed at all before sending out yet another 3rd party to fix things. Keep works on time and actually ensure workers are completing a full day and that the hours they're working are productive working hours! Employ competent people!

Road users are being penalised enough with the cost of living crisis. People will not be able to afford to get to work, elderly people will not afford to go out.

Our public transport is not robust enough to cope with additional people that will not be able to afford to run a car, they will miss hospital appointments, be late to work. How are working parents supposed to manage school runs and then being in work for 8:30-9:00 using public transport..... unemployment will go up, parents will struggle to work.

You need to think about the people and not your pockets!

Regards,

[personal information redacted for publication]

SMART ROAD USER CHARGING

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| Reference | RUC2364 |
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Dear Sir /Madam

Written Evidence from Individuals: Part One

Firstly, as you may be aware, the Human Rights Act 1998 mandates respect for everyone's private and family life, home, and correspondence. The imposition of road charging would infringe on this right by necessitating the surveillance of individuals' movements and the collection and storage of personal data that may be employed for other purposes. Moreover, we have the right to free movement, and being charged to use our roads would violate that right.

Additionally, the existing road tax and fuel duty system are already geared towards addressing environmental concerns, and adding another layer of charges would disproportionately impact those on lower incomes, who may not have access to other means of transportation. Smarter road user charging, which could differ from the current daily charges for driving applied in London, may be based on distance rather than a flat daily fee, but this approach could be problematic from an equality standpoint as it would disproportionately affect commuters and those residing in regions with insufficient public transportation options. Furthermore, it may violate the Equality Act 2010, which mandates that public bodies consider the impact of their policies on people with protected characteristics such as disabilities or those on lower incomes.

Varying charges for different types of journeys, such as work-related, caring responsibilities, or essential services, may also be problematic from an equality standpoint, as it may result in discrimination against those who have to travel longer or more frequently, such as those residing in remote areas or those who need to travel for work. It may unfairly impact those with disabilities or caring responsibilities who may have to make more frequent trips. Moreover, without significant intrusion into individuals' private lives, it would be difficult for the government to know what type of trips one is taking. It would also be difficult and costly to implement, requiring significant investment in technology and infrastructure, and would likely result in administrative and enforcement expenses that would be passed on to taxpayers.

Moreover, evidence has shown that such schemes have a negligible effect on air quality but have a significant impact on people. Most individuals do not favour these schemes, and in a democratic society, the people should have the final say.

In conclusion, road user charges are unfair and discriminatory, and they punish people for exercising their right to drive. They also place a disproportionate burden on low-income individuals and those who rely on cars for work or accessibility reasons. The current system of road tax and fuel duty is the most suitable to be maintained, as it is not discriminatory, as previously discussed.

Therefore, I urge you to take my concerns seriously and to support the elimination of all road user charging systems, both in London and nationwide. Road user charges are an infringement on our fundamental right to move freely and should not be implemented at any level.

[personal information redacted for publication]

smart road user charging

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| Reference | RUC2357 |
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the government and councils seem to have forgotten that they are public servants we are not their servants.

their role is to protect our rights, not limit and stamp all over them.

Written Evidence from Individuals: Part One

we have the unalienable right of freedom of movement and the ongoing structures and further plans to surveil, track, cajole, nudge, penalise us in pursuit of the ideological whims of the day are all forms of trespass on our rights.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2351 |
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1. Do the current road user charging systems in London require reform?

I think it's an unfair tax when we already pay VED and fuel duty. Also to have a one size fits all charge for the whole of Greater London is wrong. Greater distances to be covered in outer London Boroughs and less public transport plus people driving out of rather than into London pay the same charge.

I think most people do walk, and use public transport when they can .

I think a carrot rather than stick approach would be better. Why not be able to reduce your VEH if you drive less miles than the previous year. You can get money back on your car insurance for driving less so why not VED.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

I don't think there should be any charges except maybe congestion charge in central London.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

There shouldn't be different charges for different types of journeys. How would you advise the type of journey and why should you need to? This all sounds very Orwellian.

4. What strategies and targets could smarter road user charging support?

If the aim is to stop people driving, isolate elderly people and cause businesses to close it could work

5. What technology could be used to support smarter road user charging?

I've no idea that would be a question for someone who works in IT

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It would stop poorer people and pensioners driving and a lot of businesses would close down so less traffic and CO2 although effects would probably be minimal.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

It would need to be at a national level with VEH and fuel duty being abolished. Various areas using different schemes just adds to confusion.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Written Evidence from Individuals: Part One

VEH, fuel duty and ULEZ would need to be abolished.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

All of the above should be taken into consideration and blue badge holders and pensioners should be exempt.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No because it's not representative of the country as a whole. Those in very rural areas probably drive a lot more miles.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Definitely less the current charges are extortionate unless you're very wealthy

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes there should be a referendum not just a consultation

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I have no idea

Best regards

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging - consultation

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| Reference | RUC2342 |
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My reply to the questions

Q1. Do the current road user charging systems in London require reform?

No. The existing charging systems are adequate. There is no need for digital or technological systems, all of the stated aims of this new system can be better achieved by traditional methods. It would be better to put resources into improving existing systems, such as reassessing speed humps, improved traffic light phasing, road surface maintenance, signs. Poor quality in all these areas impacts on road congestion, journey times, and pollution from all sources.

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Written Evidence from Individuals: Part One

Smarter charging requires the use of more technological devices and there are MANY ethical reasons to reject any such scheme. For example the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by OTHER people for the implementation of totally unnecessary schemes like this.

Q3. *How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?*

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the outrageous need to justify a person's journey to the authorities; to ask permission to travel!! Something that should never, ever happen. It also adds more complications and stress, more rules and regulations, more nonsensical bureaucracy.

Q4. *What strategies and targets could smarter road user charging support?*

There are no strategies and targets that smarter road user charging can support. Target-chasing always ends up incentivising perverse outcomes and does more harm than good. Target-monitoring is costly and effort can be put to much better use.

Q5. *What technology could be used to support smarter road user charging?*

None. Human society already has too much technology in use.

Q6. *How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?*

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead better quality road design is needed, along with reduced charges and support for local shops so that people can fulfill their routine needs without the need to travel. For example tyre dust is a significant source of pollution, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads, not by extra charges.

Q7. *Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?*

Road user charging should not be introduced anywhere. Ever.

Q8. *If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?*

Road user charging should not be introduced because any advantages for each individual are outweighed by the disadvantages.

Q9. *What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?*

No such discounts or exemptions should be introduced. The concept introduces the need to justify one's journeys to the authorities, that is, to ask permission, something that should never happen. Instead the Blue Badge system already exists and can be

Written Evidence from Individuals: Part One

widened in scope or reformed. The way to improve the lives of the groups mentioned here would be to reduce fuel charges by increased oil exploration and extraction.

Q10. *If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?*

No. No such trial is needed. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be an increase in annual road tax on EVs.

Q11. *If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?*

No such distance-based charging scheme should be introduced.

Q12. *Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?*

Mayors and local authorities' powers to introduce these schemes should be removed immediately. We need a full and uncensored debate through all forms of public discourse. Dissenting voices should be fully attended to, and only after that specific referendums should be required to determine the will of the people.

Q13. *How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?*

None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate.

Regards

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2341 |
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To Whom it may concern,

I'd like to respond to the above consultation.

1. Do the current road user charging systems in London require reform?

- No. The current systems in place at the time of this consultation (March 2023) should not be expanded.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

- I don't believe any extra charges should be implemented as they would be unjustified when motorists are already paying Road Tax, fuel tax (including energy charges for EVs) and various existing road charging schemes.

Written Evidence from Individuals: Part One

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

- Ordinary working class Londoners and small businesses are already struggling with the cost of living. Further charges would disproportionately affect the least well off, and negatively impact our local economies.

4. What strategies and targets could smarter road charging support?

- None. It should not be implemented.

5. What technology could be used to support smarter road user charging?

- None. Smart road user charging should not be implemented.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

- Smart road user charging would not assist with traffic, air pollution or climate change. These challenges have been exacerbated by the imposition of various schemes which slow, or stop traffic from being able to move.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

- Whether regional or national, there would be multiple difficulties, and again it would disproportionately affect the least well off and the least technologically able. It will inevitably be a greater cost and there will be outrage that 'Big Brother is watching you'.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

- None. It should not be implemented.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

- If smarter road charging was NOT implemented, there would be no need for greater bureaucracy, and discounts and exemptions would not be necessary.

Written Evidence from Individuals: Part One

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

- No. It would negatively impact Londoners and the London economy.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

- I think ordinary, working people don't drive in London for pleasure. It has already been made as difficult as possible for Londoners to get about. No extra financial or civil liberty penalties should be imposed.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for those bodies to use those powers (for example a local referendum)?

- Yes. If a Mayor wants to impose such far reaching and draconian laws, there should be a specific referendum relating to the imposition of such laws. Any citizen that will be impacted by the proposed laws, whether they reside within or without the Mayors jurisdiction, should be able to have a vote. And those votes should be considered in their entirety.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

- I would like to think that other cities and countries are basing their traffic management systems on their own population demographic, with transparent consultation, clear-sighted analysis of the positive and negative outcomes, and the ability to adapt should there be unexpected outcomes, especially where hardship will be caused to their communities.

Smart Road User Charging Proposals

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| Reference | RUC2334 |
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I hereby object to the proposals on the following grounds:

1. The Consultation is a fiasco, in that the proposals fail to explain how the scheme would operate, how much it would cost to implement and operate and lacks any details as to the environmental or financial benefit.
2. It fails to address the root cause of congestion, namely the deplorable state of public transport and the needs of the few who really need personal door-door transport

Written Evidence from Individuals: Part One

Thus this consultation must be abandoned and another initiated when a workable scheme has been designed and options are available on which London residents and drivers can pass informed opinion.

Regards,

[personal information redacted for publication]

Call for evidence re road charges

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| Reference | RUC2322 |
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Here are my replies,

1/No reform is required.

2/Firstly I object to the term 'smart' as it is suggestive. On the contrary I find it the opposite to smart. Imposing such proposed charges will cause many more problems than it will solve. In fact I cant see that it could solve anything. The current daily charges are already excessive, imposing further charges will create enormous pressure on an already over pressurised and overburdened society. There is no evidence to support such a notion, none environmental or otherwise.

3/Charges should not be varied, as this would be a breach of equal oportunities.

4/None

5/None

6/It cant

7/Neither

8/It should not be introduced

9/It should not be introduced

10/This should not be trialled or introduced

11/It should not be introduced as it hold no bennefit, only harm to all.

12/They are currently abusing these powers, therefore something must be done to ensure this abuse of the people is stopped.

13/They should not be.

Healthy regards,

[personal information redacted for publication]

The future of smart road user charging

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| Reference | RUC2303 |
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I am writing to raise my concerns about the future of smart road user charging.

The economic situation currently is making life hard enough for a lot of people, people are not using their cars as much as they'd like due to the cost of living increases, let alone fuel increases and now more ULEZ charges for some.

So, not only are social lives being affected but work lives / businesses are too.

Freedom of choice as well as freedom of movement is at stake here.

People should be able to travel into or around London to go about their business.

People in London should be able to get people / businesses from outside London to come and do work for them.

Written Evidence from Individuals: Part One

A lot of businesses in London need custom from people who live outside London.

Trying to control people's movement by whatever means will only increase anti establishment feeling and dissent.

Regards,
[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2302 |
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1. Do the current road user charging systems in London require reform? No and the ULEZ expansion should be cancelled.
2. How might smarter road user charging differ from the current daily charges for driving applied in London? There shouldn't be anymore charging schemes implemented.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? There shouldn't be anymore charging schemes implemented.
4. What strategies and targets could smarter road user charging support? There shouldn't be anymore charging schemes implemented.
5. What technology could be used to support smarter road user charging? None, there shouldn't be anymore charging schemes implemented.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? Should be aimed at the highest current pollution areas only.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? There shouldn't be anymore charging schemes implemented.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? All of the current taxes including vehicle and fuel tax.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? There shouldn't be anymore charging schemes implemented.
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? No
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? Less
12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these

Written Evidence from Individuals: Part One

bodies to use those powers (for example a local referendum)? Yes, none should be implemented just on electoral votes.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? Unknown.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2301 |
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I am only giving an answer to question 1 because answering the others would imply my support for a road charging system.

The road user charging systems in London must be abolished. The road user charging systems in London are not fit for purpose and are devised for the sole purpose to raise revenue for TfL and the Mayor. The Mayor's evidence in the report he commissioned from the Imperial College shows bias and conflict of interest. The Jacob's report identified

- "a small negative impact on materials and waste as a result of the increased number of non-compliant vehicles that would be scrapped, and the increase in demand for minerals resources in new replacement vehicles."
- "negative impacts on for people on low incomes who travel by private vehicle in outer London to access employment or opportunities due to their lesser capacity to switch to a compliant vehicle and/or to change mode – especially those who are self employed and rely on their vehicle to carry out their work, those who work in locations poorly served by public transport, or those who work out-of-hours."
- "there is also potential for communities which straddle the ULEZ boundary to be disproportionately impacted"..."as the charge(s) proposed could create a barrier between residents on either side of the boundary and between their homes and the facilities that they access on a regular basis (e.g. schools or other local facilities)."
- "disproportionate impacts on disabled people who are reliant on private vehicles to access employment and leisure opportunities and on older people."
- road user charging systems have little or no impact to reduce or mitigate air pollutants.

However, because "the majority of the assessment is based upon professional judgement" it is subjective/conjecture rather than objective with no actual data or statistics used to support the statements made.

Any road charging system would disproportionately disadvantage those living and visiting the Outer London counties for commuting, social, domestic and pleasure purposes. The Mayor has acknowledged TfL public transport links in Outer London are poor and there is no real alternative to using a car. Indeed, the Centre for London's *Reclaim the kerb: The future of parking and kerbside management* (2020) identified car ownership in Outer London has remained around 70% between 2005 and 2018 whilst ownership in Inner London has only reduced from 43% to 40% despite the introduction of the Congestion charge in 2003 and the T-charge in 2017, which was subsequently replaced by ULEZ in 2019.

Written Evidence from Individuals: Part One

I ask that all the charging systems are completely abolished and alternative measures are introduced to rapidly improve public transport, such as reducing fares and improving access and routes, so as older cars reach the end of their serviceable life people will be able to make more environmentally friendly choices where possible.

Regards

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2270 |
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1. Do the current road user charging systems in London require reform? No, nor should the ULEZ expansion go ahead
2. How might smarter road user charging differ from the current daily charges for driving applied in London? It shouldn't, there shouldn't be any smarter road charging.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? There shouldn't be any for everyone.
4. What strategies and targets could smarter road user charging support? There shouldn't be any.
5. What technology could be used to support smarter road user charging? There shouldn't be any.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? Any smarter road charging would make no difference to that that already exist.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? There shouldn't be any.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? All current car taxes should be abolished.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? There shouldn't be any smarter road charging.

Written Evidence from Individuals: Part One

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? No

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? Less.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? Yes. Additional referendums should be held.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? Don't know.

[personal information redacted for publication]

ROAD USER CHARGING CONSULTATION

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| Reference | RUC2269 |
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Here are my responses to the Consultation for Road User Charging -

1. Do the current road user charging systems in London require reform?

A) No. We already have the ULEZ which has already impacted people enough. What we need now is an end to further charging and let drivers move freely - motorists already pay Road Tax. People are feeling the impact of the state of the economy, especially these last two to three years and things are only getting worse in that respect. We need less regulation and monitoring. Vehicle Tax is sufficient.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

A) Stop proposing new systems and fix the old systems such as the daily charge stops at midnight resulting in someone who is visiting between 10 P.M. and 2 A.M. pays twice.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

A) No one should have to pay extra for driving a vehicle, regardless of the purpose. We already pay Fuel Duty which is a cost per mile. There is no justification for more road charging systems and no fairness in further road charging systems. It is a tax on top of all the other taxes and people are suffering too much already economically.

4. What strategies and targets could smarter road user charging support?

A) I cannot identify any - stop impoverishing the public even more with all your taxes. It is not going to support any 'strategies and targets' . it will simply cause further economic suffering for individuals and for businesses, damaging the economy all round.

5. What technology could be used to support smarter road user charging?

A) I don't want road user charging and I don't believe that the vast majority of people who use the roads, already pay Fuel Duty and Road Tax want road user charging either. I can see that vast numbers of people want less intrusion into their lives from technology, not more.

Written Evidence from Individuals: Part One

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
- A)** ULEZ is already in place to supposedly do this. The people don't want any more charges. We are taxed via VED on emissions. There is no justification for further road use taxes.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?
- A)** We already have road user charging at a national level - ROAD TAX and FUEL DUTY. There is no justification whatsoever for any more road user taxes. Reduce the road tax on older vehicles - the owners have kept them in use instead of buying a brand new car - most of the carbon in cars is in the build of them.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?
- A)** Smarter road user charging should not be introduced. It will price people out of being able to use their vehicles for personal use and for business - people and businesses cannot sustain any more taxes. The introduction of further taxes will affect individuals and the economy negatively.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive to work, people who live in areas with low levels of public transport?
- A)** I don't believe that the vast majority of the public want a road charging scheme and yet another form of road tax. The people who get voted in by the public, who work for us - the well paid politicians and the likes of Sadiq Khan will not feel affected economically as they can easily afford such charges on their salaries and lucrative side jobs, arrangements and businesses but the average person will be adversely affected economically. I hear that Sadiq Khan has a car within his convoy that does just 13 miles per gallon. This is hypocrisy. Start to implement life enhancing policies, not policies that further crush people.
10. If the government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?
- A)** No - nowhere is a sensible place for a trial. Stop this process now, stop even suggesting trials. Abandon this whole proposal permanently.
11. If distance based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving based charges, the same or more than they do currently?
- A)** Distance based road user charging should not even be a proposal. This proposal should stop now and no more taxpayer's money should be spent on deliberating on this taxation scheme. It is not fair, it is unjust, it is not justifiable. Drivers already pay Fuel Duty and Vehicle Road Tax.
12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?
- A)** This very statement is highly arrogant - what gives these Mayors and local 'authorities' 'power' to levy an undemocratically imposed tax on people?
13. How are other cities and countries working on similar smarter road user charging ideas faring and what alternatives are they looking at to achieve similar policy goals?
- A)** We, the people, did not have a say in the policy goals. People should be given the chance to vote on the policy then give people the chance to vote on the road charging scheme. Anything other than that is highly undemocratic.

Road user charging: a license to invade privacy

Written Evidence from Individuals: Part One

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| Reference | RUC2268 |
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I am totally opposed to this policy which I feel will massively increase the invasion of privacy which we already suffer.

Taxation through fuel was reasonably fair.

The more miles you travelled the more you pay. Electric vehicles do not provide this equitable evenhanded sharing of the cost of running our roads and keeping them under repair. It may be better to introduce tolls on the road rather like the French system where you Pay in that manner for using the roads rather than this invasive tracking proposal which basically means that every where you go you will be tracked and followed. There will be a spy in your vehicle to facilitate this arrangement and I am utterly opposed to this idea.

Electric cars are a really bad idea and we do not have the lithium or cobalt on this planet to provide for all the cars that will require it. Only the rich can afford this technology. Sadly, the poor will be subsidising them as we are all funding the generation of electricity through taxation. The enormous quantity of electricity required to run an electric vehicle is threatening the sustainability of the national electric grid and threatening all aspects of our societal survival. Hybrid electric petrol technology is superior in every way to my mind.

Yours sincerely

[personal information redacted for publication]

Smart road user charging

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| Reference | RUC2267 |
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To whom it may concern.

I wish to add my voice in raising my utmost concern in protest against the above plans.

I do not agree with the basic concept of 15 minute cities or smart road user charging. These proposals will inhibit our freedom of movement and add to congestion as road users are forced to circumvent the city to avoid penalties.

Road users are already penalised with many roads not maintained and private vehicles becoming squeezed out as local councils implement increasing restrictions.

I do not agree with the proposal to use cameras to track our movements, destroying rights to privacy.

Parents with small children, the disabled and the elderly will all be adversely impacted if motorists are charged for using the same roads we have used for years without issue.

Families will be restricted from visiting one another and from travelling to the destinations of their choice. Young people will be prevented from visiting venues and friends during the evening because if parents cannot collect them at the end of the night, personal safety will be a cause for concern.

Please consider these arguments when debating our restriction of movement. I wish to vote against the smart road proposals.

Regards

[personal information redacted for publication]

Written Evidence from Individuals: Part One

Road User Charging

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| Reference | RUC2266 |
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Dear London Assembly Transport Committee,

I am responding to your call for evidence on smart road user charging. This is not about air quality but about taking money off people to cover the appalling management of TfL by the Mayor of London which has bankrupted the organisation. It is also about control and surveillance of the population which is against our human rights and undermining our inalienable rights to go freely about our business. The people are sovereign and officials are there to serve us not to dictate to us. This consultation has not been widely publicised and is over a short period of time. Are the results going to be ignored and manipulated as with the extension of the ULEZ which is undemocratic.

My answer on this is a resounding NO.

1. Do the current road using charging systems in London require reform.

Yes, remove ULEZ and do not implement this. No more charging of people to go about their business. It would be better to spend the money on improving public transport.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

People should not be charged for driving in London, we already pay car tax and fuel duty. The existing ULEZ scheme amounts to an extra tax and is unfair, eg. the daily charge stops at midnight so someone who is visiting between 10pm and 2am is charged twice. Who is going to pay for this (us the people)? It severely curtails individual freedoms and may well lead to more and more control, surveillance and data collection, in short a dystopian society.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services.

If the argument for road charging is based on the premise that it causes air pollution it shouldn't make any difference on what the journey is for. It would require intrusive data collection to ascertain what the journey is for eroding people's freedoms. Why is the London Assembly spending our money on projects like this without consulting people before the studies are carried out. Consulting people afterwards feels like a foregone conclusion and the final consultation is just a box ticking exercise. This is undemocratic.

4. What strategies and targets could smarter road using charging support?

None that can not be implemented with the current taxes. How about upgrading traffic lights so that they can be more responsive and to work in sync creating fast moving corridors. There is no need to implement a whole new scheme of electronic surveillance. How about improving the crime rate in London, if people feel safer they wouldn't have to use their cars as much.

5. What technology could be used to support smarter road user charging?

Written Evidence from Individuals: Part One

People need less technology intruding into their lives not more. Who is going to pay for this, couldn't the money be used in other ways such as reducing crime, cleaning up the environment, London is filthy, rubbish everywhere.

6. How could smarter road using assist with tackling current challenges such as traffic, air pollution and climate change?

It will restrict traffic and make things worse. Public infrastructure is already at breaking point. London will become (or already is) a third world City where people spend hours commuting to and from work for short distances. Cleaning up car emissions has already substantially reduced air pollution, improving public transport would also help.

As stated before this has nothing to do with the environment but is purely a money making and control exercise.

7. Are road user charging systems best set up at a city or regional level, or as a National system, and what benefits or difficulties would you expect with either approach?

We already have a road charging system at national level. It is called Road Tax and fuel duty. We do need any more.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

The state of London roads is appalling in some places, what is being done to address this? At present roads are not maintained properly and here we are embarking on an even more ambitious and expensive project without having solved the basic problems of the existing infrastructure. Why would people support a system that will give councils more power and money when the current system is not being maintained properly. Potholes lead to more particulate pollution, it also reduces the flow of traffic.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We do not want a road charging scheme. How about the hypocritical councillors, politicians and the mayor start by leading by example and stop using their cars, perhaps they should be charged more for trying to introduce this totalitarian system. Improve public transport, legalise scooters, give bicycles a number plate so law breakers can be identified. Optimise traffic lights.

10. If the government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No, nowhere is a sensible place for a trial. This is starting to look like a work of dystopian fiction and comes from the WEF, UN, C40 cities which are unelected, unaccountable bodies and are undemocratic and dictatorial. The government serves the people and it is not there to act as a dictator.

11. If distance- based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving based charges, the same or more than they do currently?

The rates will be continually raised so people will end up paying more.

Written Evidence from Individuals: Part One

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

All of these new schemes should be put to a public vote as any good democracy should do. I don't think mayors and local authorities should have the authority to introduce these types of changes, it will lead to abuse of power. We have recently seen that in the case of the ULEZ extension where votes against weren't counted. This is fraud and the mayor should be sacked immediately for abusing his position and power.

13. How are other cities and countries working on similar smarter road using charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I don't know of any city that has implemented such measures. In the UK there has been no discussion on the policy goals and we have had no say. None of this has been mentioned in any elections but introduced as a foregone conclusion. This is not democracy but dictatorship.

Kind regards,
[personal information redacted for publication]

Call for Evidence re future use of smart road

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| Reference | RUC2263 |
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I object strongly to any far reaching decisions being taken regarding our use of roads. I believe that these new proposals would create massive financial challenges for those who need to travel to London by car. We all need to recover from the hardships of the past few years and these far reaching proposals will punish many people who simply cannot afford a newer car.

We need more discussions on this matter.

[personal information redacted for publication]

Feedback

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| Reference | RUC2259 |
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Why, why, why!

Why are they introducing these crazy road schemes and restricting private car use.

Do you not see that cars are a form of freedom for many people, where they can go on a journey and escape their worries and problems.

Written Evidence from Individuals: Part One

It is alarming seeing our freedoms slowly, slowly, but surely, surely being taken away from us and this is just another one of those initiatives to track and control the people and to make money from them.

Ban smart roads fullstop!

Road User Charging

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| Reference | RUC2258 |
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Do the current road user charging systems in London require reform?

No. There are a number of car charging systems already in place where the real effectiveness of reducing pollution is questionable I.e ULEZ and Congestion Zone. We do know that such schemes are good at raising funds and negatively affecting businesses. These schemes increases some service costs which is simply passed on consumers – we need to be reducing inflation, not adding to the critical problem we now face. This is simply not just about roading users but the impact to the economy as a whole. Others in west Europe do not have such schemes in place and it is hard to believe how the UK can see this as encouraging skill workers, enterprise and economic growth with such narrow thinking proposals. Motorists are being penalised for having a car. For the majority of working class people a car is a necessity in order to juggle work life and home life. In most cases these schemes are targeted at the average working class who are struggling to maintain a decent way of life

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

There should be no more changes. Focus should be on what is currently in place. Reviewing what improvements can be made/ is it fair, transparent and ultimately supports the whole economy not simply a micro objective. Drivers should be targeted and used as an easy fix!

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

If charging is implemented equally and fairly – why should there be a need to look at varying it for different types of journeys. Why is it considered reasonable to justify one use of car usage and pay a different tariff. Is the person going to work and pays taxes treated more harshly than the parent taking their child to school. Should the single parent who has limited support network who is already disadvantaged be treated differently from a carer? This breaches unto discrimination. We already pay fuel duty and road tax fairly by all. Why more tax – which won't force people to give up their cars, but further penalise the most vulnerable people in society.

4. What strategies and targets could smarter road user charging support?

Non. The statement ' smarter road user charging ' is simply a money generating scheme that will further make the UK one of the weakest performing economies in Europe. It is being used to penalise drivers and inflict hardship on people who are ready struggling and near boarder line You are driving people away literally with such schemes. If you wish to encourage people to rid of cars, positively incentivise them by providing more cost efficient public transport, which is currently one of the most expensive in Europe.

Written Evidence from Individuals: Part One

5. What technology could be used to support smarter road user charging?

N/A

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

We were told by published reports that implementation of the ULEZ and Congestion Zone were supposed to achieve this. Instead of penalising people with yet more unjustified taxes, why not consider incentives such as 24 hours tube service / extending the Oyster card system and making travel more convenient and cost efficient. This would be beneficial to all age groups

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

NONE

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

None, get the existing schemes to work efficiently which have been forced on motorists. There is no equality in the proposed new scheme

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

People should be treated equally and fairly as stated above. The Government do not have the right to dictate which road travel is more important. Visiting an elderly family member to tackle the rising issue of mental health should not be deemed less important than a paid carer. We are living in a country that is slowly taking away our basic Human Rights. This is feeling like borderline communism Government control.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. why London – because it would be the most profitable? Stop this money train you are trying implement. Help people live happier lives, not price them out of the country and emigrant to freer societies, taking with them their skills and taxes.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Many Londoners have been forced to ditch their cars as the expansion of the ULEZ and petrol prices have already made car usage unattainable. You will find those who drive do so because they have to, many of those are on low incomes i.e. nurses or carers. As stated above people should be treated equally and fairly

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

All of these new schemes should be put to a public vote - anything else is none democratic.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

We cannot compare apples with pears. Many of these cities do not levy other taxes such as road tax, congestion zone etc. We should look at our own economic challenges and goals before trying to compare. Many of what could be achieved is via better education, better

Written Evidence from Individuals: Part One

access to affordable and quality public transportation. The UK's approach of yet more taxes is not the right or best approach. People do not to be penalised further for having a car. In most cases it is not a luxury but a necessity to facilitate functioning of the average person's household.

Kind Regards

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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| Reference | RUC2256 |
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To whom it may concern,

The following is my response to the key questions outlined in the call for evidence.

1. Do the current road user charging systems in London require reform?

I believe that there is no need to provide any further means to charge people to use the roads of London. If reform is required, it would be to stop charging people to use the roads. There are enough charges in place with ULEZ, and its seemingly imminent expansion, and the congestion charging zone scheme.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

There is a discrepancy with the current charging surrounding the congestion charge zone. Should someone enter the zone between the hours of 10pm and 2pm, they would be charged twice. This ought to be adjusted so as people do not incur what would amount to a double fee.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Drivers already face levys on fuel, road tax, and insurance. Further means of charging users, for whatever the reason of their travels, would just simply be extortion. Particularly in the current economic situation, which is showing no signs of easing. In addition, should such a concept be introduced, this would be akin to having to ask permission to use the road for a certain purpose. Thus, one could feel as if they would need to justify their journey to the authorities.

4. What strategies and targets could smarter road user charging support?

A potential target of preventing people from travel. Unless that is the whole point of the scheme. Public transport is likely going to become unaffordable for many people in the years to come, especially with the economy in such a catastrophic nosedive. Therefore, one ought to ask the question as to whether this policy has a more nefarious purpose?

5. What technology could be used to support smarter road user charging?

Presumably this would be in the form of some type of smart number plate recognition cameras. I believe people would not call for any further surveillance imposing in their lives. There seems to be quite enough of that as is.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Written Evidence from Individuals: Part One

The congestion charge and ULEZ are in place to tackle this already. No further charges need be necessary.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging at a national level already exists in the form of road tax and fuel duty.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

If it were to replace all existing charges such as road tax, fuel duty, congestion charge, and ULEZ, than perhaps it could be considered. However, that is unlikely to happen, and it would just be a further burden on the road user.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

An exemption for all. The cost of living is currently putting more and more people into poverty and dire straits, and this is set to continue.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

A national distance-based road user charging scheme is already in place in the form of fuel duty. The further one drives, the more one pays.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

It is belived that should such a scheme be introduced, then all road users would end up having to pay more.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

A people's vote would be a good idea. This is what democratic countries should do at least from time to time. Mayoral and local authoritarial power should ultimately be removed. Otherwise, this makes for nothing more than a dictatorship.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

As long as these ideas are put to the public, and can be debated and voted on, than any such policies should be deemed as unfair. The public should be given a fair opportunity to have a say in the outcome of policy that would affect their daily lives in a drastic manner. Anything else is merely a dictatorship.

Kind Regards,

[personal information redacted for publication]

Smart road user charging

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| Reference | RUC2252 |
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Call for evidence

Written Evidence from Individuals: Part One

I would like to know what these proposals are really all about?. Why are any new proposals even necessary? What is wrong with the current road user charging systems? We pay road tax, tax on fuel, parking charges, mot and service costs and taxes, driving license and renewal cost, what else is needed? We're already paying road user charges! Perhaps what should be considered is making better, more efficient use of what we already pay?

Supposedly air and noise pollution isn't going to be an issue either once the government has literally forced people into electric cars, with no choice about the matter?? This ridiculous idea, which seems to financially benefit big corporates and government more than the public as usual, and also disregards several other options, energy wise, that could have been pursued, will reduce the number of road users anyway, due to the average person or family being unable to afford one of these vehicles?

These new proposals seem to be more about creating more revenue and more tracking and surveillance of the general public and therefore more control of people's lives. New charging systems are unnecessary. We are being squeezed enough financially thanks very much and climate change is a non-issue, especially considering the reduced number of drivers there will be, due to electric vehicles. Co2 levels are already the lowest they have been in modern history and for thousands of years. Reduce co2 anymore and all life on earth could end up dead anyway, so what exactly are these proposals really trying to achieve??

Disabled drivers and people on low incomes (a large part of society and even more so as a result of the negative impact on society from ridiculous over-reaching, authoritarian "covid" measures) are not being helped in any way whatsoever by any new proposals that are completely unnecessary. I think they are more concerned right now with inflation, food supplies and heating costs. A bit more important don't you think?

A lot of questions as to the point of this? An awful lot of outlandish spending has been going on in a short time in the last few years, with more nonsense ideas to spend more on silly pointless schemes. There are far more important and priority issues to address within society. Stop focussing on such low priority, pointless and unnecessary issues and start focussing on real issues, ones that having a more critical and immediate impact on the public right now. Oh and aren't you a bit busy throwing money and resources into a war overseas that we had no need to involve ourselves in, that once again is creating more financial problems for Joe Public, without our consent or consultation and the resulting critical problems with taking in even more so-called refugees? What's the rush with all these proposals? This one and others going through right now when we are in the midst of complete chaos from inflation, the wrecking of the NHS and UK economy, of loss of businesses, jobs, livelihoods, and more poverty, as well as the inevitable negative impact on society and neighbourhoods with more foreign refugees, housing developments, over-attendance of already over-attended schools? Mental health problems are a far greater problem for far more people than ever because of the complete incompetence of government and big corporate actions over the last few years, with little to no response to this outrageous crisis from either media or "healthcare"! Put all this pointless road user nonsense to one side for goodness sake and that goes for proposals for ID schemes and digital currencies as well. Hardly priority stuff and even more suspect as to who is supposed to benefit and why they are even necessary in the first place. What on earth is going on?! More transparency and public consultation is needed altogether right now because it seems the government is more interested in creating greater power and control for themselves, more revenue at our expense and more misery for a society on its knees.

Scrap these nonsense proposals altogether and get your priorities right. The government and the public need to be reminding themselves what the roles are really supposed to be in a democracy right now, e.g. the government is paid by us to work for us, not to wreck our society, push us into starvation and poverty, watch and control our every move and thought, force us into isolated, miserable existences, threaten our freedom of speech, movement and travel, spending, human rights, mental health, right to privacy, bodily autonomy, personal choices, livelihoods, access to real healthcare, healthy organic food and peaceful human co-existence. Stop interfering and start doing what we pay you for.

[personal information redacted for publication]

Written Evidence from Individuals: Part One

Road User Charging consultation

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| Reference | RUC2249 |
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1. Do the current road user charging systems in London require reform? No and the ULEZ expansion should be cancelled.
2. How might smarter road user charging differ from the current dailycharges for driving applied in London? It shouldn't, there shouldn't be anymore charging schemes implemented.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? It shouldn't, there shouldn't be anymore charging schemes implemented.
4. What strategies and targets could smarter road user charging support? It shouldn't, there shouldn't be anymore charging schemes implemented.
5. What technology could be used to support smarter road user charging? None, there shouldn't be anymore charging schemes implemented.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? Any implementation should be aimed at the highest current pollution areas only.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? None, there shouldn't be anymore charging schemes implemented.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? All of the current taxes including vehicle and fuel tax.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? There shouldn't be anymore charging schemes implemented.

Written Evidence from Individuals: Part One

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? No

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? Less

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? Yes definitely, none should be implemented just on electoral votes.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? No comment.

[personal information redacted for publication]

Response to consultation

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| Reference | RUC2247 |
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1. Do the current road user charging systems in London require reform?

No

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

If you go ahead, it will be grossly unfair to ordinary people, who are already hugely stretched financially and are barely surviving. Awful proposal. Probably discriminatory.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

They will not and the COST of implementation would be extensive and will lead to prosecution of people who can't afford this proposed policy in the first place. This will s more horrible pressure on the poor.

Don't implement this unfair and unnecessary proposal. Dreadful.

4. What strategies and targets could smarter road user charging support?

Written Evidence from Individuals: Part One

None. The road user is already heavily penalised. You're proposing yet more Big Brother policies which I can imagine will require even more policing. I simply cannot believe that you're considering such a move.

We have certainly achieved this right wing state I feared.

Road user charging consultation

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| Reference | RUC2246 |
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[personal information redacted for publication]

Why I strongly disagree against any form of road pricing whatsoever

I believe that the British constitution states that we have a freedom of movement which cannot be repealed
to take away our freedom of movement is treason the only way you can take away our freedom of movement is to get the people to give it up using the behavior insights team

I believe this consultation is not public and is being done in secret as there is no publicity for this

I wonder what the results would be if this consultation had full publicity
It wasn't so long ago that 1.8 million people signed the government petition against road pricing

no doubt you and your friends will be making yourself exempt from the charge or putting it on expenses

only the working people will have to pay it's the working people who built these roads some lost their lives doing so
and then you come along with your fake global warming lies and propaganda to trying to con the people into giving up their freedom of movement using bits of paper and magic words to land grab all the roads off the people, the banks stealing everything off the people

land, sea, and air I really hope enough people go against this because if they don't and they lose their roads they've only got themselves to blame you

hasn't the Mayor of London just called everyone who disagrees with him right wing

why are you calling its smart roads

I could go on and on but I believe it's going to be ignored anyway

I firmly disagree with any form of road pricing

[personal information redacted for publication]

Written Evidence from Individuals: Part One

The future of smart road user charging in London

| | |
|-----------|---------|
| Reference | RUC2244 |
|-----------|---------|

1. Do the current road user charging systems in London require reform?

No

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Road user charging is unnecessary and unlawful

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Road users already pay road tax, to charge them anything else without their consent would be unlawful

4. What strategies and targets could smarter road user charging support?

None, it would amount to an unlawful stealth-tax which would only rob the most vulnerable in society the worst.

5. What technology could be used to support smarter road user charging?

None, any unlawful surveillance of the population would be breach of their data protection rights and right to a private life.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It has nothing to do with traffic, air pollution or climate change. These are abstract issues in the context of this survey, introduced to give weight to the argument that it is acceptable to charge people for car use and to further the globalist agenda which seeks to track, trace and restrict individuals' movements.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

As a purely left-wing Cultural-Marxist concept they should be banned

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

No additional road charging taxes should be raised. These taxes favour the wealthy and reinforce social and economic divisions in society.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Everyone should be exempt from this Marxist stealth tax

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No, reinforcing economic and social divisions in society is the exact opposite of what a public servant's role is. Listen to the people or move aside and let the adults in the room take over.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Everyone should be exempt from this Marxist stealth tax

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Written Evidence from Individuals: Part One

Mayors already work outside the authority of the public. In the referendum on regional mayors the UK unequivocally voted No thanks. Now as if by magic they're making up new powers by the day to lock us into their globalist utopian Agenda 20-30 smart cities. You need to reverse this tyranny before you're forced out.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

The UN C40 cities are all working in lock-step, away from the prying eyes of unwitting public scrutiny. We know your plans, people are waking up to the globalist tyranny you seek to impose. We say no and will keep saying no until you get the message.

Responses to the proposal of smarter road user charging

| | |
|------------------|---------|
| Reference | RUC2243 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

Not in a more restrictive manner. Driving has already become almost prohibitive and public transport is not much cheaper.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

You can simply modulate charges based on car type and km driven the previous year (or an average of previous three years). Current proposals are out of this planet!

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

I wouldn't penalise the freedom to travel around the city. More km, more polluting car, higher road tax. That's it.

4. What strategies and targets could smarter road user charging support?

5. What technology could be used to support smarter road user charging?

Taxing at source (annual road tax) would not need complex and invasive technology.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Data do not support a reduction in pollution due to lower traffic. Even lockdowns had a modest imprimente on the air quality.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

There is the risk of desertifying city centres. Tourists and out of town shoppers would be discouraged from travelling into town because too complicated or too expensive.

Written Evidence from Individuals: Part One

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?
Smarter road user charging should not be introduced.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

See above. People should be free to move and be able to afford it.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. It would hit in a dramatic way the economy of the capital.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Broadly the same shifting the burden on higher usage/more polluting engines and incentivising cleaner technology.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes. Voting is based on a number of expected policies not just road charging. A referendum may be able to gather specific views on this intended policy.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for

Road user charging response

| | |
|-----------|---------|
| Reference | RUC2242 |
|-----------|---------|

Dear Sirs,

Please see my responses to the consultation questions below.

Yours faithfully,

[personal information redacted for publication]

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1. Do the current road user charging systems in London require reform?

**Yes. They should be abolished. They should not be replaced with anything else. Drivers already pay an enormous amount, and to penalize Londoners with further charging when they already face higher living costs than the rest of the UK is simply unfair.**

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

## Written Evidence from Individuals: Part One

4. What strategies and targets could smarter road user charging support?
5. What technology could be used to support smarter road user charging?
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?  
**Existing London congestion and ULEZ charge levies should be scrapped and not replaced.**
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?  
**No.**
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?
12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?  
**Explicit referendum, including approving detail of how the revenue would be used. No one will vote solely on this in a regular election.**
13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

The future of smart road user charging February 2023

|           |         |
|-----------|---------|
| Reference | RUC2241 |
|-----------|---------|

In response to the question listed in the London assembly Transport Committee Call for Evidence: The future of smart road users charging February 2023:

1. The only reform required would be to remove LEZ and ULEZ.
2. Smarter road user charging would involve greater surveillance of the people and thus increased control of movement and increase cost to the people.
3. There should be no further charges for driving in London for anyone.
4. Clearly, smart road user charging is about hitting targets set out in Agenda 2030 relating to the “climate crisis”. I would be grateful if you could provide the evidence and data in support of the “climate crisis”. My response to this question is that smart user charging should not be employed in London or anywhere else in the country.
5. Not technically minded, but clearly cameras, apps, digital identity, CBDCs. Essentially surveillance which does not belong on our streets.
6. Please provide the evidence and data in support of anthropogenic climate change (beyond computer modelling). “Climate crisis’ is the new mantra replacing “safe and effective”. There was no evidence that the vaccine was “safe and effective” and similarly there is no evidence of anthropogenic climate change or at the very least there are many climate scientists that disagree with the “climate crisis’. What there is evidence of is that just as with Covid the dissenting narratives have been suppressed.

## Written Evidence from Individuals: Part One

7. They are best not set up at all. I can see no benefits. The biggest issue is one of surveillance and thus the attack on privacy. Surveillance combined with digital IDs combined with CBDCs lead to government control and ultimately a technocratic state.
8. Smart road user charging should not be introduced.
9. Isn't this essentially a repeat of question 3? In any event smart road user charging should not be introduced making this question moot.
10. A distance-based road user charging scheme should not be introduced making this question moot.
11. Answer as per question 10.
12. Mayors and local authorities do not have "powers" they have duties and responsibilities to those who elect them. They are public officers there to serve the will of the people. I remind you of the Nolan Principles. Referendums amount to majority rule over minority rule only and do not guarantee the correct outcome. The people are sovereign and no-one has the right to restrict their movement.
13. Presumably you know the answer to this because you have done your due diligence. I don't care how they are 'faring' - smart cities in whatever form they take are wrong and should be ended. That said, I'm not sure that Songdo is doing so well...

[No subject]

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2240 |
|------------------|---------|

Dear TFL,

I would like to send in a formal email asking TFL to reject its own proposal on road pricing I find this horrible and against Londoners' wishes so please could you not continue to this proposal. Londoners are against ULEZ and the road pricing scheme it will hit road users and find this to be another tax on car users. You can not blame Londoners for the Mayor's failures. Sadiq Khan is the worst Mayor of London and needs to be removed from office due to his lack of support of the Capital's needs. So I object to TFL road pricing scheme and the expansion of ULEZ.

Kind regards

[personal information redacted for publication]

The Future of Smart road charging-Call for evidence- Feb 2023 response

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2239 |
|------------------|---------|

Enquiry from [personal information redacted for publication]

Firstly can someone explain why is it that this consultation of yours has been so well kept secret and why has it been given such a short window of time to respond. One might think you do not want any responses to be sent in so it can be easily implemented. Whoever the regulatory body are for consultations they must be a sleep at the wheel if you get away with this!

1. Do the current road user charging systems in London require reform?

Yes, the current road user charging systems in London and the rest of the areas in operation in the UK need scrapping permanently it is a bad idea, I certainly did not vote for them. The only real people your aims will serve is the rich and elite by freeing up the road space that is no longer occupied by the working class who will no longer be able to afford to run a vehicle. As my recent business trips into the ULEZ zone has shown to me earlier this year, it has



## Written Evidence from Individuals: Part One

increased travelling time significantly and increased pollution which you are saying you wish reduce with cars stuck in traffic jams as they are all force down specific routes with cars inching forward putting out more gases which you seem to be bothered about.

2. With regard to the subject of air pollution, which seems to be your main concern in all this, there has only been one death, all be it tragic, in 20 years. The new smart motorways in only a few short years of their introduction have killed 79 people, excess deaths are running at 20% around 2000 people per week in the UK and the powers that be say that ok because it is happening all over the world, yet that seems to be of no concern to anyone in authority. Maybe the powers that be think this is all good as there are now less motorist on the road! Its time you all woke up and instead of spending our hard earned public money on idiotic schemes, start and spend OUR money wisely on the real issues I have just listed.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

I am under no illusions that if your measures were to be introduced there is not a cat in hells chance of repealing current charges or taxes It has been clear to me that you both yourselves and the Government have always been out to milk as much money from the public as possible until we are bled dry and forced off the roads even if we were to go back to driving a horse and cart.

It seems that the current establishment are not satisfied in collecting 20% VAT on the purchase of commercial and private vehicles, VAT on petrol, motor parts, 53% on fuel duty on top which the fuel duty is taxed by 20% VAT tax on tax and not last but least the introduction of insurance premium tax.

In 2015 George Osbourne pledge to ring fence VED from 2020 to 2025 to go to fixing the roads, so why do you need more money?

It seems to me that since dropping of the name "Road fund license" as it became an embarrassment to the Government because it clearly was mis representation of where the money goes, they dropped that name and called it VED.

It seems now you want introduce a new Road tax fund to fix the roads, again more tax on tax.

So to sum up my response, TFL and the Mayor need put its own house in order with the firstly cleaning up the toxic Underground air quality before punishing the motorist even further. look at easing traffic by reducing all the cameras and give people their freedom back.

for Evidence- The future of Smart road charging Feb 2023 - Reply...  
[personal information redacted for publication]

### Road User charging: Response

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2238 |
|------------------|---------|

1. Do the current road user charging systems in London require reform? No, current systems are adequate and understandable for the general public. Rather than pouring money into a new scheme it would be better to use that money to repair roads, improve existing systems such as speed bumps and improved traffic light phasing which itself can sometimes be the culprit of backed up traffic that can cause more pollution. On top of this the local restrictions and closure of many roads has itself resulted in more build up of traffic.

2. How might smarter road user charging differ from the current daily charges for driving applied in London? I have many concerns about 'smarter road user charging', this will inevitably mean more surveillance of the people of London. Why does the Mayor feel that he should be able to monitor and check all the journeys of people living in London? Is this what

## Written Evidence from Individuals: Part One

living in a Democracy now means? State surveillance and possible future infringement of peoples freedom of movement? This is a very worrying move towards infringing on peoples human rights in the name of decreasing pollution when there are already systems in place to help with this - the congestion charge and the ULEZ. This will in require huge sums of money for more cameras to check where people are going and how far they are travelling. The batteries, even if solar charged to maintain this whole system will necessitate more mining of precious metals, like Lithium and Cobalt which are a scarce resource and require cheap labour of poor people and children in far away countries. This may also penalise people with disabilities who rely on using a car because they have no other way of moving around, those who are unable to use technology and who do not have a smart phone. This may also penalise those who have to use their cars for their businesses or Healthcare workers who visit people at home and need to use vehicle to carry equipment etc. I am a Community Physiotherapist and depend on my car to visit patients who are housebound. If I have to check an app and input everywhere I go it would take time away from patients and may mean that it is more expensive for the NHS. It is also concerning that it is not clear in the consultation whether this would only be for car use or whether it could be rolled out for cyclists and pedestrians, in the future, this would then mean that it is indeed a freedom inhibiting surveillance tool under the guise of climate change and pollution control.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? Charges should not be different for different types of journeys, this would set a precedent of needing to ask permission of the authorities and then justifying why the type of transport has been chosen. This adds complications and also infringes severely on ones human rights and freedom of movement. This will be too complex for many to navigate and may mean that there is a temptation to justify journeys by being dishonest. Are we to give up our freedom of movement for the sake of pollution and perceived 'climate change?'

4. What strategies and targets could smarter road user charging support? Target monitoring is costly and may result in incentivising certain types of transport above others and in some circumstances will be penalising to some sectors of society, such as for people with physical disabilities or with mental health problems who can not use public transport or who are unable to walk or cycle.

5. What technology could be used to support smarter road user charging? There is already too much technology in use, this ultimately results in more and more surveillance of citizens and monitoring of everything that they do. Some members of society are unable to understand and use the technology and they will be penalised alongside others who choose not to use smart phones and those who wish to maintain a level of privacy in their lives and do not feel that the Mayor/ Local Government/ Government need to know where they are travelling to and from.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? Smarter road user charging itself can not tackle these challenges it will only penalise by increasing charges and therefore allowing the rich to still use the roads, while the poor will be unable to. It would be better to invest in quality road design, more parking for deliveries and people that need to use cars to allow locals to shop locally and support local businesses.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? Road user charging should not be used anywhere in the country as it will require too much surveillance of citizens, huge cost in setting up, including the use of precious metals for batteries etc as noted above. It will ultimately infringe on peoples freedom of movement and their human

## Written Evidence from Individuals: Part One

rights and has no place anywhere in a Democracy. There are already systems in place that do not need to be changed.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? Smarter road user charging should not be introduced as it will penalise and marginalise the poor and the disabled and those who can not or choose not to use smart devices and because the level of surveillance required has no place in a Democratic society.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? Discounts and exemptions will not change the fact that this system should not be in place, citizens should never have to log their journeys and ask permission to move around. The blue badge system already exists for people with disability and does not need changing.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? A national distance based road user scheme should not be implemented or trialled for all the reasons mentioned above- infringement on freedom of movement, state surveillance and the fact that there are taxes and systems in place already. This kind of system may result in people who need to visit loved ones or care for someone will feel that they can no longer visit very often because of the cost and will be beholden to a system that requires them to book and pay for journeys that they should be able to make without any restrictions in a Democratic society.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? No such distance based charging scheme should be introduced for all the reasons cited above.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? Mayors and local authorities should never have this kind of power over the people, there should never be a scheme that infringes so severely on peoples freedom of movement just implemented with no say from the people themselves. This consultation is hardly known about as it has not been advertised widely enough, if at all. I think that this should be advertised and debated with all sides of the argument allowed to be heard and only then should something like this be put to referendum, it should certainly not be implemented without these things having been done.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? I can not answer this but I do not think that this idea has a sound foundation or that it should be used in a Democratic society as it is fundamentally flawed and allows too much surveillance and restriction of citizens.

[No subject]

|           |         |
|-----------|---------|
| Reference | RUC2236 |
|-----------|---------|

## Written Evidence from Individuals: Part One

No Thankyou no to another tax , no to crushing small business , no to agenda 21 -30 no to w  
e f

Future of smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2233 |
|------------------|---------|

Having spent 37 years in the Commercial Vehicle sector of the motor industry I would like to submit the following points

I do not believe that the current road charging schemes should be expanded out from central London including the planned expansion of the ULEZ.

I believe the current planned expansion of ULEZ will hit the poorest people in society and the elderly the hardest.

I believe that the consideration of smart road charging schemes should only be done on a national level to replace the duty's on fuel and VED, especially given the potential loss of revenue to the government due to the move to electric vehicles.

I think the cost of the discussed schemes will negatively impact on the cost to business and to the availability of services in London. I know of a number of trades people who already refuse to work inside the current charging zones.

I believe that you will find enforcement of these schemes difficult to apply and especially to apply to certain sectors of society. The local police are already unable to enforce any rules applying to electric bikes and scooters and these are increasingly being used in criminal activities.

I do not believe London should be creating separate rules compared to the rest of the UK

Kind regards

[personal information redacted for publication]

Key questions

1. Do the current road user charging systems in London require reform?
2. How might smarter road user charging differ from the current daily charges for driving applied in London?
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?
4. What strategies and targets could smarter road user charging support?

Evidence for Road Charging Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2231 |
|------------------|---------|

## Written Evidence from Individuals: Part One

### To Whom It May Concern:

This is to respond to the call for evidence regarding the proposed Road Charging scheme.

#### **1. Do the current road user charging systems in London require reform?**

No, except possibly to discontinue the systems you have. We have the ULEZ which has already impacted people more than enough. What we need now is to STOP CHARGING men and women, boys and girls to move around and go about their day. People are stressed and poor thanks to the state of the economy and the impact of the last few years. We need *less* regulation and monitoring, not more. Give the people a break.

#### **2. How might smarter road user charging differ from the current daily charges for driving applied in London?**

Rather than proposing new, "smarter" systems, fix the old systems and make them work better. If you want to incentivise tube travel, make the tube cleaner and less polluting, and less expensive.

#### **3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?**

Nobody should have to pay more whether travelling for work, for caring or for essential services. It is our own, private business. We already pay fuel duty, which is a cost per mile as you pay more if you drive more. We don't need any more road charging systems, people are already crippled enough by the road charging schemes already in place.

#### **4. What strategies and targets could smarter road user charging support?**

Why don't we look at the health and happiness of the nation and its inhabitants, rather than try to fulfil WEF targets?

#### **5. What technology could be used to support smarter road user charging?**

Men and women want *less* technology intruding in their lives, not more.

#### **6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?**

"Smarter road user charging" is not the way to assist with tackling these challenges. If you want to incentivise public transport, make it more reliable and less polluting and less expensive.

To tackle the traffic congestions, let the roads be used as roads, rather than putting planters and blocks in them. The new obstacles are contributing more to congestion.

Where is the evidence of growing pollution levels? The science I have seen suggests that pollution has been decreasing, not increasing.

Men and women don't want any more. We are taxed via VED on emissions, electric cars have been incentivised, enough is enough.

#### **7. Are road user charging schemes best set up at a city or regional level, or**

## Written Evidence from Individuals: Part One

**as a national system, and what benefits or difficulties would you expect with either approach?**

Such schemes should not be set up at all.

We already have road user charging at a national level; ROAD TAX and FUEL DUTY. Those are more than enough. We do not need any more.

Why not reduce the road tax on older vehicles that have been around for many years and have paid their own carbon dues by remaining in use instead of being replaced by another brand new car (most of the carbon in cars is in the BUILD).

**8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?**

Smarter road user charging should *not* be introduced. It is unlawful. It violates the Modern Slavery Act of 2015, Article 5, by using deception and coercion to gain benefits while causing harm and loss to the people. It violates the Union with Scotland Act of 1706, which guarantees the rights of men and women to travel freely anywhere between ports England and Scotland. It was already ruled in case law Ex parte Lewis (1888)21 O.B.D. 191 is a 'right for all Her [/His] Majesty's subjects at all seasons of the year freely and at their will to pass and re-pass without let or hindrance.'" The charging would cause let and hindrance and would violate the right of men and women, boys and girls to 'pass freely and at their will". Whoever violates these laws and attempts to infringe on our God-given rights will be held accountable.

**9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?**

We the people do not want a road charging scheme at all. It violates our rights and violates law.

**10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?**

No. Nowhere is a sensible place for a trial. It is unlawful, and those responsible for violating law will have to account for their unlawful actions.

**11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?**

They would all pay more. It would cost many, many people dearly. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? All of these new schemes should be put to a public vote like any good democratic country would do - anything else is the work of a dictatorship. The whole scheme looks like a move toward tyranny.

**13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?**

## Written Evidence from Individuals: Part One

We the people did not have a say on the policy goals. Most of us were not informed of this "public consultation" to give evidence. Give the people the chance to vote on the policy, then give us the chance to vote on how to best achieve the policy goals. Anything else is a tyrannical dictatorship and slavery, punishable by life imprisonment. Enough is enough.

### Smart Road User Charging Call for Evidence

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2229 |
|------------------|---------|

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

In my opinion, mayors and local authorities should NOT have powers to introduce new road charging schemes without a specific mandate.

The proposed ULEZ extension is an unnecessary tax on people who can least afford it.

Yours sincerely

[personal information redacted for publication]

### Road pricing

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2227 |
|------------------|---------|

[personal information redacted for publication]

I hereby submit my view on road pricing. I am totally opposed to road pricing in central and outer London. I live on the edge of [personal information redacted for publication]. I will be affected by ULEZ. Road pricing is not necessary. Like ULEZ it is a way of raising money for TfL. Has nothing to do with clean air. Will affect all vehicles. I pay road tax on 3 cars already. Another tax is grossly unfair and cannot be justified.

### Call for evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2225 |
|------------------|---------|

#### Key questions

1. Do the current road user charging systems in London require reform?

YES they certainly do as they are unnecessary, unfair and purely an additional tax on all that are subjected to it be they individuals or businesses. LTNS are an outrageous liberty... how can a main road become a LTN without causing drivers to seek alternative routes which is additional fuel, time and stress on drivers, passengers and finances. Sorry we are late for mum's hospital appointment we had to find an alternative route to avoid paying £65 for driving through an invisible unnecessary border.

## Written Evidence from Individuals: Part One

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

REMOVE smart road charges ( see above response )

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

REMOVE ALL SMART ROAD CHARGES .( See above)

4. What strategies and targets could smarter road user charging support?

REMOVE ALL SMART ROAD CHARGES ..

### Transport Committee

#### Holding the Mayor to account and investigating issues that matter to Londoners

##### Call for Evidence: The future of smart road user charging February 2023

1. What technology could be used to support smarter road user charging?  
REMOVE ALL SMART ROAD CHARGES and invest the money in housing the homeless ,elderly ,vulnerable and veterans that fought for our country
2. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?  
If the road widths and number of roads were not sacrificed to become cycle lanes and poorly positioned planters as well as being maintained properly with adequate off street parking( at affordable rates) traffic would flow easily thus reducing congestion ...air pollution ...climate change .
3. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?  
Historically drivers and riders of motorised transport have paid Road Tax to the DVLA which is where any taxation on road users should stop . Remove all smart road charges .
4. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?  
It shouldn't be introduced as there is no need to replace the existing Vehicle tax as its been absolutely fine since it was introduced. Along with fuel tax that alone is charging the driver based on how far they drive .REMOVE all smart road charges .
5. What discounts and exemptions would you like to see for any newsmarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?  
Remove all smart road charges .
6. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?  
No absolutely not .This is purely a money grabbing scam to fill the coffers of those who "invested" billions of pounds of our money on shams during COVID . REMOVE ALL SMART ROAD CHARGES.
7. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?  
SEE all the above .. REMOVE ALL SMART ROAD CHARGES.
8. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?



## Written Evidence from Individuals: Part One

Mayors and local authorities are public servants who pay their vast salaries therefore they should respect their employers wishes .In the real world if an employee told the Board of Directors what they were going to do without transparent full consultation they would be sacked and banned from being involved in that profession as an employee or consultant paid or unpaid . REMOVE these powers along with all smart Road charges immediately .

9. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

The United Kingdom ( AKA Great Britain ) is an island .We are no longer in the EU and should not be following any other countries ideas or plans .

ULEZ and Smart Road Charging is nothing about improving air quality or saving the environment.Its purely a raft of unjustifiable .unqualified unfair charges on vehicle owners.

Tradespeople need to travel in their vehicles with tools and materials on a daily basis wherever they are working . When tendering for a project site surveys are required which involves driving to site . With no guarantee of winning a project the only winner would be the Mayors and local authorities . If business fail the LA's will loose revenue as business rates would drop and once thriving locations would become ghost towns . This response is using Tradespeople purely for illustrative purposes only but applies to everyone that uses a vehicle on a daily basis . Couriers and delivery services will also be impacted .

IN CLOSING : REMOVE ALL SMART ROAD CHARGES ( This is untenable and the whole scheme along with any related extortion plans needs to be scrapped without hesitation .

Call for Evidence: The future of smart road user charging February 2023 - Smart road charging/pay per mile would very terrible idea

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2224 |
|------------------|---------|

Hello.

Here is my response.

Firstly my view is:-

Smart Road Charging is a very bad idea and for many reasons given to each question below.

It will be to the detriment of various motorists, drivers who are already struggling with higher prices, with the current cost of living!

Here our my views and answers to questions 1 to 13 :-

1. Do the current road user charging systems in London require reform?

Answer :- No, the current ULEZ and congestion charges should be removed as it increases the cost to individuals, tradespeople, mobile hairdressers & deliveries.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

## Written Evidence from Individuals: Part One

Answer :- Road user charging should not be introduced as drivers already pay fuel duty & road fund licence. Therefore drivers should NOT be paying twice for same journey if smarter road user charging is applied! Not a good idea!

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Answer :- This will prejudice people who need their car to visit hospitals, doctors, relatives elderly parents, child minders, nannies etc.

It will also be bad for businesses which have to make deliveries, also tradesmen would pass or add on the cost to a job when you call them out. So this is not a good idea.

4. What strategies and targets could smarter road user charging support?

Answer :- Would smarter road user charging give every driver/motorist an allowance of the first 10,000 miles per year free of any charge?

So from 10,001 miles the charge starts to kick in. If this is not adopted, in my view smart charging should not be introduced, so it is a very bad idea.

5. What technology could be used to support smarter road user charging?

Answer :- It has not been stated how exactly the system will be enforced? Will the set up be CCTV using ANPR, based on the distance travelled for a journey?

For example, if a completed journey results in 9.1 miles, will the system charge the driver to reflect exactly 9.1 miles? However if the system rounds this up to 10 miles and charges for this. In my opinion this is overcharging, so this is NOT smarter road user charging and not fair, but really still a bad idea!

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Answer :- No, smarter road user charging would not be able to assist any of the above. For traffic, more people are working from home, owing to better and improved broadband delivering faster internet connection. When it comes to air pollution and climate change, e fuels or synthetic fuels should be looked at closely.

Plenty of information online exists regarding this.

Also there are many standby diesel generators for various organisations (for example the NHS) to produce electricity in event of power outage, so does the air pollution reflect these?

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Answer :- I cannot see any benefits, whether at a city or regional level, or as a national system. The impact from these, one will not have family and friends visiting if there are road user charging schemes in place. This would lead to mental stress and anxiety with a follow on cost to the NHS.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Answer :- I cannot see it being cost effective due to the running costs of CCTV infrastructure at the current time of very high energy costs.

Please be aware drivers already pay fuel duty & road fund licence (as stated in answer to question 2).

## Written Evidence from Individuals: Part One

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Answer :- From your list, you have not given any consideration to lone women who may work out of hours (shift working) or those returning home after a night out. Should include other lone workers who are part of a mobile workforce who are on the road late at night during the small hours. When these folk are on duties, they should feel safe in any vehicle to reach their destination, with the facility to charge a mobile phone via the dashboard power socket whilst on the move, should they be required to make an emergency contact.

Please also see my answer to question 4, "to give every driver/motorist an allowance of the first 10,000 miles per year free of any charge". Also Weekends and Bank Holidays will be free from road charging.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Answer :-No area or even London should be considered for a trial for a national distance-based road user charging scheme. NOT a good idea!

Please be aware past Governments attempted to introduce road charging and were always met with a successful large backlash!

It has been said if any Government who does introduce anything like this will not be in power for long!

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Answer :- Londoners and the rest of UK drivers should be paying far less for their driving-based charges. We are currently in a cost of living crisis with very high inflation.

Therefore any additional cost will have an impact on the economy. So not a good idea.

The current Mayor of London, is chauffeur driven to work in a £300,000 five-litre armoured Range Rover provided by Transport for London. What would be the cost per mile for this Range Rover when applying road user charging? It has a larger engine than a London Transport bus which is 4.5 litre.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Answer :- In your example, if a local referendum is carried out, and returned a majority against new road charging schemes. Would you honor this and not go against the will of the people?

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Answer :- Any smarter road user charging system from any cities from around the world, will always be detrimental to any driver.

This in my view is a very bad idea.

Just one last point in this consultation, I believe these questions are biased towards the assumption in favour of smarter road user charging.

## Written Evidence from Individuals: Part One

Take it from me, that is NOT the case, I do NOT want any form of smarter road user charging/pay per mile/road charging and I still feel this is a very bad idea!

Kind regards.

From  
[personal information redacted for publication]

Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2223 |
|------------------|---------|

I've worked in London for 20 years.

As a member of emergency services for all that time, I can potentially be working anywhere at hours when public transport is not viable. Therefore of necessity I usually drive.

I cannot believe what I am reading regarding ULEZ and 40 and 15 minute Cities and now Road User Charging. This is an attack on freedom of movement within our own country, that is no better than Lockdown and for far less good reason.

1. Do the current road user charging systems in London require reform?

NO, unless the reform is to simply remove them.

2. How might smarter road user charging differ from the current daily charges for driving applied in London? All I can see is that you will use it for more scrutiny, data collection and increases of "fares"

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? It costs enough to get to work & do the daily grind. Never mind caring responsibilities, do the London Assembly really think they have the right to know and determine the necessity of every journey made by the millions of people in London? How does that fit with GDPR? Essential services are what? The plumber and electrician? The courier or taxi? Or Emergency...needs an ambulance - suspected cardiac arrest at the shock of the cost of visiting the grandchildren

4. What strategies and targets could smarter road user charging support? How about you put the money for implementing this hideous Orwellian notion into the existing transport network & make that cleaner, safer, more reliable & better staffed so that people actually want to use it?

5. What technology could be used to support smarter road user charging? You mean the technology from Siemens & other companies that are already being installed? Headed by persons already interconnected with Mr Khan, the C40...

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? TFL underground is more polluted. Clean that up.

## Written Evidence from Individuals: Part One

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? VED is a national scheme. It is a road user charging scheme, already computerised & legislatively enforceable. The revenue goes to the government. The idea proposed for cities to charge additionally for the same thing is preposterous.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? If this were a scheme introduced, bearing in mind the proposals seem to require purpose of journey, and charge per mile, they should replace VED and insurance requirements at very minimum because otherwise people are paying twice for the same journey

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? This is just an excuse to gather more data

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? Hardly. It's size and scope is immense. The likely impact on culture, entertainment, tourism in our CAPITAL city is dire. On nonUK nationals? And if you are trying to sell this as a National scheme you best be replacing VED and guaranteeing good road condition, refueling points & parking availability, because charging per mile you should likely get sued for every pothole by every user & calls for recompense for every journey that doesn't go smoothly.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Quite frankly London is obnoxiously expensive already. The way things are going I'm not sure most of the amenities London presently offers to entice people, will survive for long if this is implemented. A great deal of it almost didn't survive COVID. Mr Khan will be the Mayor who killed London economy

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? Too bloody right, I don't agree that any Mayor should have such broadly reaching and widely impactful schemes that open the door to far more power & data than he should have access to.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I've seen recent proposals similar to ULEZ from other places in the UK & honestly if this is where our leaders think they want to take the country, it's not a leadership I can believe or trust in, not a capital city I want to work in, nor a country I want to live in.

Regards,

[personal information redacted for publication]

Objection to proposal

## Written Evidence from Individuals: Part One

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2222 |
|------------------|---------|

To Whom It May Concern

I am writing to object to the the City Moves proposals. It is erroneous and an attack on people's civil, human and democratic rights.

Faithfully

[personal information redacted for publication]

ULEZ & 'Smart' Road Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2221 |
|------------------|---------|

Dear Panel,

I've become increasingly concerned about the draconian extension of "ULEZ" and similar associated authoritarian, anti-social, anti-car road schemes.

These schemes penalise the poorest in our society: those who cannot afford new or upgraded cars, those who cannot afford expensive rail travel, pricing them off the road.

It is therefore particularly galling that these schemes are being pushed by, of all people, a Labour Mayor, especially as it is those on the left who scream from the rooftops each time someone attempts to address large scale illegal immigration, which caused the overcrowding in the first place!

How much easier to blame those who warned against it?

Claims that these draconian schemes are about "climate change" are patently false, as the immense increase in fossil-fuelled electricity needed to charge electric cars and the huge waste and environmental pollution caused by scrapping useable vehicles and replacing them all en masse with new ones, makes plain.

It's funny how "climate change" schemes always involve charging the poorest more, isn't it, while making more money for global corporations?

These schemes are anti-people and anti-business and need an urgent re-think.

Yours sincerely,

[personal information redacted for publication]

Consultation

## Written Evidence from Individuals: Part One

|           |         |
|-----------|---------|
| Reference | RUC2220 |
|-----------|---------|

Response from a regular London Road user with a partner who lived in [personal information redacted for publication]. I work in the military, am a single parent and live outside London.

1. Do the current road user charging systems in London require reform?

No - the charges are expensive already. If charging must be brought in Congestion Zone only. Otherwise it is yet another tax mostly on the poor.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Londoners are already paying too much in most cases. Congestion zone only.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

This sounds very complex. Enough pain is already being caused by the ULEZ expansion. I am being forced to change my car. The replacement will produce more CO2!! I am therefore becoming less rather than more Green!! An electric car would not work as my partner lives in a flat and there are no chargers at work 70 miles from there.

4. What strategies and targets could smarter road user charging support?

None - should not be introduced.

5. What technology could be used to support smarter road user charging?

None - should not be introduced.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

None or congestion zone only otherwise a tax on the poor.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Should only be National.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

None - should not be introduced.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

None - should not be introduced.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

NO - it is the Capital!!!!

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

This is a strange question. Is this on top of all the other charges? Only brought in by National Government if not at all. Public transport is not in the slightest bit possible for my job. I would take 5 hours to get to work and not be able to return home at the end of the day.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Must have a referendum. Making big changes just based on the mayor is prone to electoral bias. As an example there was a Conservative mayor when Labour were in power and vice versa now.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

## Written Evidence from Individuals: Part One

N/A

Kind regards,  
[personal information redacted for publication]

smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2219 |
|------------------|---------|

Dear London.gov.uk

Do not consent to this smart road user charging there is enough restrictions already around the country this country this is a step to far and it states in the universal declaration of human rights about the freedom of travel its also a basic human right for freedom to not be tracked and monitored with everything you do and the right to privacy.

yours sincerely

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2218 |
|------------------|---------|

Dear Sirs/Madam

In answer to Key questions

1. Do the current road user charging systems in London require reform?

No. Existing charging systems are quite adequate. All of the stated aims of this new system can be better achieved by traditional methods. There is no need for digital or technological systems, but instead it would be better to put resources into improving existing systems, for example reassessing speed humps, improved traffic light phasing, road surface maintenance, and signage.

Poor quality in all these areas impacts on road congestion, journey times, and pollution from all sources.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject any such scheme. For example the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature.

Better to look at why isn't the congestion charging working sufficiently? As there are no reasons to bring in yet another digital system that not everybody can or will use

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never



## Written Evidence from Individuals: Part One

happen. It also adds more complications and stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one's journey. For example when parents need to collect their child.

Same as congestion charging which is already working.

4. What strategies and targets could smarter road user charging support?

There are no strategies and targets that smarter road user charging can support. Target-chasing always ends up incentivising perverse outcomes and does more harm than good. Target-monitoring is costly and effort should instead be put into quality of urban design. For example congestion charging.

5. What technology could be used to support smarter road user charging?

None. Human society already has too much technology in use, congestion charging by number plate works perfectly.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead better quality road design is needed, along with reduced charges and support for local shops so that people can fulfil their routine needs without the need to travel. For example tyre dust is a significant source of pollution, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads, not by taxation and charges.

Traffic could be helped with better traffic lights and roundabouts where needed, widening of roads where possible or one way streets.

Air pollution has already reduced through congestion charging. Perhaps encouraging Hydrogen combustion engines where they can be converted from diesel or natural gas fuelled engines.

Hydrogen internal combustion engines are appealing to vehicle makers for two primary reasons.

First is their similarity with traditional internal combustion engines.

Second is hydrogen's ability to power vehicles as a zero-carbon fuel.

Climate change cannot be adjusted because of vehicles in London or the whole world, as the sun is the factor for global warming and nanoparticles in the atmosphere cause climate cooling which is of high concern.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging should not be introduced anywhere.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging should not be introduced because any advantages for each individual are outweighed by the disadvantages.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No such discounts or exemptions should be introduced. The concept introduces the need to justify one's journeys to the authorities, that is, to ask permission, something that should never happen. Instead the Blue Badge system already exists and can be widened in scope or reformed. The way to improve the lives of the groups mentioned here would be to reduce fuel charges by increased oil exploration and extraction.

## Written Evidence from Individuals: Part One

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. No such trial is needed. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be an increase in annual road tax on EVs.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No such distance-based charging scheme should be introduced.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities' powers to introduce these schemes should be removed immediately. We need a full and uncensored debate through all forms of public discourse. Dissenting voices should be fully attended to, and only after that specific referendums should be required to determine the will of the people.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate.

How is the money to be used and who would regulate and confirm how it is spent. How would money affect either pollution, traffic or climate variations?

Signed

A concerned citizen

Do the current road user charging systems in London require reform?

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2217 |
|------------------|---------|

I WISH TO REMAIN ANONYMOUS

1 Do the the current road user charging systems in London require reform?

No. We already have the ULEZ which has already impacted people enormously and which Mr Khan wishes to expand all over London. We do not need any more CHARGING for MOTORISTS TO GO ABOUT THEIR DAY. People are already stressed and impoverished enough thanks to the state of the economy and the impact of the last few years and as such we need LESS regulation and monitoring.

2 How might smarter road user charging differ from the current daily charges for driving applied in London?

## Written Evidence from Individuals: Part One

We do not need new systems - the old systems are already taxing us to the hilt and giving the government masses of money per car. With a few small exceptions the current system is more than adequate.

Fix public transport alternatives first...

3 How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

You should not have to pay extra whether you are travelling for work, for caring or if You are a tradesman. We already pay fuel duty, which is a cost per mile as you pay more if you drive more. We don't need any more road charging systems. People are already paying massively high road taxes.

4 What strategies and targets could smarter road user charging support?

None.

5 What technology could be used to support smarter road user charging?

None. This sort of technology is overly intrusive, and could lead abusive use of it.

6 How could smarter road user charging assist with tackling current challenges such as traffic air pollution and climate change?

A freedom of information request revealed that traffic pollution in London is negligible. Furthermore ULEZ is already doing this cutting out the most polluting who les in London. We are taxed via VED on emissions, electric cars have been incentivised, walking and cycling is increasing. Enough is enough!

7 Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have a national road user charge called ROAD TAX and FUEL DUTY and these taxes are significant. We do NOT need any further regional or city taxes.

8 If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

The current charges or taxes should not be replaced without a full public consultation. Any decisions made outside a public consultation should be deemed undemocratic.

9 What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We DO NOT WANT OR NEED any new road charging schemes. Why would we trust Sadiq Khan who is currently promoting a ULEZ expansion under the guise of climate change whilst HE hypocritically takes his dog for a daily walk with a 3 car convoy - one of which does 13 miles per gallon?

10 If the Government were interested in a national distance user

## Written Evidence from Individuals: Part One

charging scheme, would London be a sensible place for a trial?

No. Nowhere is a sensible place for this kind of trial...

11 If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Noone should pay any more than they are paying now. The disadvantages will far outweigh the advantages and the costs will cripple many drivers. Why would a democratic government seek to do that?

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers for example a local referendum?

All of these new schemes should be put to a public vote - we still claim, after all, to be a democratic country. Failure to consult the public would be the act of totalitarian state.

13 How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Firstly, the men and women of the UK did not have a say on the setting of policy goals - these were chosen by the government who should themselves have done their research and should be aware of what other countries are doing before coming back to us men and women with options and all the appropriate information so that we can make an informed choice on policy and plans.

Opposition to the proposed new road user charges

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2216 |
|------------------|---------|

To Whom It May Concern

I am writing to strongly oppose all the evidence put forward, as well as the suggested proposals. I view these as a waste of taxpayers money and an intrusion on the public's civil and privacy rights. This goes against the principles of democracy and I oppose them in their entirety.

Faithfully

[personal information redacted for publication]

smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2213 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

## Written Evidence from Individuals: Part One

### remove all charges

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

No for it

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Leave us alone.

4. What strategies and targets could smarter road user charging support?

None

5. What technology could be used to support smarter road user charging?

None

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

They can't.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Referendums only

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

No for it

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Don't introduce the system, no discount will be needed. Do you want one for Mayor, billionaires and so on?

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

NO

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Don't introduce

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Referendum a proper one with letter sent to voters

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I don't care. It's not our business. London is not like other towns. We have to have the system for London.

### Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2211 |
|------------------|---------|

## Written Evidence from Individuals: Part One

Dear Sir/Ma'am,

My answers to your answers in bold blue as requested are shown below:

1. Do the current road user charging systems in London require reform?

**No. The ULEZ, congestion charges including other charges such as parking has already impacted us the public financially especially during the last 2.5 years as a result of job loses, reduction in wages and reduced working hours including businesses situated in the ULEZ areas which can no longer afford to trade. These charges should not be implemented as we the public have already suffered financially with meeting the demands of increasing energy prices including rising foods costs and availability.**

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

**Instead of proposing and implementing new systems change the current one to a cost friendly one. For example anyone travelling between 10pm and 2am would be paying twice. How about fixing that one?**

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

**No member of the public should give a reason for the purpose of using their cars on the public highways. We are already paying road tax, insurance, fuel duties/charging for the vehicles including temporary parking. We don't need or want to have additional financial charging systems as we are already financially restricted.**

4. What strategies and targets could Smarter user road charging support?

**None. The focus should be on improving the wellbeing and happiness of the nation rather than focusing money/income generating ideas.**

5. What technology could be used to support smarter road user charging?

**From a human point of view we don't need more technology to make our own decisions or choices as we're more than capable in making those decisions/choices for ourselves.**

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

**The ULEZ scheme is already taking care of that and nothing more is required. Proposing more schemes would only leave us the public scraping the barrel financially speaking. Electric Vehicles will no longer be exempt from the Congestion Charge and insurance. What more reasons is needed to propose and implement more income generating ideas when we the public continue to be impacted financially?**

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

## Written Evidence from Individuals: Part One

**We the public are already paying Road Tax and Fuel Duty. That's more than enough. How about giving incentives to owners of older vehicles such as reduction in road tax instead of having to purchase new vehicle every 2-4 years?**

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed.

**It should not be considered. Those individuals should be focusing on improving the health and wellbeing of the public in London and nationwide included and not restricting us financially preventing us from visiting our friends and family on our own terms.**

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

**We don't want, need or desire another charging scheme. Remember when Sadiq Khan, took his dog or dogs out using 3 vehicles instead of walking his dogs to the park a far distance from his home? We don't need his hypocrisy and double standards.**

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

**London including any town or city nationwide would not be an ideal for implementing such a scheme let a lone trial. I believe in the public having freedom of movement, freedom of choice.**

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

**We would be paying more causing us to become out of pocket faster than we can pay our other bills including mortgages and other loans. Meaning we will have little to meet our bill payments.**

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

**All these proposed schemes requires a public vote as we live in a democracy. Any other way would be like a dictatorship.**

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

**Well we haven't been chance to vote on the Smarter Road user charging scheme let alone the ULEZ and the congestion charge. We the public comprising of human beings should given the right to vote for all of those schemes including this smarter charging otherwise it would be a dictatorship which is not what the public voted for. This is supposed to be a democracy.**

## Written Evidence from Individuals: Part One

I look forward to hearing from you soon and should the opportunity presents itself to meet in person.

Yours faithfully,

[personal information redacted for publication]

Response to Call for Evidence: The future of smart road user charging February 2023 consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2208 |
|------------------|---------|

### Call for Evidence: The future of smart road user charging February 2023

I was only made aware of this consultation a few days ago which does not appear to have been widely publicised for comment in either Greater London or the surrounding areas which would be affected by any proposals to introduce smart road charging

I am against the introduction of smart road charging which I see as yet another example of the Mayor raising revenue from hard pressed Londoners and those from outside London who work or have to travel into Greater London for example for caring responsibilities and would question the Mayors updated transport strategy.

London already has a number of road user charging schemes in place, including the Congestion Charge, the Low Emission Zone and now the imposition of the Ultra-low Emission Zone which are causing considerable stress and worry to myself and many of my neighbours and businesses at a time of rising cost of living with increases in energy charges, utility prices, food, fuel mortgages and transport costs.

I have childcare responsibilities for 3 grandchildren under 5 with another expected in September to enable my daughters who are teachers to work part time in order to manage the rising cost of living and although I use public transport where possible need a reliable car in order to do this . My current car recently passed its MOT and is taxed and insured until Jan 2024 but is not ULEZ complaint so has no trade in value towards another vehicle . I am a pensioner but not in receipt of any other benefits so am not eligible for the scrappage scheme . I made representations on the ULEZ consultation which like many others have been ignored and have been actively looking for another vehicle since the ULEZ extension was confirmed in October and have yet to find another suitable vehicle .

I do not have a driveway so am unable to have an electric plug in vehicle even if I could afford their price and having found that although all cars both new and 2<sup>nd</sup> hand have rapidly increased in cost in the last 2 years larger non electric MPV/SUV cars with the boot space for buggies and facilities for 2/3 child safety seats such as the Citroen Berlingo or Peugeot Rifter are no longer being made due to worldwide shortages of components and manufacturers concentrating on electric cars and that recent reliable 2<sup>nd</sup> hand models of these cars have rocketed to £25,000+. I have recently resorted to looking at smaller SUV hybrid petrol cars such as the Honda Crosstar and am finding that 2<sup>nd</sup> hand models are again now in excess of £25k– and with most manufacturers that prices of new cars are going up from April 1<sup>st</sup> and the wait time for a new model is several months nearing the August ULEZ deadline

I was due today to complete the paperwork for ordering a new vehicle using a finance scheme at 8.9% advertised by Honda as available until 31<sup>st</sup> March at a price agreed with a dealer a few days ago only to find when I turned up that no vehicles can now be ordered until after April 1<sup>st</sup> when they will be at the higher price and with no guarantee on the delivery date being before August



## Written Evidence from Individuals: Part One

[personal information redacted for publication]

The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2204 |
|------------------|---------|

RUC consultation

1. Do the current road user charging systems in London require reform?

Yes. Remove Ulez.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Will not work. Will be super expensive (where would the money come from? Us the people) , will curtail individual freedoms, people will not accept it.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

This will need too much knowledge of people's habits and will result in total erosion of individual freedoms. Not needed, not wanted. What organisations propose these schemes? Why isn't the people consulted before these type of proposals are developed? How expensive are these proposals to be taken to the planning stage? Why is the London Assembly spending money in projects like these without consulting the people before studies are done? Consulting the people after the studies are done, feels like a foregone conclusion and the final consultation is just a box ticking exercise. This is not a democratic process.

4. What strategies and targets could smarter road user charging support?

None that can not be implemented with the current taxes. How about upgrading traffic lights so they can be more responsive and to work in sync creating fast moving corridors, so there could be a weekend mode, peak hour mode, off peak mode, all in sync with the objective of moving the most amount of people through. No need to implement a whole new scheme of electronic surveillance.

5. What technology could be used to support smarter road user charging?

There are already thousands of cameras and 5g devices in London. How many more will be needed? Who will pay for all of that infrastructure? Why isn't that money invested in a productive activity (e. g. Nuclear energy) instead of a social engineering experiment?

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It will restrict traffic and make things worse. Public transport infrastructure is already at breaking levels. London will become a third world city where people spend hours commuting to and from work from short distances.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

City level, as not all cities have the same issues of road capacity, so a national or regional scheme will end up penalising cities that may not have a traffic issue.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

The state of London roads is appalling in some places, what is being done to address it? At present, roads are not maintained properly and here we are embarking on an even more ambitious and expensive project without having solved the problems of the basic infrastructure.

Why would people even consider supporting a new system that will give councils more money and power when the current system is not being maintained properly.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those

## Written Evidence from Individuals: Part One

on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

In areas of low level of transport, introduce a system of smaller vehicles (vans), so buses can be used where needed. Legalise the use of scooters, so they can be consider a proper vehicle and be regulated. Bicycles could have a plate number so law breakers can be identified and dealt with. Traffic lights can be optimised to ensure ease of traffic flow, at the moment some of the traffic lights are out of sync, too slow, causing delays and bottlenecks.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No! If a trial like this was to be conducted, it will need a small city, so disruption and costs can be minimised. To use London as a trial is ludicrous.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

More. Successive governments will raise the rates and people will end up paying a lot more.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

The proposed change to road use is so fundamental that it requires a national referendum. I don't believe Mayors and local authorities have the authority to introduce these types of changes, it will amount to abuse of power.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I don't know of any city that has implemented such measures.

### Road user charging system

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2202 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

No I strongly disagree we do not need reforms we already have the ULEZ which has greatly impacted negatively on people's lives enough.No more needless regulation and monitoring not now or in the foreseeable future.

2.How might smarter road user charging differ from the current daily changes for driving applied in London?

Road user charging is not smarter it appears to be an unjustified charging system. What will happen with electric car charging extra charging tax as well!

3.How might changes for driving in London be varied for different types of journeys such as travelling for work, caring responsibilities or essential services?

We already pay fuel duty,which is a cost per mile you pay more if you drive more. We do not need any more charging systems.It would be confusing and completely

## Written Evidence from Individuals: Part One

complex for people who are already stressed and poor thanks to the impact of the last few years. The London economy has already been damaged has have other cities and Towns stop this enough is enough.

4. What strategies and targets could smarter road user charging support?

None, it would not support only hinder people's well being it should never be implemented.

5. What technology could be used to support smarter road user charging?

None, humans do not need to be subjected to anymore technology surveilling them eroding their freedom and movement, it should not be implemented.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

None. Example-After the Grenfell tragedy locals demanded the council do an air quality test and said the results met the British and European air quality standards. People's movement is in danger of being free. This should not be implemented on now or in the foreseeable future.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approaches?

This is not needed as we already have a road user charging system at national level, it is called Road tax and fuel duty. We do not need any more and it would inevitably be at a greater cost for the people.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

None. This should not be implemented. The people writing this report should consider the impact this would have on people's lives negatively forced restrictions of movement and impact on businesses and people's life's work and health.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

None. we the people do not want or need a road charging scheme. We already have one in place. Mr Sadiq Khan seems to be using all the money from fining people in London to then use these to finance the promotion of this and other ULEZ schemes. While he travels around London in a 3 car convoy.

10. If the government were interested in a national distance based road user charging scheme, would London be a sensible place for a trial?

No. It would finish off the people's businesses and finish off the capital's or any other City or town economy if this where to be implemented. Do you want to turn us into Ghost towns where bye the people staying at home and having to ask for permission to move sounds very dystopian to me, the people of London must be very stressed at the thought of this scheme.

11. If distance-based road user charging was introduced, do you think Londoners who

## Written Evidence from Individuals: Part One

drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

This shouldn't be implemented as the drivers in London will no doubt be charged so much more that they would be unable to afford this scheme hence unable to drive anywhere thus again comes back to restricting people's movement and freedom.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

All of these schemes should be put to the public vote like any good democratic country should do.

13. How are other cities and countries working on similar road user charging ideas, and what alternatives are they looking at for achieving similar policy goals?

Each individual City and Town should be consulted on before any changes are acted on. Give people a chance to vote on any changes affecting the rest of their lives. The consequences are not always transparent.

Call for Evidence: the Future of Smart Road Charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2201 |
|------------------|---------|

Dear Scrutineers,

I am a 60 year old woman who has lived most of her life in London. I used the tube to go to school and buses to travel about the city. I cycled to work in the 1980s and 90s and have walked to and from the city centre. I have held a driving licence since 1979. When I had children I drove them to and from school and organised car sharing with other mothers. I take black London taxis and always talk about current affairs with the cabbie. I now find myself very poorly served by the Smart Road Charging plans that the Mayor of London's office are proposing. I have copied your questions and written my responses next to them.

Key questions 1. Do the current road user charging systems in London require reform? Yes they are complicated and illiberal - e.g. my daughter was driven to UCH in an emergency - there is no way of finding out whether the Congestion Charge zone was breached and therefore a payment was due. Either one has to pay in case or wait for a demand which will be a penalty notice. Why so user unfriendly? Surely it is only right to be able to ask whether a payment is due or not. There is no helpline and no actual person to consult. This is wrong. You should allow users to find out whether they need to pay and if they have overpaid refund them the over-payment.

2. How might smarter road user charging differ from the current daily charges for driving applied in London? I don't think they should. One charge is enough and setting up the infrastructure and maintaining the infrastructure of "smarter road user" is expensive and will quickly become out of date. You are enthralled to a technological snakeoil salesman and our council tax is being misused in these schemes.

## Written Evidence from Individuals: Part One

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? This is not necessary and is complicated and stressful for people to navigate. There should be one simple charge and you should stick at that.
4. What strategies and targets could smarter road user charging support? None and stop wasting resources looking for a problem which does not exist.
5. What technology could be used to support smarter road user charging? Again none and technologies quickly become erratic and obsolete - think all the phone updates and the computer updates which render earlier technology obsolete.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? No it couldn't and you are again looking for a use for your latest technology which as mentioned above quickly stops working and needs updating and that is often not done. A waste of human productivity.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? No again they are not needed and are a waste of resources, capital and actual goods such as rare earths and minerals which go into all these electronic systems. Our civilisation is thousands of years old and your technological offerings are not necessary.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? It should not be introduced and the existing system which is after all a revenue raising exercise should be simplified such as the first iteration of it or it should be scrapped entirely. You should be looking after humans and tending to their social care not organising machines and systems to catch people and extricate money from them. How are tradesmen and women supposed to function in your camera surveillance obsessed society?
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? Again you are proposing a multi-tiered system which will be difficult for people to use. No discounts or exemptions would be needed if your system was designed to be user friendly and public transport improved to raise low levels to decent ones.
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? Again no - stop inventing uses for your surveillance technology and bear in mind my repeated point about this only being cutting edge for a short time and then becoming unreliable, full of bugs and viruses, hackable and readily breaking down and then needing to be replaced. Stop making the lives of the British public complicated and stressful and go back to offering the services you are elected to maintain such as social care.
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? It shouldn't be introduced. Full Stop.
12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? Mayors and local authorities should not use those powers because they come at a cost for installing the infrastructure and this is a waste of public money. Referenda should be used but again this comes with a

## Written Evidence from Individuals: Part One

cost in administration and counting votes. This is all about extracting money by stealth from us voters and should be recognised as such. Public parks and libraries and efficient bin collections, are what local authorities should be concentrating on not squeezing money out of ordinary Londoners at every opportunity.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? I don't know off hand but I should imagine that these schemes will lead to the death of city life as everyone elects to remain indoors and keep their money - but perhaps this is your intended outcome?

Yours sincerely,

[personal information redacted for publication]

### Road User Charging - Call for Evidence

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2195 |
|------------------|---------|

Dear London Assembly

Thank you for asking for evidence to inform the future of road user charging in London.

I live nearby, visiting frequently mainly by public transport and sometimes by car. I have read widely on the topic of road user charging and related topics.

I understand that it is increasingly important to find new means of regulating the use of motor vehicles in the city, for a wide range of reasons, which you refer to in your call for evidence paper. No-one can argue with the need to reduce air pollution and traffic congestion and their related impacts.

I have several concerns about road user charging:

- I am very concerned that people on low incomes who may have no alternative but to use the roads and make long journeys will be disproportionately negatively affected by road user charging.

- I am also concerned that road user charging may disproportionately affect people who have no alternative but to use a car for personal or family health reasons.

- I am concerned about the personal freedoms and right to privacy which may be eroded in a road user charging system in which measurement of road use took place. Personal freedom will be limited if people simply cannot afford to use the roads or if their road use is monitored.

- I am concerned that insufficient effort has been made to make public transport safer, more reliable, cheaper and more convenient, because this is the primary way that road use will be limited - not through charging.

Freedom of movement and privacy is very important to me and I'd like it to be respected.

Please use your power for the highest good,

[personal information redacted for publication]

### Road User Charging Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2193 |
|------------------|---------|

Dear Sir

## Written Evidence from Individuals: Part One

Please find answers to your consultation questions.

1. Do the current road user charging systems in London require reform?

Yes they need removing. Since they were implemented about 20 years ago vehicles have lower emissions. The charging is under the disguise of low emissions but is just an unfair charge.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Daily charging when you don't know if you have gone into a charging area is extremely stressful. Individual charges shouldn't be a thing especially as you are expected to pay before it's even been confirmed you were in the 'zone'. Do you pay to avoid a fine when you might not need to pay at all? It is a ludicrous system.

I believe Fuel duty & road tax should cover the cost. If revenue needs to be raised increase those instead at least people know where they stand.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

No differing charges should be implemented. People can make their own decision on how they will travel. There are too many factors to be taken into consideration due to where they live, vulnerability, travelling at night, lone females & males (sexual assault & stabbings), what you need to transport with you, convenience, weather, cost. The list goes on. There should NOT be a charge depending on why you travel. What is very important to one person is not important to another.

4. What strategies and targets could smarter road user charging support?

I don't think targets are needed. Improvements should be made naturally over time with no one forced. Plans should be made with peoples lives in mind.

5. What technology could be used to support smarter road user charging?

None! We don't need big brother watching.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Traffic is one of those things! Everyone needs freedom to move around, air pollution is good now, you've only got to look at the air pollution figures to tell you that. Everyone is mindful of climate change & makes those choices themselves.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Everything needs to be done as one on a national level. People travel around the country & they can't be expected to know the rules & regulations of all schemes.

## Written Evidence from Individuals: Part One

For example a toll for a bridge, you know you have gone over the bridge & pay accordingly. Whereby different payment zones are confusing especially when driving in an area you don't know.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

At present fuel duty & car tax is enough. I think car tax should go back to being the same for all vehicles. Fuel duty is already a distance based charging scheme. I disagree with charging separately for tolls, bridges & low emission zones.

In recognition of electric vehicles who do not pay fuel duty & it is impossible to know how much each individual is charging their vehicle to add a type of fuel duty charge. I therefore would remove all fuel duty on petrol & charge on a mileage basis to cover all types of car. Monthly car mileage confirmed at the annual MOT? In no circumstances cameras on street corners recording every movement. The amount people pay should be comparable to what they already pay in fuel duty so it is no more expensive than it already is to travel.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No discount. Especially as you can't clearly define those listed above! Need to drive for work & those with low levels of public transport are very ambiguous!

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No as it will hit Londoners hard especially as I assume by London you mean all London Boroughs & the surrounding counties. Also if they are already being charged fuel duty on fuel they will be paying twice!

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

The same fuel duty as paid now should cover it.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

I think they are abusing this power by implementing road charging schemes without the public being made aware of the whole picture. Starting with low emissions then taking it further & charging everyone is an underhand way of doing things.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I'm afraid I can't speak about other countries as I don't have any information about what they do.



## Written Evidence from Individuals: Part One

### Movement Charges

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2192 |
|------------------|---------|

I am really disappointed, that again you people are trying to find yet more ways to make all Londoners life's a misery!

Unbelievable!

We don't want these unfair schemes & policies that cause everyone misery in one way or another.

This proposal will kill my business as I am self employed security systems engineer, me being able to travel is the life line of my business, I carry tools to each location, travelling on public transport is not a option.

I've already lost customers on the opposite side of London as your LTNs have caused created havoc with traffic on the streets of london!

I don't understand how forcing all road traffic to the high streets, creating excessive traffic & creating longer journeys, causing even more emissions, was even a plan 1st place.

I can afford this anymore, this will be the death of my small business along with countless others.

I can not express enough how frustrating, scary & disappointing it is, that my life & livelihood is being destroyed with these unjustified & ruthless schemes.

From

[personal information redacted for publication]

### Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2188 |
|------------------|---------|

I am vehemently opposed to the introduction of smart road user charging in the UK.

I strongly object to the constant monitoring of our movements whenever we are making a car journey. It is an infringement of our freedom to travel.

It is an unwelcome acceleration of the obvious plans to remove our rights and freedoms by stealth. Using the excuse of it being necessary to save us from "global warming" that it is supposedly good for the environment and will reduce pollution to introduce measures to curtail travel. Which would undoubtedly be the result of instigating these unwanted charges. It would be detrimental to those living rural areas where there is little or no public transport. It would be a financial burden to anyone who has to make a car journey to take children (or grandchildren as in my case) to school. To those who have elderly relatives needing care and support.

It would be a financial burden to anyone who had to travel a fair distance to get their food shopping.

There are multiple disadvantages to these charges. I can't think of any benefits at all.

I don't consent to unelected bureaucrats making decisions like this on my behalf, for me, my family, my friends and my fellow citizens. If you want to introduce these charges we should have a national referendum, then we can demonstrate unequivocally what we want.

#nosmartroadusercharges

## Written Evidence from Individuals: Part One

Regards

[personal information redacted for publication]

### Road Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2183 |
|------------------|---------|

1. Do the current road user charging systems in London require reform? Yes they need to be scrapped in all forms as they are charging you for the streets that we own
2. How might smarter road user charging differ from the current daily charges for driving applied in London? They Are not smart they are only smart for Sadiq Kahn and is mismanagement of TFL Who needs cash this must be stopped
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? Stop road charging
4. What strategies and targets could smarter road user charging support? None As road charging must not be introduced
5. What technology could be used to support smarter road user charging? None stop road charging
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?It will not cause any changes in london it is just a money making scam that must me stopped
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? Stop road charging there should be no scheme in this country. I will not pay any road charging scheme at all.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? There must be no road charging.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low

## Written Evidence from Individuals: Part One

incomes, those who need to drive for work, or people who live in areas with low levels of public transport? None STOP ROAD CHARGING

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? Absolutely not road charging is a idea from you tyrants it must be stopped
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?
12. **How far would that go? How fast you drive, how big is your car, how many people are you carrying? ‘Sorry granny, I can’t afford to give you a lift to your crucial treatment appointment’?! It also raises the alarming question as to how extensively are you monitoring peoples’ activities in their own personal cars, and implies infringement of privacy and civil liberty laws.**
13. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?  
**Yes, no such steps should be taken without a full, fair, and transparent referendum that everyone, including those living in surrounding areas who will also be affected, can vote on. And the results must be strictly adhered to, unlike your referendum on the ULEZ Expansion which appears to have been duly ignored.**
14. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?  
**The circumstances of each individual town or city should be examined, analysed and widely consulted on, before any changes are initiated. Too often, far-reaching consequences are not thought-through in detail, particularly in terms of the hardship implications for vast numbers of the communities affected.**

## Written Evidence from Individuals: Part One

|           |         |
|-----------|---------|
| Reference | RUC2182 |
|-----------|---------|

1. Do the current road user charging systems in London require reform?

No, ULEZ has caused enough problems to motorists, workers and families. NO MORE CHARGING MOTORISTS TO GO ABOUT THEIR DAILY LIFE. The country is in a sorry state due to the economy and people are stressed enough as it is. No more regulations.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Is a new system needed? NO...The existing system needs adjusting, i.e. because the daily charge stops at midnight, a visitor between 10 pm and 2am pays twice. This is not fair!

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

No one should have to pay extra charges, no matter what the reason. We pay fuel duty on our mileage already. Your system screws people in every way, especially the vulnerable who need care and attention.

4. What strategies and targets could smarter road user charging support?

Why concentrate on smarter road user targets. The agenda is all nonsense, extra charging IS NOT going to help the planet.

5. What technology could be used to support smarter road user charging?

We don't want more technology, it's an intrusion into our lives and health.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The challenges you mention worsen with more technology. EMF's and electromagnetic fields affect air pollution and the climate. Electricity is the dirtiest form of energy. SO....enough is enough.

7. Are road user schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect from either approach?

We already have a road user charging at national level - ROAD TAX AND FUEL DUTY. We DO NOT NEED anymore!

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging should not be introduced at all. This will price people out of driving cars to visit family and friends.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We do not want a road charging scheme. The concept introduces the need to justify one's journey to the authorities. That should never happen. The hypocrite Sadiq Khan can promote ULEZ whilst at the same time take his dog for a walk in a 3 car convoy that runs on 13 miles to the gallon. I mean come on, this is ludicrous.

10. If the government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

NO and Nowhere is a sensible place, this is dystopia and cannot be allowed to continue. We are born free and we will stay free.

11. If a distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No such distance-based charging scheme should be introduced.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use these powers (for example a local referendum)?

Who gave these Mayors and local authorities powers. I never agreed, I was not consulted. A full uncensored debate, through all forms of public discourse, to determine the public vote.

## Written Evidence from Individuals: Part One

13. How are other cities and countries working on similar road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Firstly, we the people did not have a say on the policy goals. None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate.

[personal information redacted for publication]

Road user charging response

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2181 |
|------------------|---------|

Hello,

Please see below my response to the questions as a London resident and repeat user.

Key questions

1. Do the current road user charging systems in London require reform? Define reform? Reversing the multitude of charges that provide no service to Londoners just extort users - then yes.

2. How might smarter road user charging differ from the current daily charges for driving applied in London? Presumes road charging is necessary and not already exorbitant. How it may differ - withdraw the charges.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? Why would they be varied? Do we live in a country that discriminates and penalises citizens? Withdraw all charges for all with no variations.

4. What strategies and targets could smarter road user charging support? Question doesn't make sense. The strategy of demoralising people and being tyrannical?

5. What technology could be used to support smarter road user charging? None. No technology

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? It won't take any challenges. Just make it worse and have unintended consequences in other areas

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? No benefits just legal plunder of citizens.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? No need to introduce smart road charging. Replace income tax, fuel duty and council tax in its entirety if you must.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? No need of smart road charging so no exemptions. If introduced, exempt everyone except public sector (especially politicians)

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? No

## Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? Much much much less

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? They shouldn't have these powers.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? Reducing taxes and letting people live without big government intervention and nannying.  
[personal information redacted for publication]

Call for Evidence : The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2179 |
|------------------|---------|

To whom it may concern,

I would like to submit some evidence regarding the future of London transport which will undoubtedly affect thw rest of the country.

I do not believe there is further need for change to the transport system through London. My biggest concern is that as further restrictions to driving into the centre increase, and more cameras are installed across London city, that it becomes unaffordable for small businesses and those on low incomes to afford travel around London for business. It is not always possible for people to use public transport, especially transporting goods lr equipment, and as most public transport slowly privatises, it's also not affordable for many to use public transport.

Life in the UK is quickly becoming unaffordable with the working class suffering hugely and the middle class feeling the squeeze. How will your decisions around transportation elivate the pressures already placed on the British public? Right now we do not need more taxes. We need better made decisions from governors who understand the needs of the general public.

I would strongly ask not to impose more restrictions, cameras and potential future taxes, but instead to start to aleviate the pressure felt on the many citizens and residents of the United Kingdom and London.

Regards,

[personal information redacted for publication]

Fwd: the future of smart rad user charging Feb 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2177 |
|------------------|---------|

**The future of smart road users**

## Written Evidence from Individuals: Part One

Hello,

please find following my answers to your questions about the future of smart road users - road users charging:

1. I don't think we need more charges to be applied to motorists going around for their daily commitments and activities. We already have the ULEZ, which has impacted people on a great scale.

The current state of the economy and the uncertainties of the whole world situation have put a huge strain on people's lives, we need some rest and time to recover, on all fronts, and I don't think that more restrictions, regulations and monitoring are the way to go, quite the opposite.

2. I would prefer to see the old system improved rather than a new one. For example, the daily charge stops at midnight, meaning someone who is visiting between the evening and let's say 1.00 / 2.00 am will get charged twice. shouldn't that be rectified?

3. I believe that there should be no difference applied whether you are traveling for caring for someone, working, or for essential services and commitments. There is already a fuel duty in place that we pay with a cost per mile, so the more you travel the more you pay. We do not need any more road charging system, let the people make their own decisions and empower them through choice rather than through restrictions.

4. No idea, I believe we need an approach that zooms out and looks at the bigger picture of where people are at and allows them through a supporting system to live freely and at the same time respect others and the environment.

5. Technology is all pervading nowadays and more of it doesn't necessarily mean better, as already stated above, I am not in favour of smart roads and therefore I don't see the need for a technology that supports it.

6. The ULEZ is already in charge of taking care of these issues. Taxes are applied on VED emissions and electric cars have been incentivised (not that they are not polluting, quite the contrary, but that's another issue...) so I feel we already have enough systems in place to address some of the challenges. If we really want to see a meaningful change in the quality of the air and issues with climate, we should throw our nets further up the river and understand how to stop looking at our planet as a resource to be used and at our complete disposal and learn to support an attitude of care and respect, which would then reflect in behaviours that are not selfish and damaging.

7. Road tax and fuel duty are what is already in place at national level. There is no need for more road user charging schemes. Most of the carbon emissions are found in the building of new cars, so maybe one way to help would be to reduce the road tax on older vehicles that have over the years paid their own carbon dues.

8. Once again, I don't see an application for this as I don't feel it is appropriate to charge even more people for driving their cars.

9. I think people drive their car mainly because they have to and not just to go for a ride, therefore we don't want a road charging scheme, regardless of income or personal situation.

10. No, it would not, and no other place would either. Money, time, resources and energy should be spent to help people make the best choices for themselves and others rather than implementing restrictions and penalties. There is no positive learning that comes from restrictions and "punishment", but just division and separation.

11. I think they would end up paying significantly more and I don't think they should.

12. All of these schemes that have a direct impact on people's lives should be put to public vote, so that a democratic approach could be followed.

13. The policy goals are not decided by the people so we should have a chance to vote on the policy first and then on the scheme and way to implement it.

Thank you for the opportunity to express our views and I do hope they are taken into account.

I feel we all want the same things, but the ways to go about it are endless, let's hope we can choose the road less travelled, remembering we cannot solve problems with the same mind that created them, we need a new way of thinking.

## Written Evidence from Individuals: Part One

With gratitude,  
[personal information redacted for publication]

Smart Road user charging - call for evidence

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2175 |
|------------------|---------|

Dear Sir/Madam,

As a citizen I am concerned about increased cameras and surveillance as well as increased costs at a time particularly now where people are struggling with living costs due to inflation. I do not live in London but have lived in Bristol and now live in a rural town. I appreciate concerns about health consequences of air pollution particularly in busy city areas.

Public transport schemes need to be reliable and affordable if people are to use public transport instead of their cars. This means provision for people on lower incomes and people with disabilities who often need additional support with using public transport. In Bristol I have seen full buses drive past bus stops and people worry about being late for work.

All of the fear mongering by govt about covid will not encourage people to use public transport! People will hesitate to be surrounded in small spaces with other people coughing and sneezing. It has felt that peoples immunity has been impaired perhaps by extended lockdowns and lack of contact with other people as well as perhaps a vaccine which was experimental and not tried or tested.

I am concerned about equality issues and citizens rights with regard to car use. With high costs of fuel car users on low incomes are disproportionately affected compared to people on high incomes. Car use could become the preserve of the wealthy . In rural areas with public transport that is very limited or non existent or unreliable people need to be able to drive to have access to shops and services.

Transport issues are local issues as transport links and issues will vary in different areas so there needs to be a local approach rather than a one size fits all standard which would be completely inappropriate.

Clearly people who have to drive for work need to be accommodated as do emergency services and people with carer responsibilities, transport to school, work , educational and health resources etc

People who will be affected by smart road user charging need to be able to have input into decisions in a reliable and democratic way such as with a referendum and there needs to be proper publicity and preparation so that people understand what they are voting for. If these changes are rushed through they will not work .

Yours sincerely,  
[personal information redacted for publication]



## Written Evidence from Individuals: Part One

Smart Roads Objection

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2168 |
|------------------|---------|

Nobody can afford this, it isn't practical and I won't be able to afford to visit relatives

CALL FOR EVIDENCE - SMART ROAD USER CHARGING

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2166 |
|------------------|---------|

### 1. Do the current road user charging systems in London require reform?

They should be abolished. Road Tax and Fuel Duty are all the taxes necessary for fixed and pay per mile levies. ULEZ does nothing to improve air quality is simple serves to penalise residents, especially those on low-income and small businesses.

### 2. How might smarter road user charging differ from the current daily charges for driving applied in London?

- It would constitute a step change in how much the state becomes involved in tracking and tracing motorists every move. It is said that the proposal would mean those who use the roads more, pay more. But his mechanism is already in place with fuel duty. The conclusion here is the change is purely about surveillance.

### 3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

- The more sophisticated the system, the more expensive. We pay far too much already without introducing an unnecessarily complex new and inefficient means of collecting even more revenue.

### 4. What strategies and targets could smarter road user charging support?

- If it were to be introduced, and I strongly recommend that it isn't, then only applying the scheme to large global corporations would make sense. The type who are registered in the Cayman Islands and never pay tax in the UK.

### 5. What technology could be used to support smarter road user charging?

- What a strange question in a call for evidence. People evidently would like to see a reduction in state interference and taxation. Government overreach is in abundance when it

## Written Evidence from Individuals: Part One

comes to activities like this which damage the GDP and only serve to feed the state obsession with surveillance.

### **6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?**

•  
Traffic is self-regulating. Road users minimise their journeys on the busiest roads. The roads cannot be fuller than full.

Air pollution isn't a problem. All the air in the capital is replaced on average every 1 hour and 30 mins. This is because of the prevailing south-westerly wind.

No tax, however large, will make a difference to climate change. The climate has always changed and will continue to do so irrespective of what we humans do. Recent studies concluded that the world would benefit from an increase in CO2 and suffer from a deduction. This makes the unsubstantiated zero-carbon project the most expensive clown show in history.

### **7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?**

•  
They are best consigned to the wastebasket. There are no benefits. It is simply Track and Trace.

### **8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?**

It shouldn't be introduced. Nobody wants it. Nobody voted for it. It wasn't in any manifesto. It is of no benefit to anybody.

### **9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?**

It shouldn't be introduced. Nobody wants it. Nobody voted for it. It wasn't in any manifesto. It is of no benefit to anybody.

### **10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?**

It shouldn't be introduced. Nobody wants it. Nobody voted for it. It wasn't in any manifesto. It is of no benefit to anybody.

### **11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?**

•  
It shouldn't be introduced. Nobody wants it. Nobody voted for it. It wasn't in any manifesto. It is of no benefit to anybody.

### **12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?**

•

## Written Evidence from Individuals: Part One

Of course. But I am sure they could come up with many better ideas for the general public to vote on. Some could, and I hope you're sitting down, actually be welcomed as a benefit to society rather than just another step along the road to authoritarianism.

### 13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I imagine they're faring pretty badly. People don't lend their sovereignty to politicians in order for them to stray from manifestos and abuse their trust by penalising them with draconian schemes such as this.

#### In conclusion

I object on the grounds I cannot see any benefit to society. The scheme would be entirely detrimental to the quality of people's lives.

Call for Evidence: The future of smart road user charging February 2023

|           |         |
|-----------|---------|
| Reference | RUC2165 |
|-----------|---------|

**I would like my feedback and experiences below to be submitted and recorded by end of play tomorrow (10 March 2023) — and for you to confirm the same by return email:**

On a personal level, I see ULEZ (and schemes such as LTNs) as little more than a deliberate ploy by politicians to create more congestion to justify more tax and oppression. On a factual level, the fundamental measure of success (or failure) for ULEZ is the level of pollutants in the air.

Studies (including that shown below\*) show there has not been any change in pollution despite the substantial decline in the most polluting vehicles entering the zone. So, clearly the correlation between the two assumed by Sadiq Khan does not exist. In which case, it can only be reasonable if not sensible to conclude that 'other' sources of pollutants are **far more** significant contributors to London's pollution levels. It is these other sources that need to be identified and targeted in order to make a positive and meaningful impact on London's air quality. In other words, ULEZ unfortunately has been a shocking waste of tax payers money and a deeply punitive blow to London's drivers who either can't afford to buy a compliant vehicle so have to pay the charge, or have had no choice but to scrap a perfectly serviceable vehicle and bear the cost of replacing it with one that avoids the financial penalty every time they need go to London. Being taxpayers as well, ULEZ was and is a double whammy of eye-watering proportions.

There are other troubling concerns — including the fact that Sadiq Khan ordered the cameras **before** the 'consultation' was out... Yet, even the (what turns out to have been a sham) 'consultation' found a significant majority of Londoners don't want ULEZ, let alone its expansion to outer London.

- TfL's recent report revealing disappointing early findings with ULEZ the NKR, WBR & Wandsworth is still impacting them. 2) The huge building developments are also having a major impact and there are OTHER sources of pollution. So no #LTNs do NOT work. {Source: The Breathe London network}
- An example (of many) Langford Primary School is inside the Sands End East #LTN set up more than 2.5 years ago. Sullivan Primary School is in the new Dec 22 LTN. Charing Cross Hospital — on a busy road — is not in any zone. BUT the readings at ALL 3 locations are very similar. All these readings are way in excess of WHO guidelines. Why are there no **real**

## Written Evidence from Individuals: Part One

differences? 1) Because pollution **travels!** Langford & Sullivan schools might both be inside LTNs but the pollution from the displaced traffic on the NKR, WBR & Wandsworth is still impacting them. 2) The huge building developments are also having a major impact and there are OTHER sources of pollution. So no #LTNs do NOT work. {Source: The Breathe London network}

### Key questions

1. Do the current road user charging systems in London require reform? YES
2. How might smarter road user charging differ from the current daily charges for driving applied in London? I don't agree with smarter road user charging, and don't agree that it would be better for the user or the environment (not just my belief, but backed up thus far with studies and research)
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? Any essential journeys should be free of charges, and perhaps the banning of ALL diesel vans, buses and trucks should be a priority before charging other road users
4. What strategies and targets could smarter road user charging support? I don't agree there are any at the moment that can be seen as 'supportive'

Regards

[personal information redacted for publication]

Road User Charging Scheme

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2164 |
|------------------|---------|

Dear Sirs

I would like to confirm that I am strongly opposed to the Road User Charging Scheme currently under consideration.

This is flagrant discrimination against drivers. Whilst I realise that climate change is an issue, I honestly do not see what will be gained by this apart from being a source of revenue for TFL. Furthermore, I understand that this charge will be for all vehicles regardless of whether they are petrol, diesel or electric. This clearly shows that this is not about environmental concerns but purely a money making scheme.

Despite your attempts to sneak this in without people knowing and being able to put their views forward, you have been rumbled.

Once again and for the record, I strongly object!

Regards

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

Call for evidence - Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2162 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

No. The ULEZ has done enough to remove people's freedom of movement. We need to reduce restrictions and charging and not increase them.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Rather than making new systems, why not improve the previous ones? For example, the daily charge stops at midnight, which means that someone visiting between 10pm and 2am pays twice. How about fixing that first?

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

I shouldn't have to pay more for travelling to work or caring or for daily services. I already pay tax on fuel, which is charged per mile, so the more you drive the more you pay. We don't need more road charging systems, we are all already completely broke thanks to dubious government spending policies, in particular during the pandemic when there was no scrutiny meaning the government could issue huge contracts to their mates for dodgy PPE, for example.

4. What strategies and targets could smarter road user charging support?

What justification do you have for introducing new targets? Why not get on with helping people?

5. What technology could be used to support smarter road user charging?

We don't need more technology in our lives, thank you very much, especially that which impedes or restricts freedoms.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

ULEZ is doing this already. We don't want more charging systems - just let us get on with our lives!

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We have road user charging at a national level already: ROAD TAX and FUEL DUTY. We do not need any more.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It shouldn't. Just focus on health and let people drive their cars.

## Written Evidence from Individuals: Part One

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

I do not want a road charging scheme.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No, we don't need a trial in London or anywhere else. No road charging scheme is needed.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

We don't need a new system.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Every new scheme should be put to a public vote not snuck under the radar.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Give us the chance to vote on this new policy and then the chance to vote on the road charging scheme.

Call for evidence - Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2161 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

No. The ULEZ has done enough to remove people's freedom of movement. We need to reduce restrictions and charging and not increase them.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Rather than making new systems, why not improve the previous ones? For example, the daily charge stops at midnight, which means that someone visiting between 10pm and 2am pays twice. How about fixing that first?

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

I shouldn't have to pay more for travelling to work or caring or for daily services. I already pay tax on fuel, which is charged per mile, so the more you drive the more you pay. We don't need more road charging systems, we are all already completely broke thanks to dubious government spending policies, in particular during the

## Written Evidence from Individuals: Part One

pandemic when there was no scrutiny meaning the government could issue huge contracts to their mates for dodgy PPE, for example.

4. What strategies and targets could smarter road user charging support?

What justification do you have for introducing new targets? Why not get on with helping people?

5. What technology could be used to support smarter road user charging?

We don't need more technology in our lives, thank you very much, especially that which impedes or restricts freedoms.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

ULEZ is doing this already. We don't want more charging systems - just let us get on with our lives!

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We have road user charging at a national level already: ROAD TAX and

FUEL DUTY. We do not need any more.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It shouldn't. Just focus on health and let people drive their cars.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

I do not want a road charging scheme.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No, we don't need a trial in London or anywhere else. No road charging scheme is needed.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

We don't need a new system.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Every new scheme should be put to a public vote not snuck under the radar.

## Written Evidence from Individuals: Part One

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Give us the chance to vote on this new policy and then the chance to vote on the road charging scheme.

Call for evidence - Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2158 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

No. The ULEZ has done enough to remove people's freedom of movement. We need to reduce restrictions and charging and not increase them.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Rather than making new systems, why not improve the previous ones? For example, the daily charge stops at midnight, which means that someone visiting between 10pm and 2am pays twice. How about fixing that first?

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

I shouldn't have to pay more for travelling to work or caring or for daily services. I already pay tax on fuel, which is charged per mile, so the more you drive the more you pay. We don't need more road charging systems, we are all already completely broke thanks to dubious government spending policies, in particular during the pandemic when there was no scrutiny meaning the government could issue huge contracts to their mates for dodgy PPE, for example.

4. What strategies and targets could smarter road user charging support?

What justification do you have for introducing new targets? Why not get on with helping people?

5. What technology could be used to support smarter road user charging?

We don't need more technology in our lives, thank you very much, especially that which impedes or restricts freedoms.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

ULEZ is doing this already. We don't want more charging systems - just let us get on with our lives!

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?



## Written Evidence from Individuals: Part One

We have road user charging at a national level already: ROAD TAX and FUEL DUTY. We do not need any more.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It shouldn't. Just focus on health and let people drive their cars.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

I do not want a road charging scheme.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No, we don't need a trial in London or anywhere else. No road charging scheme is needed.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

We don't need a new system.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Every new scheme should be put to a public vote not snuck under the radar.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Give us the chance to vote on this new policy and then the chance to vote on the road charging scheme.

Call for Evidence: The future of smart road user charging February 2023 Responses

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2157 |
|------------------|---------|

Key questions

1. Do the current road user charging systems in London require reform? NO.
2. How might smarter road user charging differ from the current daily charges for driving applied in London? IT IS NOT NECESSARY.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? IT SHOULDN'T BE.
4. What strategies and targets could smarter road user charging support? IT IS NOT NECESSARY.

## Written Evidence from Individuals: Part One

5. What technology could be used to support smarter road user charging? THIS ALSO IS NOT NECESSARY.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? IT COULD DETER THE INCREASE OF IT.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? THIS IS NOT NECESSARY. IT IS OPPRESSIVE AND IS DESIGNED TO DEPRIVE CITIZENS OF THEIR LIBERTY TO MOVE FREELY AND WITHOUT FINANCIAL PENALTIES.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? IT SHOULD NOT BE INTRODUCED. IT IS NOT NECESSARY.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? THE SMARTER ROADS ARE NOT WANTED OR NEEDED. THEY ARE NOT NECESSARY.
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? NO.
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? NOTHING SHOULD CHANGE.
12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? NO. THE ROAD CHARGING SCHEME IS NOT NECESSARY.
13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? I DO NOT KNOW AS IT IS NOT NECESSARY IN THE UK.

### Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2156 |
|------------------|---------|

Er, no.  
What planet are you on??  
Nobody. But nobody wants this.  
Grow up.  
Find another way.  
Crowdfsource it.  
Just move away from the WEF-imagined fantasy world where you can control human beings like characters in a game madness.

### Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2155 |
|------------------|---------|

Dear London Assembly Transport Committee

This is my response for a call for evidence regarding smart road user charging.

The scheme has not considered the impacts on the lives of ordinary Londoners.

## Written Evidence from Individuals: Part One

What is certain is that the poorest and lowest paid workers will be negatively impacted the most.

In many cases I see London commuters not being able to work since they would be unable to travel to their place of work and home again. Many jobs are work based and simply cannot work from home, these are the lowest paid, such as retail, hospitality, arts, construction and healthcare. All vital workers that make our great city what it is today.

From another perspective, we are still going through a crises of huge proportions following the impacts of covid and the policies surrounding this, including health, economic, social and mental health crises. The disastrous impacts to children and young people will only be compounded by road charging since it will impact communities as outlined above. There are no proven, tangible benefits to such policies, in fact it will make matters worse.

In my opinion this is a double edged sword in the backs of Londoners. Being charged to drive around their city but also enforcing a dystopian vision of Londoners being unable to venture more than 15mins from their homes. Its a road charge purely to increase revenue for the GLA whilst most Londoners have to choose between eating or heating their homes.

Why has the London incinerator been expanded that causes so much air pollution over London's skies?

If there was concern over air quality this polluting incinerator would have been scrapped years ago.

This road charging scheme must be thrown out as it is ill conceived and poorly thought out. It only serves to extract revenue from already hard hit Londoners and will restrict their freedom of movement.

Thank you for considering my views in this matter.

Yours Faithfully

[personal information redacted for publication] London resident

Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2151 |
|------------------|---------|

What are you trying to do to our great City of London? Bring it to a complete standstill under the guise of air pollution? or control of the masses?

I remember when London was flattened to the ground during WW2 the pollution was so dreadful and breathing was really difficult, we lived through it, so what pollution are you complaining about, it's a false premise, and I think it's a control of the masses isn't it.

## Written Evidence from Individuals: Part One

“Smart road user charging”

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2150 |
|------------------|---------|

I have read, with concern, the proposals to change how we move around the country and the charges we will face if we use our own transport.

We will have, yet again, a two tier system where only the wealthy will be able to afford their personal transport.

People living in communities where transport links are inadequate will be isolated, most people want to be independent and not rely on government organisations to arrange their movements for them. The transport infrastructure simply is not in place to support these proposals. If the government transport planning dept. had developed reliable, affordable, comprehensive transport networks the people would happily use them. The road and rail networks cannot accommodate the numbers of people currently using them, how can they accommodate more. It makes no sense.

They are also expensive, poorly maintained and unreliable. Ambulances no longer attend to emergencies in a timely manner, are we supposed to take people to A and E on the bus, at 2 in the morning.

Additionally, the government already tax us heavily to use the roads, in fuel tax and car tax. The roads are in a shocking state, where does this money go? Certainly not on maintaining the roads. Put the money into road maintenance, repairs and transport and when there is a system that can support your proposals maybe then they could be considered. You're trying to put the cart before the horse, it will not work!

Concerned,

[personal information redacted for publication]

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2146 |
|------------------|---------|

Smart Road User Charging, gets a NO from me. This is track and trace by any other name. Followed and charged for travelling around my own country. I am a free person, the roads are not yours to charge other people. I despair at the totalitarianism that is incoming.

[personal information redacted for publication]

Call for evidence; the future of smart road charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2144 |
|------------------|---------|

## Written Evidence from Individuals: Part One

Subject: Call for evidence; the future of smart road charging

As a citizen and tax payer of London, I would like to contribute to your call for evidence. You have posed 13 questions, which I will give my opinion as a user of all your transport options, as someone who takes a keen interest in transport and has worked extensively in FMCG retail covering multiple roles.

### **1: Do the current road user charging system in London require reform?**

Yes: There is merit in providing a charging scheme within the city boundaries in order to promote freer movement and this is well represented by the current congestion charge zone. However, this has been seen to fail over the past years in its objective of freeing movement due to the imposition of traffic restrictions and ongoing rededication of road space to other modes such as cycleways and low traffic zones. Comment seen such as it is not raising as much income as before indicates that it is succeeding in its objective to reduce traffic, if you are concerned about falling revenue from this scheme, does this not indicate that its sole intent was a tax on road users to fund the Mayors' activities? I see no evidence of the ULEZ extension to outer London to offer any improvement to the air quality of the communities who live there and current air quality is good. Congestion is not an issue here.

### **2. How might smarter road user charging differ from the current daily charges for driving applied in London?**

You cannot limit this question to the current London only driving charges. If you wish to consider road user charging you must address how you strike an equitable balance and make this cost neutral for the average road user.

Any introduction of road user charging will require considerable infrastructure costs for items such as tracking devices, monitoring and enforcement backed up with a compulsion for your citizens to acquire these. Who is expected to pay for these? How will non-residents of London be accommodated in this scheme?

### **3. How might charges for driving in London be varied for different types of journeys such as travelling to work, caring responsibilities or essential services?**

As per the current congestion charge, costs can be linked to a pre-set time boundary. this is simple and can be understood by the user. If you attempt to add complexity by varying timings you create confusion and misunderstanding for the road user, what happens if I set out on a journey when the cost is indicated to be low due to low congestion but the traffic level increases during my journey to move to a higher charge level? Am I made aware of this and then abandon my journey to avoid the charge or re-route? will the system provide real time guidance to take the cheapest route? how will you deal with under filled busses? The current average bus fill is 15 passengers, so, the pollution per passenger on a bus is greater than from a car.

How do you define and inform of the purpose of your journey? would you spot check to see that I am undertaking caring activities rather than going to work? are these not one and the same for some people? Who decides what is 'essential'. Any information attempted to be gathered here is invasive of individual privacy and I would expect lead to very strong public resistance. Also, would you require all residents of London to comply? Would the Mayor be expected to provide details?

As a resident of outer London, would I have to pay to drive out of London as I would be very encouraged by a road charging scheme to help you with your issues by minimising my travel within the area and taking my business to areas that are not within the charge area.

### **4. What strategies and targets could smarter road user charging support?**

## Written Evidence from Individuals: Part One

Potentially fairer charging for road use as long as all other taxes, charges and duties are taken into account to make this cost neutral to the average user. The monies raised could be hypothecated to the maintenance of the roads for the primary contributor.

### **5. What technology could be used to support smarter road user charging?**

France has a proven system for road charging via its tag scheme which is easy to use and is non-invasive. Any more complex scenario (as mooted in your questions) will require more complicated technology to identify the user, their location, the journey purpose, the charging and payment, and, the enforcement of compliance. The technology to achieve this is potentially available, but, is not fitted to any current vehicle. So, a retrofitting programme would be required and who would pay for the equipment? Would you introduce legislation to compel the adoption of any technology and how would this be enforced? Also, how would non-residents of London be expected to comply? Any user cost would result in them not visiting London with a resultant loss in trade income to the City.

### **6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?**

If you are truly concerned about the impacts of pollution on the citizens of London, you would improve the air quality on the tube as a priority. You would also look at the pollution emitted from households, businesses and offices via heating systems, air conditioning, burning of fossil fuels for construction and dust generation. Also, you need to address the poor-quality fuel used for marine transport which makes a significant contribution to the overall pollution burden of London.

For road congestion, the current central London scheme should be maintained as is and road prioritisation reviewed to establish what has caused the reduced performance of this scheme.

As to the improvement of air quality, a vehicle is either deemed to be dirty or not, the application of a payment does not mitigate its effect, any vehicle that does not meet the minimum standard should be excluded from the control area, as they are in France.

### **7. Are road user charging schemes best set up at a city or regional level, or, as a national system, and what benefits would you expect with either approach?**

You may be aware the country already has a national road user charge system, its called road fund licence and fuel duty. this has the benefit of being simple to collect and administer, and, is nationally applied. Fuel duty is also responsive to miles driven via fuel consumption. If we allow cities to independently set up road charging systems, there is risk that we are duplicating technology and adding avoidable cost. These independent schemes will also have differing terms and conditions leading to confusion as to how the road user is going to comply. again, how will non-residents be made aware of the schemes and be able to comply?

For avoidance of user doubt, any scheme has to be applied on a national basis and to be average user neutral in cost.

### **8. If smarter road user charging is introduced, what charges or taxes should it replace and how should the current charges and taxes be changed?**

To gain any credibility, the scheme must be cost neutral to the average road user. so, if the scheme was London only, it would have to obtain dispensation from the payment of road fund licence and fuel duty from central government for residents within the zone. If this is not done, it will be seen as a money raising exercise and meet with fierce resistance,

### **9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example, to help disabled people, those on low incomes, those who need to drive for work, or those who live in areas of low public transport?**

## Written Evidence from Individuals: Part One

If the objective of this scheme is to reduce pollution and or congestion, the nature of the occupant of the vehicle does not matter, you need people to be able to move freely to pay the taxes used to support the disabled and on low incomes.

How are areas of 'low public transport' defined? Where I live it is generally quicker to walk than catch a bus and the recently introduced Elizabeth line is not available for use for 29% of the week requiring me to use my car as the alternate bus service takes too long. Certainly, where there is low public transport availability, it would be unfair to charge people a road charge.

Another consideration is the impact on the value of housing, I anticipate that house values will fall within the road charging area as people migrate to avoid the charge.

### **10. If the Government were interested in a national distance based road user charging scheme, would London be a good place for a trial?**

No, London is unique in its provision of public transport in the UK. any learning's taken from a London centric road charging scheme by nature would not be transferable to the rest of the UK. The nature of the road structure in London is so complex that it will require a level of technology that is costly to implement and an unacceptable loss of personal freedoms.

### **11. If distance based road user charging was introduced, do you think that Londoners who drive should pay less in total for vehicle or driving-based charges, the same or more than they do currently?**

Any scheme must be cost neutral at the point of instigation and be assured to be so for its duration. any attempt to charge users more will show the scheme to be a fund-raising exercise.

### **12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use these powers (for example, a local referendum)?**

In such circumstances, there must be local consultation for those impacted and the outcome has to be binding. If the result is ignored, the people must be able to recall the mayor or the areas allowed to secede from mayoral authority. With the proposal we are discussing, this was not covered in any manifesto from the current mayor, so, a new mandate must be obtained to even consider this as an option.

### **13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?**

I have familiarity with France and their autoroute tag charging scheme and the Crit'Air scheme. The autoroute tag scheme is cheap to operate and reliable. The Crit'Air scheme is also cheap, easily understood and applies to all non-complaint vehicles, you cannot magic the pollution away with the payment of a fee as adopted in the ULEZ, giving good reason to suspect its main objective is to raise funding.

Happy to discuss

[personal information redacted for publication]

Evidence for Road User charging

## Written Evidence from Individuals: Part One

|           |         |
|-----------|---------|
| Reference | RUC2142 |
|-----------|---------|

- Q1. No. The existing ULEZ radius of the north and south circular is already suitable. Considering that both ULEZ and congestion charges are already in place, there is no real reason or evidence to suggest that a Smart Road User charging scheme will provide any benefits (economic, environmental or social) to both residents and visitors of London.
- Q2. Obviously the daily charges for driving will increase exponentially if this scheme was introduced as it applies to all ICE and EV vehicles regardless of age. I think it is quite frankly ridiculous to suggest implementing a scheme like this when the cost of living is such a critical issue in London currently.
- Q3. There should be no charges for different activities AT ALL. Why should you be penalised for going about your day to day basis based on what activity you are carrying out, and how is it both proportionate and appropriate for the TFL/Governing body to gather and store this much data on our driving habits and activities?
- Q4. Smart Road User charging could only ever be considered appropriate if there was a viable alternative for EVERYONE. TFL is quite frankly not fit for purpose, with many vital local and commuter bus corridors having services slashed and reduced and with a limited night bus network and night tube network, there is no alternative to driving regardless of it being night or day.
- Q5. It's really important that whatever technology is used, must NOT be invasive of residents privacy, and must not gather or hold any data on us to fine us for driving.
- Q6. Smart road user charging does not achieve anything at tackling climate change. Instead, it just puts a price on it. There is nothing stopping someone from driving a Euro 2 vehicle that is heavily polluting as long as they pay the fee. This goes to show that smart road user charging does little to tackle climate change.
- Q7. The concept is ridiculous, however if used should only be used on a city to city based. There is no alternative to driving in rural areas due to poor investment in public transport and other hard and soft infrastructure.
- Q8. If smart road user charging is introduced, since its aim is to reduce emissions, there is no reason for ULEZ or congestion charge to be operational. This is because smart road user charging would override them meaning that they would no longer be fit for purpose.
- Q9. All of those listed should be exempt. It is important to consider people who must commute to regional areas, and as such exemptions should be reviewed professionally on a case by case basis.
- Q10. No. London is unlike much of the UK due to its largely urban environment which is a juxtaposition of the rest of the UK. If anything a trial of the smart road user charging scheme in London would be counter-productive and prove nothing other than the scheme being for revenue generation, instead of tackling emissions or congestion.
- Q11. Less. People in London are not only already struggling with an extreme cost of living and housing crisis, but also will travel a lot due to various services and employment being located in all regions (N,E,S,W) of greater London.
- Q12. Absolutely. These schemes have such a significant impact on not only the current generation but future generations and it is quite honestly inappropriate to not have a longer consultation period, or infact a referendum system as mentioned, as we live in a democratic society yet cannot have a significant impact on extreme policies such as Smart road user charging being implemented.
- Q13. France has an excellent system that aims to truly tackle Climate change and congestion issues on its roads. The Crit'air stickers, do not penalise or charge innocent residents going about their daily routine, but instead provide benefits to those that have cleaner and greener vehicles. I believe this is able to be replicated and would be a better and more importantly, more encouraging and successful scheme by offering cleaner vehicles preferential parking or access to Bus lanes etc.



## Written Evidence from Individuals: Part One

Note: I think it is really important to consider the broader impact of such a scheme and what it will actually achieve. All the "reasons" and "evidence" provided to date have no real backing or research to highlight the effectiveness of the proposed charging scheme, and the concept of charging people to combat emissions is extremely flawed as the only purpose of the scheme is to generate revenue as there is nothing stopping someone driving a polluting vehicle into the existing zone and just paying the fine. It's also important that as a committee, you do not use or support the use of statistics from 2020/21 when lockdowns occurred leading to a dramatic decrease in emissions, and then using this data to promote the effectiveness of an emissions charging scheme, when in fact the scheme did little to achieve this.

### Smart zRoad User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2141 |
|------------------|---------|

Dear Sir/Madam

Just don't do it. It will be an infringement on human rights and liberties. It will also have a detrimental impact on local traders and businesses making the rich richer and the poor poorer.

It could also (and probably will be in my experience) be used for clandestine activities and set very dangerous precedents in an open society.

This is wrong on so many counts it's hard to know where to start all I can do is to paraphrase a famous PM and say "NO, NO, NO!"

Yours faithfully

[personal information redacted for publication]

### Road Charging Scheme

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2140 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?  
No.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Instead of proposing new systems, adjust the old systems so motorists are only charged one fee to go in and out.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

## Written Evidence from Individuals: Part One

You should not have to pay extra whether you are travelling for work, for caring or for essential services. We already pay fuel duty, which is a cost per mile as you pay more if you drive more.

4. What strategies and targets could smarter road user charging support?

Why don't we look at the health and happiness of the nation instead of targets?

5. What technology could be used to support smarter road user charging?

People want less technology intruding in their lives, not more.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The ULEZ is already trying to do this unsuccessfully and we are being taxed enough.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have a road user charging at a national level by paying road tax and duty on petrol and we do not need any more.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

The people writing this report should focus on the health of the nation, not on more ways to price people out of driving their cars and visiting family.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We do not want a road charging scheme when it is sold to us by the likes of Sadiq Khan, who is currently promoting a ULEZ expansion whilst taking his dog for a walk in a 3 car convoy, one of which does 13 miles per gallon.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. Nowhere is a sensible place for a trial.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

They would all pay more because of the tax on fuel.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

All new schemes should be put to a public vote like any good democratic country would do.

## Written Evidence from Individuals: Part One

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Firstly the people did not have a say on the policy goals. Give the people the chance to vote on the policy, then give us the chance to vote on the road charging scheme.

Smart roads

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2138 |
|------------------|---------|

This is a bad idea you are making driving for people too expensive and watching our every move by camera is wrong. The public transport in my areas is rubbish that's why I was forced to learn to drive ,now you are trying to take away that freedom .You want to get rid of drivers because zero and clime ,the climate has always changed.If driving becomes unaffordable and you can't go anyway and do anything then people will be isolated and depressed we are losing freedom.

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2137 |
|------------------|---------|

Dear Sir / Madam

As a Driver who used to enjoy driving in & around London, I have been put off travelling to London due to the complicated payment structure set up in order to drive in the various zones. Please see my responses below;

Key questions

1. Do the current road user charging systems in London require reform?

No - the current ones are more than adequate

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

The current charging structure is already an overreach & any further tinkering would put people off visiting London for good, damaging tourism. The drivers who go into London out of necessity would be overly burdened with any cost increases that ultimately affect everyone's purchases

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

They should all be exempt

4. What strategies and targets could smarter road user charging support?

The current zones are already effective

5. What technology could be used to support smarter road user charging?

Any use of Smart Phone technology or ANPR cameras everywhere would be an invasion of privacy

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It would only increase the burden of taxation for those that need to drive in & around London & have very little effect

## Written Evidence from Individuals: Part One

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

I do not support any charging scheme as it restricts our freedom of movement & violates our personal liberties

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

I do not support smarter road user charging as the current scheme is sufficient

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

They should all be exempt

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No, its just another cynical move to tax the road users whose budgets are already stretched

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Stay with the current system

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes fully agree with a local referendum, after all we do not live under a dictatorship (not yet!)

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Hopefully none!

Regards

[personal information redacted for publication]

Road charges

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2135 |
|------------------|---------|

Dear Madam/Sir

I am strongly opposed to the increase in road charges.

As a long time resident of London I hear first hand of the hardship the high charges are causing people of all ages, who have to pay a high price for those journeys they cannot avoid and who must go without making journeys that would have provided some comfort or pleasure.

It is a cruel and regressive tax.

I will take every opportunity to oppose such policies.

Kind regards,

[personal information redacted for publication]

Smart road user charging

## Written Evidence from Individuals: Part One

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2134 |
|------------------|---------|

Sir

This proposal is a disgrace.

Road users should be able to use roads freely (noting the absurd restrictions in some areas of South Fulham). Take down the cameras and return our freedom to use roads at the cost (only) of VED and fuel tax which will be abolished or reduced by any right thinking chancellor.

Best regards [personal information redacted for publication]

Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2133 |
|------------------|---------|

My family and I are very concerned about this scheme. We are spread all over the country and are wondering where it is going to lead what with the 15 minute cities and towns that are also being considered. We enjoy getting together regularly and are concerned that all this is going to infringe on our movements which is against our inalienable rights.

Pay ped mile

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2132 |
|------------------|---------|

I am personally oppose this as it is yet another tax on hard working people. I live in yorkshire and we have had failed transport projects coming out of our ears since i was a kid due to government funding being pulled. I have worked in the nhs for years, our start and finish times would be impossible to keep to using public transport. Most of my colleagues live way outside the city and they are struggling to live as it is without having to pay per mile. There are no good grounds for any of this other then greed and authoritarianism by our criminal government. What sort of dystopian place do you want your children or grandchildren to live in?

Call for Evidence re future Use of Smart Road

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2131 |
|------------------|---------|

I very strongly object to any further far reaching decisions being taken regarding our use of roads. I am a regular user of variety of roads travelling from Herts into Middlesex and Surrey regularly. These new proposals, in my opinion, would create massive financial challenges for those who run a car in London. We as a society need to recover from the onslaught of the past few years and these far reaching proposals will punish those who simply cannot afford an electric car. We need more discussions on this matter looking to improve and elevate our society.

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2127 |
|------------------|---------|

1) No, the current road user charging systems do not require reform. There are already a number of road charging systems in place which penalise motorists for going about their daily business. It is unfair to constantly charge people for their basic right to freedom of movement.

2) Road user charging should be reduced. People are already paying vehicle tax, massive amounts of tax on fuel, together with the current daily charges. These charges are particularly onerous given the current cost of living crisis, and the systems should be looking to support people, and the economy by looking to reduce charges wherever possible

4) The overall strategy and target should be helping drivers and the local economy by charging less, not more.

8) It should replace vehicle tax and current charges, and a guarantee should be given that the overall charges motorists pay would not increase at all.

11) Londoners should pay less in total for driving-based charges.

12) Yes a local referendum should be held before changes are made.

Regards,

[personal information redacted for publication]

User road charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2126 |
|------------------|---------|

Hi,

This new regulation is discriminatory

we the public have already suffered with covid, not being able to see loved ones

Not everyone lives near their friends and family. Not everyone dr or hospital is local and not everyone is able body to be able to use public transportation

This is a cruel recommendation from the mayor and his team and the fact that such a huge change has tried to happen through the back door is despicable and inhumane

This needs to be stopped asap.

Everyone has a right to choose how they travel. All this is doing is affecting the poor.

Get Sadique Khan out if government. He has honestly been the worst Mayor we have ever had. You need to focus on reversing the cycle lanes and all the covid road closures that were put in place.

These have caused more traffic and therefore more pollution.

## Written Evidence from Individuals: Part One

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2125 |
|------------------|---------|

To whom it may concern,

1. Do the current road user charging systems in London require reform?

YES, THEY SHOULD BE REMOVED. congestion charge has not lowered emissions, nor has it stopped people driving in London. Neither will this additional charge or pay per mile.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It won't it's just another charge to add tax to working class already unable to live.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Unless you cap annual season tickets in line with less than 5% of someone's income I doubt anyone will move to travel on London transport instead of their own car.

Trains cost more now than ever and the service is awful. Our timetable adjustments never get better as you never consult with the people.

No one will pay for buses and trains that are expensive dirty abusive passengers and unreliable compared to their car. Does the Mayor of London travel by bus or train or tube? But middle class working people are expected to do so and pay soring prices or pay to drive their own car on top of congestions charges, road tax, council tax and then insurances.

4. What strategies and targets could smarter road user charging support?

Not putting them in.

5. What technology could be used to support smarter road user charging?

Spending the money to promote town safety to stop stabbings and arrest thieves and those who assault others. So, we can afford cameras to fine people but not outside areas where there are stabbings and fly tipping constantly being reported. Makes sense as lives don't matter when you can make millions out of motorists.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

They don't work. Congestion charge proves this. Therefore, this is no way of tackling current challenges as due to poor tfl transport and lack of safety people want to drive. It's that simple.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

They are not best set up anywhere. London congestion charge proves this.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

If your going to charge people to drive their cars then you need to remove council tax due to pot holes never being fixed or roads maintained, no road tax, and insurance costs will need to significantly reduce as otherwise no one will be able to afford to work. Then who will pay for the charges? Those on benefits wont.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

All children and families with EHCP AND DLA/PIP SHOULD BE EXCEMPT.

anyone over retirement age should be exempt or have a pass for family members who support them.

Charges should not apply fri-Sat unless you want London to collapse as no one will visit museums, theatres etc etc

## Written Evidence from Individuals: Part One

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Nope congestion charge proves it does not work or you would not need this new scheme.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No they would not drive less, they simply would not be able to afford to work. Unemployment will go up and London what is left will see huge unemployment and closing of theatres museums etc etc as no one will travel in.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

We need a referendum urgently.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I do not know of any other country that has any system like this. If you want to lower emissions, make areas pedestrian areas not charge people to drive their cars. This is madness.

Spain have tolls for motorways but not for any residential cities. You are stealing from the working class and the poor trying to squeeze every penny you can.

Why not ask large companies to pay towards their tax accordingly and investigate that. Stop companies having accounts outside of the UK if they trade here their accounts should be here so they pay into our tax system.

What you are all doing is wrong. We need to be able to vote on this not be forced to have it. Regards

[personal information redacted for publication]

### Road User Charging Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2124 |
|------------------|---------|

I have unfortunately only just heard about this consultation and cannot believe the time window for responding is so short.

I have provided a response to the questions you asked for the consultation but remain very concerned that wider questions about the restrictions to freedom and the use of technology to control and micromanage aspects of people's lives - social engineering in fact - is not being debated at all.

Q1. Do the current road user charging systems in London require reform?

No. The existing charging systems are more than adequate. Additional digital management of people's individual travel is not necessary. Systemically across the capital, better traffic flow analysis management, traffic light phasing and road maintenance would help. As the move towards flexible and home working continues, peak traffic should in any case reduce.

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?



## Written Evidence from Individuals: Part One

Smarter road use charging implies the use of more technological devices impacting privacy and freedom in negative ways.

Q3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

I am opposed to any form of micromanagement of journey type. This is "social control" and comes at a huge cost to individual freedom. London residents should not have to justify and explain their reasons for making any journey to the authorities - eventually perhaps to have to seek permission to make the journey at all.

Q4. What strategies and targets could smarter road user charging support?

I do not believe that there are strategies and targets that smarter road user charging can support. Target-chasing in this way is an attempt at social engineering and will bring more harm than good. Monitoring is costly. The real way to reduce congestion in the capital is to trust people and make frequent, safe and affordable public transport available to all and also put resources into good urban design - for example, having enough facilities and amenities available locally to all.

Q5. What technology could be used to support smarter road user charging?

I am opposed to greater and greater monitoring of every aspect of life through technology. More and more activities are restricted to only those who can afford and are prepared to use apps on smartphones. The sheer amount of electromagnetic radiation connected to mobile phone towers (especially 5G) and low orbiting satellites has worrying long-term health implications and we are only just starting to see the results of near universal implementation.

Q6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

I believe that many measures would be better at tackling these challenges than smart road charging.

These include measures mentioned above such as frequent, safe and affordable public transport available to all. Plus better road and urban design - having enough facilities and amenities available locally to all. Then shopping, health, civic, arts and community participation, exercise needs could be met with less travel. This is a better strategy than more control and taxation. A genuinely "enabling" regime, rather than one which is punitive.

Q7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

I do not support the introduction of such systems at all.

Q8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

I do not support the introduction of smarter road charging systems. As I have said in previous answers, I believe the correct course of action is to achieve a balance of better road and urban design, better availability of affordable and safe public transport and the provision of good local amenities.

## Written Evidence from Individuals: Part One

Q9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

I do not support the introduction of such measures linked to smarter road charging. As in Q3, I am opposed to any form of micromanagement of journey type. This is "social control" and comes at a huge cost to individual freedom. London residents should not have to justify and explain their reasons for making any journey to the authorities - eventually perhaps to have to seek permission to make the journey at all. There are already schemes as as the Blue Badge scheme in existence and this could be widened in scope - plus existing schemes for resident's parking.

Q10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No a trial is unnecessary. Fuel tax already exists as a distance-based road user charging scheme. Road taxes for EVs and later, perhaps Hydrogen Vehicles, could also be reviewed.

Q11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

I do not support this type of charging.

Q12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

I do not believe a mandate for this exists. Far ranging restrictions to our freedoms and way of life are being planned by the back door, as mere traffic management, without a wide and informed debate about where such schemes could lead. As more and more technology becomes available, people need to be fully involved in democratic debate to ensure that its use is of societal benefit and the down-sides are fully understood.

Q13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

It seems that the policy goals themselves have not been clearly enough defined and evaluated so that people can agree them and then decide whether the increased monitoring and surveillance and integration with other digital systems can be examined and risk assessed and also examined in relation to alternative means of achieving the desired goals (for example and as above - better urban design, local amenities, affordable public transport).

[personal information redacted for publication]

Future of smart road charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2121 |
|------------------|---------|

My replies to the consultation are

## Written Evidence from Individuals: Part One

1. No. ULEZ and congestion charging are easily adequate - as are Blackwall Tunnel proposal/likelihood of tolling and current Charges on QE2 Bridge. Introduction of virtually London-wide parking charges has made this even more expensive and all going into the public purse. This is money taken out of the wider city economy where cost of living is already higher than rest of UK.
2. None.
3. Surprising question. Current charging system already ultra confusing and this would make it much worse. Could only be administered through IT which many people can't access.
4. Can't get my head round this as it's such a bad idea. One of the reasons Blackeall Tunnel extension being brought into residential area in Newham was low emissions from electric vehicles. Do you now intend to punish them in growing numbers?
5. No idea.
6. Existing penalties are supposed to tackle this
7. In fairness, nationally.
8. I pay none of the existing road charges. You say "replace" so this can only be council taxes.
9. The elderly.
10. No. London's the most complex place to start. I suspect, anyway riots like those at the introduction of Council Tax.
11. London is a much bigger place to get from A to B so the charge should be lower. Public transport in London isn't as good as this consultation makes out. In London it's only good in the centre (where the congestion charge could be increased as so many cars aren't deterred by it). If I want to go by bus from my home in the south west of the borough to the north east side I'd need to take 3 buses and it takes over an hour. Bus services in London are getting worse, particularly with route cancellations, and outside London they are often appalling and getting much worse.  
Bus routes to the centre are getting shorter and shorter - I used to be able to take 1 bus from near home to Oxford St. It's now 3 ([personal information redacted for publication] and a choice from The City.) Public transport doesn't reduce car use much and things are getting worse.
12. Given this could take money from every driver there should be a national referendum. Once one authority does it, they all will. And it would be unfair for some not to pay. How would this work if a driver was, say, driving the length of the A1 and some councils charged and others didn't? How would a driver even know where he was?
13. No idea. Why would I?  
Generally - I drive a low emissions vehicle a few thousand miles yearly. I want to buy an expensive EV - they ARE expensive - I probably couldn't afford it with road charging and the high cost of electricity. There's also a massive shortage of charging options.  
[personal information redacted for publication]

### Road Smart Metering Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2119 |
|------------------|---------|

Hi

1. Do the current road user charging systems in London require reform? ***Already adequate and expensive and no evidence provided by TfL that it has had an impact on the number of journeys or on pollution. Diesel lorries and buses create the most pollution and with the increase in hybrid and electric cars the impact on the environment will naturally reduce. Are you intending travel zones and will electric cars also be charged for crossing into other zones?***

## Written Evidence from Individuals: Part One

2. How might smarter road user charging differ from the current daily charges for driving applied in London? **Smart road user charging already works in London as you pay prior to travel and if you have an older car and if not it provides TfL with the opportunity to levy a fine and generate extra income. This extra income would be lost with smart metering.**

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? **Impossible to police as users would claim to be undertaking one of the lesser charged activities. Will police set up road-blocks to check a percentage of drivers entering the city to ensure they are in the correct category of user. Will it become a criminal offense if you are in the wrong category?**

4. What strategies and targets could smarter road user charging support – **The only strategy it supports is to generate income for the Mayor to use on other failing departments under his control. It is just another form of taxation added to the road tax motorists already pay. The difference is that this would be a local tax and not a national tax. Another tax that the Government has ceded to Local authorities as a local tax.**

5. What technology could be used to support smarter road user charging? **You have the technology as everyone who drives into London or used the Dartford tunnel knows..**

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? **It would have no impact on traffic or air pollution unless you make public transport better and cheaper but if the revenue is lost from the smart metering this will lead to increased public transport costs. The UK is only responsible for 2% of the impact on the climate.**

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? **I do not believe in any of these schemes should exist unless public transport is better and cheaper, that is the only way any of the schemes have a chance of working.**

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? **Current taxes should remain as they are. No need to change them.**

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? **What will it cost to administer all these exemptions/discounts and who will make up the shortfall in income expected? You are now means testing drivers to see if they can claim exemption. How will this be administered and how much will it cost?**

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? **No definitely not as it is too big and would be expensive to install the necessary infrastructure. Who would pay for this infrastructure? An increase in Council Tax?**

[personal information redacted for publication]

Response to Call for Evidence: The future of smart road user charging - deadline 10 March 2023

|           |         |
|-----------|---------|
| Reference | RUC2118 |
|-----------|---------|

Hello,

Please see answers to the following key questions in relation to the above named consultation:

1. No because the congestion charge and ULEZ will raise the money already, so penalising people who are doing nothing wrong are already being penalised. User charging in London is an unnecessary way to hassle people who just want to be left alone.

## Written Evidence from Individuals: Part One

2. Smarter road user charging does not differ from current congestion charging already in place, it is another way to charge people who are doing nothing wrong. It is the opposite to 'smart', it is a sinister measure to hassle innocent people.
3. How can different types of journeys be anyone else's business? The cost of the vehicle, running costs and existing charges is high already, and you pay more the more you drive the vehicle.
4. Why are you asking about strategies and targets? It seems there is an agenda behind this. Leave people alone to go about their business, for business and leisure, what if they get stuck in traffic, it's their choice at the end of the day.
5. Surely the technology you have put in place for ULEZ already is already enabled for road user charging!
6. Challenges such as traffic, air pollution and climate change is something that non-car users are concerned with too, but to attempt to coerce a certain group of the population for travelling how they want and doing nothing wrong to coerce behaviour change through a ploy to raise more money is a pretty short sighted measure.
7. Congestion charging and ULEZ already set and Road Tax & fuel duty is already a charge at a national level. Why don't you look at promoting sustainable vehicle use by reducing the tax on older vehicles and penalise/charge for how often an individual swaps their car.
8. Smarter road user charging should not replace existing measures. Finding more ways to penalise people for driving their cars, doing nothing wrong is no one else's business.
9. By suggesting certain groups of society having a discount or exemption shows how discriminatory smart road user charging could be, it should not be entertained. Pitching a group of people against another is plain wrong.
10. It is not sensible for a nation-wide distance based road user charging, this is the thin edge of a dystopian reality. It is an unalienable right for people to travel unhindered where they want.
11. Londoners would pay more if distance-based user charging was in place, and everyone else would pay more too, same difference.
12. Mayors and local authorities should not have powers to introduce new road charging, there should not be anything further and unfortunately this has not been put to the people to vote on. Otherwise this shows a dictatorship.
13. Why do we need to concern ourselves with other cities and countries? This is because we do not have any say in their decisions or can vote on their policies. Will TFL introduce a voting system to allow Londoners to vote on proposed policies?

Thankyou

[personal information redacted for publication]

The Mayor of London's 'Pay By The Mile' proposals

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2117 |
|------------------|---------|

Dear Sirs

I wish to comment on the Mayor of London's 'Pay By The Mile' proposals

In response to the Key Questions in the Call for Evidence I only intend to respond to Question 1

- 'Do the current road user charging systems in London require reform'

I have no response to the other questions as they are drafted in a way which suggests or even confirms my agreement to such proposals which is not the case.

## Written Evidence from Individuals: Part One

Therefore I can confirm my response to Question 1 is that the current road user charging systems do not require this type of reform.

This proposal is a terrible idea and will have the greatest detrimental affect on:

- Motorists already struggling with higher prices,
- People who need their car to visit, hospitals, doctors, relatives, elderly parents etc.
- Businesses which have to make deliveries.

Yours faithfully

[personal information redacted for publication]

### Road Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2116 |
|------------------|---------|

Although charging by the mile to catch the largest polluters is a wonderful idea – it will effectively almost criminalise distribution networks and commercial drivers who yet again would have to push these charges onto their customers. Whilst fossil fuels are being used – the fossil fuel levies bring a colossal income in to government , and you pay the same road tax whether your vehicle I sparked 365 days a year or not.

Most people buying an all electric vehicle see the additional cost as a 1 off FUEL surcharge – you cannot then hot them in the pocket again. Naturally charging will remove a LOT of vehicles from the road making driving unsustainable for many and so remove congestion, but as the system stands with ULEZ, and Congestion Charging the system isn't broken – so don't try and fix it.

With the aim being for electric and or cycling – provisions do need to be made in law to govern road use with e-bikes and e-scooters, as those using often flout the highway code with no possible penalties. As we modernise transport – we need to modernise the laws surrounding these newer forms of carriage and educate ALL in their safe and courteous uses.

### ROAD CHARGING

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2111 |
|------------------|---------|

Q1. Do the current road user charging systems in London require reform?

No. Existing charging systems are adequate. All of the stated aims of this new system can be better achieved by traditional methods. There is no need for digital or technological systems, but instead it would be better to put resources into improving existing systems, for example reassessing speed humps, improved traffic light phasing, road surface

## Written Evidence from Individuals: Part One

maintenance, and signage. Poor quality in all these areas impacts on road congestion, journey times, and pollution from all sources. For example in ...

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject any such scheme. For example the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature ...

Q3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen. It also adds more complications and stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one's journey. For example when ...

Q4. What strategies and targets could smarter road user charging support?

There are no strategies and targets that smarter road user charging can support. Target-chasing always ends up incentivising perverse outcomes and does more harm than good. Target-monitoring is costly and effort should instead be put into quality of urban design. For example ...

Q5. What technology could be used to support smarter road user charging?

None. Human society already has too much technology in use, for example ...

Q6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead better quality road design is needed, along with reduced charges and support for local shops so that people can fulfil their routine needs without the need to travel. For example tyre dust is a significant source of pollution, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads, not by taxation and charges. Also ....

Q7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging should not be introduced anywhere.

Q8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging should not be introduced because any advantages for each individual are outweighed by the disadvantages.

## Written Evidence from Individuals: Part One

Q9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No such discounts or exemptions should be introduced. The concept introduces the need to justify one's journeys to the authorities, that is, to ask permission, something that should never happen. Instead the Blue Badge system already exists and can be widened in scope or reformed. The way to improve the lives of the groups mentioned here would be to reduce fuel charges by increased oil exploration and extraction.

Q10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. No such trial is needed. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be an increase in annual road tax on EVs.

Q11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No such distance-based charging scheme should be introduced.

Q12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities' powers to introduce these schemes should be removed immediately. We need a full and uncensored debate through all forms of public discourse. Dissenting voices should be fully attended to, and only after that specific referendums should be required to determine the will of the people.

Q13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate. [This is a rare opportunity to elaborate about these goals!]

South Yorkshire [personal information redacted for publication]

Metered . Pay by distance driving

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2102 |
|------------------|---------|

Dear Sir Madam.

I have read with interest the background to this proposal to introduce taxation and monitoring of travel by distance.



## Written Evidence from Individuals: Part One

I have considered the matter with Great interest and I remain concerned when further considering the imposition of Ulez within Manchester for example. We all want clean air but the method of achieving this cannot be through ever more surveillance and digital control of our population. My grandparents fought for our freedoms. These include freedom of movement and freedom of speech. Digital surveillance is a direct threat to our freedoms. It pushes us towards a Communist style means of control. It is unacceptable to me and contrary to moves which will see increasing use of camera surveillance I find myself supporting groups that wish to see this technology removed. This is a matter which in my view is none negotiable and I welcome the developing move to gather and pushback against government intrusion and overreach. I do support the move towards cleaner air but will never accept the present governments imposition of surveillance over me to achieve it. You need to find another way that does not intrude in the way that is being suggested. Thank you for your consideration.

Kind regards

[personal information redacted for publication]

Call for evidence: The future of smart road user charging Feb2023.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2100 |
|------------------|---------|

To whom it may concern

1. Do the current road user charging systems in London reqreform?

No I can't afford to pay anymore charges to drive my van to and from work, I might as well stop work and sign on.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Remove the existing charges and let us get back to normal.

3 How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

We should not have to pay for our freedom of movement.

4. What strategies and targets could smarter road user charging support?

Go back to the old days.

5. What technology could be used to support smarter road user charging?

We don't need any more technology as all the new technology has just created more traffic congestion.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The ulez already does this, we don't need any more.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We pay road tax already.

8. If smarter road user charging is introduced which charges or taxes should it replace and how should the current taxes and charges be changed?

It should not change.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We don't want a road charging scheme, we want our freedom back

10. If the government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No, we don't want it.

## Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

We should not have to pay ,

12. Mayor's and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Everything should be put to a vote as you lot work for use.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

The people need to be able to vote on things that affect their lives.

[personal information redacted for publication]

### Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2099 |
|------------------|---------|

1. NO. We have the ULEZ which is already ridiculous enough. You need to stop charging motorists any more and let us go about our day. You are pushing people beyond their means with what the government has done to the economy in the last few years. We need less regulation and less regulation. Leave the people be.

2. Instead of proposing new systems, fix the old ones. Right now the daily charges stop at midnight so someone who drives between 10pm and 2 am is charged twice. This is unacceptable . Sort that out first.

3. We dont need any more road charging systems.

4. Why do you need more targets? Why are you pushing people to their limits? Its almost like you dont care about us at all.. you know, the ones who pay your wages and employ you.

5. We want less technology, not more.

6. The ULEZ is already doing this, we dont want any more. That is enough and we do not consent.

7. We already pay Road Tax and Fuel Duty, we do not need any more. Why not reduce road tax on older vehicles like you used to before you increased it from 25 years to 40 for tax free status. Old vehicles are actually better for the environment than new ones which need more energy to produce and are much better than electric cars.

8. It shouldn't.

9. We the people do not want a road charging scheme, especially when it is pushed by Sadiq Khan, who has actually lost his respect for the people who have seen through his nonsense. He is a hypocrite, taking his dogs for a walk with a 3 car convoy, one of which does 13 miles to the gallon. He has little understanding for the people who pay his wages.

10. No. Nowhere is a sensible place for a trial. This is dystopia. Just like the proposed 15 minute cities.

11. They should not pay more or less, scrap this idea totally.

12. If the public are not informed and have a chance to vote then its a dictatorship. This "consultation" is not even advertised and is not that easy to find, because you don't actually want the people to know about it, because in your world, silence is acquiescence.

13. Firstly, we did not have a say on policy, give us a chance to vote on the policy, as I said before, this is a dictatorship.

I strongly disagree with road user charging and I do not consent.

### Road user charging

## Written Evidence from Individuals: Part One

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2098 |
|------------------|---------|

Hello

It is of considerable concern that the Mayor of London feels that there is a need for additional road charges and clearly he is overstepping his legislative area with trying to impose this. The charging for road use is levied by the Government through the Road Fund Licence and it is appalling that the Mayor of London feels that he can reduce his budget deficits by charging motorists to enter his ULEZ zone.

The move to increase the ULEZ zone is inflationary and will have a detrimental impact on all individuals living within the zone. The delivery of items to either their homes, supermarkets or businesses will become more expensive. This will add additional costs to household bills for the essential food supplies that they need, but in addition it will also make any business operating within the ULEZ less competitive on both a National and Global basis.

Clearly the Mayor of London has seen an opportunity to impose additional charges on the usual easy target, the motorist, without thinking through any of the wider consequences of his actions. This is not acceptable.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2097 |
|------------------|---------|

Dear Sir/Madam,

Below is my response to the 'call for evidence' re. the future of smart road user charging.

I am an individual from the greater London area and work in I. T.

**Name:** [personal information redacted for publication]

**Email:** [personal information redacted for publication]

The following opening statement covering many common themes in my response will be referenced in the responses to the specific questions further below.

### Opening Statement:

**[1]** No drivers in the UK wish to drive further than they need to on any day but modern life and the layout of the city including location of amenities is such that a certain amount of driving and the need to park temporarily away from home is necessary. If people can achieve the same at a location nearer, that may not even require driving, then they do so. It is ridiculous to consider that people need to be nannied or coerced (by artificial punitive charges) into different behaviour.

**[2]** Most intelligent, educated people who have looked into the claim of anthropogenic climate change, can see that there is no evidence either of wildly increasing CO<sub>2</sub> (currently at 0.04% of the atmosphere) or that higher amounts of CO<sub>2</sub> readings in the atmosphere would necessarily be any cause for concern, though I'm sure this is beyond your terms of reference.

The fact of it being presented as such is just a purpose-built lie to create artificial limits on human activity for the purpose of creating an artificial economy around trading freedoms and rights (no doubt to be reframed as privileges) for carbon credits, ultimately social credits all for an excuse and means of monitoring and controlling all human activity down to the individual level for all resource consumption (not just transport).

**[3]** Given that the London Assembly claims 'It is Holding the Mayor to account and investigating issues that matter to Londoners' it should not escape your attention that Sadiq

## Written Evidence from Individuals: Part One

Khan is the chair of 'C40 Cities' which makes recommendations to the mayor of London i.e. on the purely political and unscientific 'climate crisis'. Rarely has there been a clearer case of conflict of interest!

**[4]** Of course it is necessary to pay for maintenance and upgrading to road infrastructure and this is why there are already taxes on petrol and cars. It is wasteful to attempt to pay for this on a per user basis. There are enough cars that the revenue already collected should be enough and if not then make the accounting transparent so we can see how it is being spent!

**[5]** Furthermore in the event of any intention through such a new 'smart' system that its user charging be weighted to encourage use of so called cleaner technologies like electric cars, the false economy of these vehicles as revealed by looking at their entire life cycle from mining of rare earths (e.g. the devastation to the environment where lithium, cobalt etc is extracted) for the batteries, manufacture and ultimate disposal, not to mention electrical charging(!) must be seriously considered. This is real pollution not just production of CO<sub>2</sub> that plants breathe.

Where is the extra electrical generation capacity to come from if millions more people start charging electric cars? Certainly not from unreliable and inefficient so called green sources like wind turbines which are only feasible due to heavy government subsidies. Most likely it will not be possible to maintain a national fleet of electric vehicles at anything like the level of the current efficient and environmentally friendly hydrocarbon-powered vehicles.

### Questions and Responses.

#### **1. Do the current road user charging systems in London require reform?**

No. See my opening statement.

#### **2. How might smarter road user charging differ from the current daily charges for driving applied in London?**

So called 'smarter' road user charging is unnecessary; see my opening statement. I also object to the terms 'smart' and 'smarter' which unnecessarily bias the perception of these hypothetical systems. It rather begs the question of whether they are smart let alone smarter. The term also implies some benefit to be realised but for whom is that benefit? I would suggest it will not provide any benefit for ordinary people.

#### **3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?**

Any government charges should not be based upon knowledge of the individual's reasons for driving and it should certainly not include route information. There is already too much unnecessary data collection.

#### **4. What strategies and targets could smarter road user charging support?**

Most likely with the systems being considered, only those strategies and targets that extend even further encroachments into the freedoms, privacy and wealth of citizens.

#### **5. What technology could be used to support smarter road user charging?**

An analysis of how funds are currently spent and introduction of efficiencies might even reduce current taxes. That would be smart.

## Written Evidence from Individuals: Part One

Any new technology involving cameras, thresholds, tracking and the like is going to be expensive to install and maintain and costs will of course be passed on to the hapless drivers.

### **6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?**

By all means measure pollution but do not confuse that with CO2 and as for 'climate change' see my opening statement [2-5].

Traffic levels will be self limiting to a large extent but certainly improving public transport services and cost (trains & buses) would go a long way to helping reduce road vehicle traffic.

### **7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?**

The least expensive and most effective solution is to not set them up at any level at all; see my opening statement.

### **8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?**

As per my opening statement [4], keep the current taxes but introduce transparency as to how funds thus collected are spent and analyse this expenditure with the aim to identify efficiencies which can be made to improve services (like fixing potholes or pruning trees obscuring road signs etc) and maybe even reduce or at least keep taxes at the same level.

### **9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?**

Why is so called 'smart' road charging necessary to give aid to disabled or low income individuals for transport costs?

Clearly any 'smart' system will be expensive to install and maintain with costs being passed on to road users.

To then reduce costs to some of its victims is like robbing Peter to pay Paul. It is better not to have such an expensive system in the first place!

### **10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?**

Why would the 'Government' be 'interested' in such an expensive system with huge impact on the daily lives of citizens? They have no mandate for this; there has been no referendum or indeed any proper consultation or public discussion and debate. Whether they are 'interested' or not, neither London nor any other location would be a 'sensible' place for a trial because being 'interested' is not enough despite whatever powers they may have given themselves - note point [3] in my opening statement re. the conflict of interest of the mayor of London.

## Written Evidence from Individuals: Part One

### **11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?**

The question is non-sensical as we already have a distance-based road user charge in the form of petrol price (actual and fuel duty). We could argue about the size of the duty but in principle this is fair. People who travel further pay more, car fuel efficiency being equal and there is built-in encouragement to use a more fuel efficient vehicle.

### **12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?**

No reasonable arguments have been made nor evidence presented to explain why any such new road charging is required. They certainly do not have an electoral mandate. Also see my opening statement especially paragraphs [3] & [5]

### **13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?**

Other countries may have different concerns but if they are democracies they should be consulting their citizens as to the nature of these concerns and if any such system should be considered in the first place i.e. by public discussion, debate followed if necessary by referendum.

Indeed there is certainly room for improvement in the public debate/consultation area in the UK so perhaps lessons can be learned from such other democracies if they exist.

Call for evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2096 |
|------------------|---------|

0

1. Do the current road user charging systems in London require reform?

No, road charging of any type including ULEZ is taxation by another name.

It affects the less well off the most, the ULEZ charge will tax the less well off by another £3000 to £4500 per year, which is more than central government tax someone on minimum wage per year. It needs to be abolished.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It shouldn't be applied as another tax. The London drivers, are already paying Road fund licence which is applied on a scale for most polluting. They also already pay by their use through fuel duty which is paid to the central government. All these charges are having and will have the most impact on the less well off, the elderly and small to medium size businesses and tradesmen who cater to the public. Those businesses that can will pass those charges on, those that can't will go under.

## Written Evidence from Individuals: Part One

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

As said before drivers already pay taxes to drive . No one should have to pay more . Local councils have the council tax to maintain their services and part of council tax is a levy by the GLA to maintain TFL .

4. What strategies and targets could smarter road user charging support?

None it should not be imposed . There is no tube travel available in my area or to the area outside of the GLA where normal working people can use public transport . Also there is no way any strategy that can help small businesses and trades to transport their tools or goods in the outer boroughs . Any charges they have to pay are then -passed onto the public .

5. What technology could be used to support smarter road user charging?

This should not be applied full stop . This would be only useable with some kind of digital ID and monitoring which is an assault on public freedom and our basic human rights

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It will not , air pollution which as the public know is not that bad , the Defra website has being showing most of London air quality as good for most of this year . Except perhaps where the incinerators are placed such as the one in Beddington Lane ,Wallington

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

The general public do not want them full stop

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

The existing taxes that are in place are sufficient . The Ulez and what is being planned with this consultation is just a cash grab .

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

It should not be implemented

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

We pay taxes and council tax ,we do not need more taxes disguised as anything else

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

I think that the current powers are excessive and should be reduced

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

This country has enough problems currently with the cost of living crisis , poor wages and pensions to worry how other countries are taking liberties .

[personal information redacted for publication]

Call for evidence : the future of smart road charging feb 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2095 |
|------------------|---------|

Dear sir or madam

1. Do the current road user charging systems in London require reform?

## Written Evidence from Individuals: Part One

No. The current ULEZ zone in central London should remain with the proposed extended zone being cancelled

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It will severely limit any driver currently visiting London for work business health or children's schooling

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

There should be a reduced tariff in the current ULEZ zone for all people working in London whether for work, caring or essential services as these are the people keeping London alive. It will become a no-go area for many including families ferrying children to school and tradesmen trying to earn a living penalised

4. What strategies and targets could smarter road user charging support?

Creating more green areas with the planting of more trees to keep our air clean naturally and not charging people for the privilege of working or working in their own capital city

5. What technology could be used to support smarter road user charging?

As any future technology would involve some form of payment ie £12.50 paid for by the general public I don't see how investing in more 'technology' would improve road user charging. It's just a fine going into TFL's bottomless money pit

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

No 'smarter' road charging would assist traffic, air pollution and climate change. It has a negligible effect on air pollution, traffic etc and if I pay the required fine of £12.50 my 'non-compliant car miraculously becomes compliant with any change to traffic levels, air pollution etc. Explain how exactly charging motorists a fee to drive into smart road users will improve air quality. If the current transport system in London especially trains and tubes were paid by a nominal charge to use there would be less people trying to get into London by car

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road charging schemes are best set up in city areas where traffic is more dense (not helped by empty cycle lanes and 20mph speed limits which cars do not run efficiently at) not regional or national. Road charging schemes are not beneficial at all for the people using them it's just beneficial for those benefiting from fines paid

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

If the above is introduced the motorist already pays a tax on their vehicle for the privilege of driving on the highway and this should be made free for all otherwise where is the vehicle tax money going? (mine is zero but my car still non-compliant!!)

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

All the above should be exempt!! I live just on the outskirts of the proposed new ULEZ zone with station over a mile away, bus 2 miles both accessible along unlit busy road adjacent to woodland so would not feel safe as a 70 year old woman walking at night yet 1 mile from my home the proposed new ULEZ zone starts!!

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

This should not even be considered !! Whatever charges are levied on ordinary working people, families or pensioners would NOT improve air pollution on our little island. When China India and USA come into line with air pollution controls then it would be stupid not to conform but whatever we do will have a negligible effect on air quality in the world. Any ruling party who introduced a national road charging scheme would be voted out at the next election by the electorate. After all they are supposed to work for us not against!!



## Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No. Again drivers already pay a vehicle tax why should they have to pay again for the privilege of using their car. Londoners are penalised for living in their own city paying existing ULEZ zone charges so what are we paying vehicle tax for if not for road use!!

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

The Mayors in particular the Mayor of London has too much power over local councils. People like myself who live 1 mile outside the proposed ULEZ zone will have no choice but to avoid visiting borough's that are affected. A referendum should be mandatory when it affects Londoners and those living in outer London boroughs who have to enter the zone for work etc. after all I thought we were a democracy and the current Mayor is enforcing penalties on people like myself who didn't get the option to vote for him

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I am not interested in other countries- I live here and as my previous comment when the largest air polluters start making some changes then our country should follow suit. Until then we are a needle in a haystack penalising our own people for what?? Just to put funds into our Mayors abysmal management of London and TFL and his total inability to control knife crime and stabbings in our once great city

Yours very angry

[personal information redacted for publication]

ps although my post code comes under Croydon I am actually in Surrey opposite fields with woodland behind - air quality excellent !!

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2094 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

Absolutely, YES. Congestion charging and ULEZ all need to be done away with / scrapped. They do nothing for the environment nor the air. They are just being put there to fleece law-abiding motorists by adding tax upon tax upon tax. We already pay to use the roads. We pay tax when we buy new cars. We also pay tax on the fuel we buy, the electricity we use, not to mention all the parking charges we have to pay everywhere we go. Majority of cars on the road also still require road tax to be paid.

This new so called 'smart road user charging' is intent on stopping us from driving, which of course it does not, because our cars are not a luxury, they are a necessity.

Road user charging achieves NOTHING, it has no meaningful purpose.

2. How might smarter road user charging differ from the current daily charges for driving applied in London? There is no need for any smart user road charging PERIOD. Leave us drivers alone, we have enough stress already. We just come out of over 2 years lockdown and trying to live our lives again.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

There is no need nor reason, for any charges for driving in London, or anywhere else in Britain.

## Written Evidence from Individuals: Part One

4. What strategies and targets could smarter road user charging support? As per No.2 answer

5. What technology could be used to support smarter road user charging? No more technology needed intruding on us. We should be free to drive where ever we like as it always has been.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? 'Smart road user charging' is not the answer to the traffic problems. You let too many people into the country over the past 15 years (by illegal means, whilst penalising those who should be allowed to live and work here) which is the real reason we have so much overcrowding that we can hardly move anymore. Tackle this first.

Air pollution and climate change is not just UK's problem, we already have cleaner air by phasing out (gradually) very old polluted cars.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? We already have a national system it's called road tax, I don't see that being removed

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? STOP STOP STOP focusing on charges and taxes and instead start focusing on the wellbeing of Londoners and indeed the nation. People cannot even afford to heat their homes, pay for car insurance and parking, let alone pay for extra charges to drive their perfectly good car.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? NONE because we do not agree with any kind of ROAD CHARGING and to call this a SMART move is of the UTMOST INSULT TO INTELLIGENT PEOPLE.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? There should be no trials anywhere.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? There should be no road user charging whatsoever We are a free nation that means free to drive where we like without being restricted and charged for a scheme which is nothing short of tyranny and dictatorship

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? They should not have the power to do anything. The government serve us we do not serve them. We have the last word so yes referendums so we can vote before anything is approved.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I do not not know nor care. I don't live in these other countries I am a British citizen and I expect my government to listen to its people and act accordingly. We have had no say in this, we were not given a chance to vote on any of these agendas. In fact this was hidden from us. I was only aware of this consultation today with the deadline being 10<sup>th</sup> March (tomorrow)..

[personal information redacted for publication]

[RESPECT MY PRIVACY AND DO NOT SHARE MY EMAIL OR POSTAL ADDRESS]

You may use my name (only my name) as reference.

## Written Evidence from Individuals: Part One

Call for evidence: the future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2091 |
|------------------|---------|

To whom it may concern,

1. Do the current road user charging systems in London require reform?

I believe this system is unfair on poor incomes and those who are vulnerable and have family assisting them. This has reduced community support and family support to a lot of inner London elderly. The schemes across London only benefit the rich. It has also not reduced traffic at all or encouraged people to get trains or tubes even more so it now costs a fortune to travel by them. A season card from zone 6 was £4000 and is now £11000 who would want to lose that than from their salary if only £30k a year just to travel to work. None of this benefits normal working class people.

4. What strategies and targets could smarter road user charging support?

Catching people with no MOT OR insurance and making arrests and fining them. Not adding more tax to people following the law and going to work!!!

9. What discounts and exemptions would you like to see for any new smarter road charging scheme. For example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

LOCAL AUTHORITY TRANSPORT FOR SEN CHILDREN be it bus or personal taxi and any parents in receipt of payments to transport their children should be exempt.

Any disabled person or parents caring for a disabled child of any kind ie with a physical disability or EHCP should be exempt. This includes family members who may be in receipt of carers allowance.

Exemption should be made at specific times like after 6pm for relatives to visit the elderly or weekends otherwise you will be causing lots of elderly people to be segregated from support and families. It's quite a disgrace really the harm the congestion charge has done let alone this.

Low income schemes don't help middle class families who are the ones who will suffer the most as not poor enough for support and not rich enough it will not cripple them. Someone needs to look at generic salaries and see that even combined incomes of 60k will not be able to cope once rents, food electric and gas council tax etc is taken. A proper scheme that supports the working class needs to be in place.

Areas of low public transport? What about areas where its never on time, so crowded that you can't get on??? That's a joke in itself really.

12. Mayor's and local authorities have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example local referendum)?

Oh yes so we can vote these mad people out of office. No one can afford to live let alone start changing cars with the rubbish scrap scheme that rejects everyone and the continuing cost of living crisis and fuel crisis!!!! Referendum is indeed needed urgently.

In answer to this consultation I think TFL have lost any sense of National spirit and are looking at only financial gains. This is not to benefit anyone but line the pockets of large companies all involved. Hard working families will be driven out and unemployment will soar. The end of Great Britain is coming if this is put into place.

I do not agree with this charging or any charging system being brought into any London Borough.

Regards

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

### Road Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2088 |
|------------------|---------|

Good afternoon

I am responding to the London Assembly Road User Charging - Call for Evidence.

The London Assembly has no mandate to instigate a scheme for Road User charging. This is nothing less than a tax on people for using cars which they have already bought; have already paid VAT on to buy and already pay Road Tax and Fuel Duty.

The arguments about Air Quality is weak, particularly outside of central London and the so-called Climate Crisis is a figment of the imagination of Global Elite's with vested interests, usually financial.

Road charging will have a devastating impact on businesses operating in the Greater London area, as well as the incomes of residents, particularly those who are less well off. It is a scheme which penalises the poor, the elderly, the disabled and those who have to care for them.

I object to the proposal.

Yours sincerely

[personal information redacted for publication]

### Call for evidence the future of smart road user charging 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2087 |
|------------------|---------|

Please find my responses to questions on road charging - of note they are heavily loaded in favour of road charging instead of asking should it be progressed - very unfair unprofessional and unethical of you to do this given you're meant to be representing the people and not trying to get the answers you want.

Q1. Do the current road user charging systems in London require reform?

No they do not. Retain what is in place at March 2023 and do not expand further.

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

There should be no additional road user charging over and above road tax and fuel tax indirectly a usage cost - any additions in the form of road user charging on top of the cost of living crisis will significantly impact and add negative financial pressure on residents and businesses.

Q3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

You should not have to pay extra whether you are travelling for work, for caring or for essential services. It would also be far too complex and confusing and will reduce numbers of people choosing to visit London for any number of reasons.

Q4. What strategies and targets could smarter road user charging support?

None as this should not be progressed.

Q5. What technology could be used to support smarter road user charging?

None as this should not be progressed. We don't need anymore technologies on top of what we currently have.

## Written Evidence from Individuals: Part One

Q6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

None should not be progressed - The central London ULEZ is already doing this where it is needed. The benefits outlined for expanding the ULEX zone will not be achieved by this pure money making scheme so it should not be progressed. The residents and businesses in the area absolutely don't want any more.

Q7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have a road user charging at a national level by paying road tax and fuel tax duty. That is all that is acceptable. It's a travesty that any council or representative of the people are considering this.

Q8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It shouldn't. It should not be progressed.

Q9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

None. It should not be progressed. We do not want a road charging scheme.

Q10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. Londons economy is already being ruined this will fast track it even quicker.

Q11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

They should not have to deal with distance based driving, do not implement it.

Q12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Absolutely the current system is flawed (consultation evidence ignored) and all confidence has been lost in the current mayor therefore a better form of governance to ensure the will of the people is required. Nothing should be progressed without a full referendum that is open for voting to ALL those impacted and results published and adhered to.

Q13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Consider individual circumstances and then allow people that are impacted ie inside scope and those visiting or conducting business in the in scope area the chance to vote on the policy before any changes are implemented.

[personal information redacted for publication]

smart charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2084 |
|------------------|---------|

To whom it may concern

What London needs is investment in public transport and a reduction in union power so that the system is not rendered unreliable through industrial action; then we would give up our cars and use alternatives. It is no good penalising road users without investing in the alternatives.

## Written Evidence from Individuals: Part One

Yours

[personal information redacted for publication]

### ROAD USER CHARGING CONSULTATION

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2083 |
|------------------|---------|

### ROAD USER CHARGING - CONSULTATION

#### **1. Do the current road user charging systems in London require reform?**

All blanket road restrictions, including the current ULEZ, are of dubious value from an environmental point of view. They create more pollution – drivers will take longer routes to avoid the zones and scrapping good quality vehicles to conform to the regulations is absurdly wasteful. We certainly need no new ones.

However, road charging systems are excellent cash cows. With distrust for government running at an all-time high it makes more sense for state bodies to devise methods of pollution control that will have public support. Improving public transport for example. This needs to be done before embarking on untried schemes like road user charging.

#### **2. How might smarter road user charging differ from the current daily charges for driving applied in London?**

“Smarter” simply means more control, more government or council intervention in peoples’ lives causing harm not only to the economy but to wellbeing of citizens. We don’t need it.

#### **3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?**

Who decides what journeys are important and which are not? This can only be a matter of individual choice. It is not for government to decide. Such a system could only be administered by a massive army of expensive bureaucrats. It goes to the very core of our personal freedoms.

#### **4. What strategies and targets could smarter road user charging support?**

None. See answers to previous questions.

#### **5. What technology could be used to support smarter road user charging?**

None. There is already far too much technology intruding in our lives- street cameras, apps on our phone spying on our every move. We need less, not more.

#### **6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?**

See previous answers.

#### **7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?**

We already have an efficient and self-adjusting method of road user charging. – road tax and fuel duty.

#### **8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?**

It shouldn't. The people writing this report should focus on the health of the nation, not on more ways to price people out of driving their cars.

## Written Evidence from Individuals: Part One

**9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?**

None. Again this would require massive and intrusive additional bureaucracy. One can easily foresee unjust and unacceptable 'concessions' for favoured individuals who take their dogs for walks in 3 car convoys and who in any case can claim their expenditure back from the state.

**10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?**

No, nowhere would. There is already an easily administered tax on fuel. The more people drive the more they pay. It is self-adjusting. Further attempts to charge would smack of centralised bureaucratic tyranny. There is no need for any more road user charging.

**11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?**

See 10. Above.

**12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?**

Yes. All new schemes should be put to a democratic public vote specific to the proposed scheme.

**13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?**

I have no information personally. I suspect that success will depend on the criteria chosen. Small improvements in air quality will be celebrated and no mention will be made of the disadvantages – scrappage of good cars, the increased financial burden on those who cannot avoid using private vehicle. Small improvements in air quality will be celebrated and no mention will be made of the disadvantages – scrappage of good cars, the increased financial burden on those who cannot avoid using private vehicles.

All the more reason to put all proposed schemes to a democratic vote, both before their introduction and at intervals thereafter.

[personal information redacted for publication]

Smart road user

|           |         |
|-----------|---------|
| Reference | RUC2082 |
|-----------|---------|

In my opinion, this us just another tsx on the British people and another control system. I feel that if you keep pushing people, pretysoon they are going yo oudh back, or maybe that's the plan, then they can impose marshal law, then they will gave ultimate control. I do not agree with yhus znd I will not dubmit yo it.

## Written Evidence from Individuals: Part One

“Smart Road User Charging”

|           |         |
|-----------|---------|
| Reference | RUC2081 |
|-----------|---------|

Dear Committee

The overwhelming majority of the questions appear to assume that smart road user charging is coming in. This is worrying given the current Mayor's history of not responding to overwhelming opposition to the ULEZ expansion proposal. It is reported that the true opposition to ULEZ in the consultation was 66% not 59%. Thousands of democratic responses were censured.

What is the aim of moving to smart road user charging? If it is to reform ULEZ for example then we must consider that Scientific studies show ULEZ has no significant impact on pollution. To my knowledge there is no medical certificate has ever been issued with cause of death 'car pollution'. Defra UK air pollution is shown as low today but ULEZ tax is still being collected.

If it was true then it is absurd for the Mayor, Assembly and TfL to continue to operate a 'pay to pollute' tax when claiming thousands will die from car emissions. What would be the legal liability for taking money in return for given motorists permission to pollute resulting in thousands of deaths?

I have spent many journeys driving in ULEZ areas and wasted much time, causing more emissions, because of 20mph zones, underinvestment in road layouts and junctions. I am a pensioner and travel into London frequently to visit my elderly mother-in-law. ULEZ has already cost me thousands to change my diesel car to euro 6 to not pay ULEZ tax when travelling from Kent to London to see my elderly mother-in-law. Smart road user charging like ULEZ is not required and is an oppressive taxation of poorer members of society. This smart road user charging scheme is nothing less than another cynical tax on freedom of movement which will be severely damaging for our nation, business and all who work and live in London. All because the Mayor cannot accept democracy or manage his left-wing budget and stop overspending. TfL refuse to detail what part of the ULEZ/Congestion charge is spent on green transport initiatives.

There are other issues which are not widely considered. The first is that the Mayors Greater London taxes affect me in Kent but I cannot vote him out. This is not democratic and makes me feel I live in a different country when I voted for Brexit to remove barriers like these taxes. I already pay road tax. How many times can I be taxed for driving my car on the same road?

In my opinion all the London Mayors schemes to tax the motorist are an attack on democracy and also personal freedom. Surveillance camera networks monitoring my and every other motorist freedom of movement for tax purposes is an invasion of privacy. There are very strict laws on carrying out surveillance and they should apply to these TfL tax raising cameras. I do not want to live in a Chinese version of British democracy created by local politicians.

I question that the Mayor should have such widespread oppressive powers. In my opinion his powers should be limited to the City of London. This smart road user charging scheme



## Written Evidence from Individuals: Part One

like ULEZ, LTNs, 15 minute cities is an attack on the poor, freedom and democracy. It is wrong and should be dropped.

Yours Sincerely

[personal information redacted for publication]

road user charging - call for evidence...

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2078 |
|------------------|---------|

My response to your key questions:

- 1) Yes, definitely.
- 2) If ULEZ has to be introduced, smarter road charging i.e. charging per usage would definitely be much fairer **as a replacement**.
- 3) It would be difficult to differentiate between journeys but there should be discounts for people needing their vehicles to carry out caring duties and emergency work.
- 4) A fairer system of road usage taxation.
- 5) Wi-fi.
- 6) Only as far as making drivers think about the necessity of each journey.
- 7) Some kind of amalgam would be necessary. Road charging would assist with congestions in towns and cities but would penalise drivers in rural areas who rely on their vehicles to get round.
- 8) ULEZ; congestion charge and road tax.
- 9) All of these are laudable - the question is how would they be defined (many people not on benefits have very low income) and how would it be administered (in itself not cheap)? Carers that need to travel to work should definitely not have to pay for such journeys. The question remains how would a work journey be differentiated from others? Those living in areas with relatively poor public transport should not be penalised or over-penalised.
- 10) Definitely not. This should be trialled in a large town and a rural area.
- 11) The same. There is fairness in paying according to usage. However, it would adversely affect companies and sole traders that use their vehicles to work at their clients' premises.
- 12) Referenda, which should be binding and not merely consultative.
- 13) No comment.

Road charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2077 |
|------------------|---------|

1. Do the current road user charging systems in London require reform? 2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Yes they require reform .. simple put the Sharvell in fuel fair all around

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

No charging just fuel tax simple

## Written Evidence from Individuals: Part One

4. What strategies and targets could smarter road user charging support?

None just take it from fuel tax money

5. What technology could be used to support smarter road user charging?

None stop watching everybody there's no need

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Make it part of fuel charge

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

No road user charging thank you we already pay this on fuel and other road taxes

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

None don't do it .. put the tax on fuel

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

None do t do road charging

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial

Nowhere thanks it's just not needed

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Don't introduce road charging

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

No local referendum thanks as they are ignored if your correct answer isn't furnished

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

People pulling down cameras and protesting like crazy very unpolpular

### Pay Per Mile Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2075 |
|------------------|---------|

1. Dear Sir/Madam

2. 1. Do the current road user charging systems in London require reform?

Yes, they should ALL be scrapped.

3. 2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It might be more expensive. It will lead to everyone being tracked not just car drivers and end of our freedom. It will be a way of controlling people's lives.

4. 3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

It must be less expensive for essential users.

## Written Evidence from Individuals: Part One

5. 4. What strategies and targets could smarter road user charging support?
6. I do not want it but money should be invested in public transport especially outer London Boroughs.

I am against ALL charging and think the UK government need to get a grip on this to avoid all cities doing their own thing which is what is happening now. Why can't we just pay vehicle tax and be done with it to avoid all this tracking of our lives. It's Big Brother on speed!

Kind regards,  
[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2074 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

No

2. How might smarter road user charging differ from the current dailycharges for driving applied in London?

It shouldn't be applied it's not about the air quality it's purely to fill the gap in the Mayors finances.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

There shouldn't be charges for driving in London it will cripple London. Small businesses will not cope and less well off families will suffer financially.

4. What strategies and targets could smarter road user charging support?

None

5. What technology could be used to support smarter road user charging?

None

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

First and foremost sort you buses out. They are by far worse than cars. I don't be, I've smarter roads will make and difference to air pollution as has been proved by the mayors own commissioned reports.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

They should not be set up at all

## Written Evidence from Individuals: Part One

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It shouldn't be introduced.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Don't introduce it

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

It shouldn't be introduced

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

No but they should listen to what the electorate says and not just bulldoze through like the mayor is trying to do.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Nowhere is charging the ridiculous amount the mayor is charging. Abroad some countries are charging a nominal annual charge that seems farer to me

[personal information redacted for publication]

Response to road user charging consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2072 |
|------------------|---------|

D

*Do the current road user charging systems in London require reform?*

NO. Existing charging systems are adequate. All of the stated aims of this new system can be better achieved by traditional methods. There is no need for digital or technological systems, but instead it would be better to put resources into improving existing systems, for example reassessing speed humps, improved traffic light phasing, road surface maintenance, and signage. Poor quality in all these areas impacts on road congestion, journey times, and pollution from all sources.

## Written Evidence from Individuals: Part One

*Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?*

Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject any such scheme. For example the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature.

Also, instead of proposing new systems, fix the old system! E.g., the daily charge stops at midnight meaning that someone who is visiting between 10:00 pm and 2:00 am pays twice! Fix that first.

*Q3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?*

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen. It also adds more complications and stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one's journey. Also, we are already paying enough! We already pay fuel duty which is a cost per mile. We do not need any more road charging systems - people are already on their knees!

*4. What strategies and targets could smarter road user charging support?*

There are no strategies and targets that smarter road user charging can support. Target-chasing always ends up incentivising perverse outcomes and does more harm than good. Target-monitoring is costly and effort should instead be put into quality of urban design. Also, why do we not prioritize the health and happiness of the nation rather than more spurious targets???

*Q5. What technology could be used to support smarter road user charging?*

None. Human society already has too much technology in use. Human beings want LESS technology, not more!

*Q6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?*

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead better quality road design is needed, along with reduced charges and support for local shops so that people can fulfil their routine needs without the need to travel. For example tyre dust is a significant source of pollution, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads, not by taxation and more charges.

*Q7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?*

Road user charging should not be introduced anywhere. We are already paying road tax and fuel duty. WE DO NOT NEED ANY MORE!

## Written Evidence from Individuals: Part One

Q8. *If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?*

Smarter road user charging should not be introduced because any advantages for each individual are outweighed by the disadvantages.

Q9. *What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?*

No such discounts or exemptions should be introduced. The concept introduces the need to justify one's journeys to the authorities, that is, to ask permission, something that should never happen. Instead the Blue Badge system already exists and can be widened in scope or reformed. The way to improve the lives of the groups mentioned here would be to reduce fuel charges by increased oil exploration and extraction

Q10. *If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?*

No. No such trial is needed anywhere! In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be an increase in annual road tax on EVs.

Q11. *If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?*

No such distance-based charging scheme should be introduced.

Q12. *Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?*

Mayors and local authorities' powers who introduce these schemes should be removed immediately! We need a full and uncensored debate through all forms of public discourse. Dissenting voices should be fully attended to, and only after that specific referendums should be required to determine the will of the people.

Q13. *How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?*

None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate.

Call for evidence: the future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2071 |
|------------------|---------|

## Written Evidence from Individuals: Part One

To whom it may concern

Please find my response as a London resident, to the mayor of London plans to expand ULEZ and implement a PPM system in London.

This form of taxing people after a few hard years, financially and mentally is outrageous and is going to impact on so many business and households.

Lots of families are going to struggle, wether travelling to work, visiting families.. funerals , schools etc.

Thank you for reading

[personal information redacted for publication]

Pay by mile scheme proposal

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2068 |
|------------------|---------|

Dear Sir,

This proposed scheme is totally undemocratic.

Is the Mayor against workers such as doctors, nurses, tradesmen, shoppers and visitors etc to London all of whom keep the economy going? It would seem so. No doubt more businesses will close due to lack of footfall as the public will not wish to visit London.

The cost of the necessary installation of cameras etc for the scheme could be put to much better use.

I am TOTALLY AGAINST this terrible scheme.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2066 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

A: yes as it is unfair to the majority of people

2. How might smarter road user charging differ from the current dailycharges for driving applied in London?

A: I don't believe there should be any road charging as we pay to use the roads through road tax and our council tax. Also through taxes on fuel

## Written Evidence from Individuals: Part One

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

A: Charges shouldn't be applied for any of these journeys.

4. What strategies and targets could smarter road user charging support?

A: Charging is all about a tax on the people, I don't agree with Road charging in any form

5. What technology could be used to support smarter road user charging?

A: Non as road charging shouldn't be used as using roads are paid for with road tax and council tax

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

A: This isn't about air pollution it's a tax on the motorist to obtain funds by deception. There will be no change in air quality - even with Heathrow, M40, M4 and RAF Northolt on my doorstep.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

A: They shouldn't be set up as it's another tax in the motorist which will impact on everything we buy

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

A: shouldn't be introduced, not sure why it is being considered. We all know it won't replace anything it will be an extra tax on the motorist.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

A: road charging shouldn't be brought in. It would be the same as all charges, the same people ie benefits, disabled, low incomes etc would have reduced/exempt but everyone who is genuinely struggling gets nothing.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

A: no, we pay for distance travelling through petrol, ie the more you drive the more you pay. There is no 'sensible' road charging scheme.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently

A: The government or Sadiq Khan (until he's booted out) will make sure Londoners pay a premium as is the case for everything in London.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

A: I don't believe the Mayors should have these powers it should be decided by central government via referendums of the electorate

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

A: why are these charging ideas needed? No one is explaining this. Roads are paid for by road taxes and council tax and taxes on our income.



## Written Evidence from Individuals: Part One

[personal information redacted for publication]

(I do NOT give my permission for any of my details to be passed to third parties for marketing purposes)

opinion on: smart road user charging, transport committee

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2064 |
|------------------|---------|

I am not a driver myself at present, but I AM STRONGLY AGAINST THESE PLANS AND DO NOT BELIEVE THAT ANYTHING LIKE IT SHOULD BE IMPLEMENTED IN LONDON OR ANYWHERE ELSE

Sincerely,

[personal information redacted for publication]

Answer to key questions.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2055 |
|------------------|---------|

Key questions

1. Do the current road user charging systems in London require reform?

No not outside of the already existing ULEZ in central London where public transport is available 24/7. There is no need for congestion charging or ULEZ charging of any kind anywhere outside of central London.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

There should be no charge if you do not enter the congestion zone in central London.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

You should not be charged to use your car when you are outside of central London especially in the countryside where public transportation is few & far between & the pavements are not safe enough to use. Cars are a necessity there not a luxury!

4. What strategies and targets could smarter road user charging support?

None it's just penalising those that have no choice but to use their cars to get to work, buy food etc where public transport is not available in the outskirts of London.

5. What technology could be used to support smarter road user charging?

None it is not needed in the outskirts there is no need to charge where cars are a necessity!

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

## Written Evidence from Individuals: Part One

It has nothing to do with air pollution. The countryside does not suffer from air pollution problems!

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

No charging should be only be local authorities who are aware of the lack of transportation issues which need attention first.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Road tax is already paid by all but the roads are still in shocking condition! Road tax needs abolishing as it's not used for this. It should not be a blanket charge & certainly should not be increased.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

There should be no charging for those that live in areas with limited public transport as cars are a necessity not a luxury for work & buying food etc.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No not outside of central london

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Much less

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

No-one should be able to introduce something that makes it impossible to survive! A village specific voting system should be introduced before any introduction of any charges.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Only major cities should have the charges where public transportation is available 24/7 not the outskirts where it is not!

[personal information redacted for publication]

Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2054 |
|------------------|---------|

This is not the sort of world we want to live in. Why is there this relentless aggressive attitude against the motorist. The alleged 'Climate Crisis' is not a proven scientific fact. We will end up with a Country where the costs of everything are so high we will not be able to compete with rest of the world.

## Written Evidence from Individuals: Part One

### Consultation on Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2053 |
|------------------|---------|

Hello

I am a London resident and I wish to add my thoughts on the call for evidence for potential road user charging here.

I have a small business as a gardener, which requires travelling around west and south west London on most days of the week. It's impossible to do my job without using a vehicle, although I have an estate car rather than a van.

I would state at the outset that I am firmly AGAINST any introduction of road pricing schemes in London. I will outline my reasons for this.

#### IT'S A TAX.

The Mayor of London is fully aware that most motor vehicles on the road already pay hefty duties for fuel and Vehicle Excise Duty. Imposing a further charge is simply adding another tax burden to drivers. Perhaps he'd like to compensate drivers for the fuel duties we already pay, particularly as a proportion of that goes towards maintain road infrastructure.

Any smart charging scheme would be bad for business, bad for residents and bad for London.

#### PROPORTIONALITY

It is a common mistake by decision makers to view London as a homogeneous entity, where all places are the same, with the same access to services, employment, etc. Clearly London is made up of a myriad of different areas, all with differing needs and problems.

Where I live, in Ealing, the transport network is very different to that in central London. It is even different to central Ealing just two or three miles away. Many residents don't have the option of cycling, walking or using public transport to get to work or to access the services and facilities they need. Often driving is the only option.

Road charging would penalise those living in less well-connected areas, with the hardest hit being those on lower incomes. As ever. It will also have a deleterious effect on leisure and social activities as people start to debate whether paying to drive to a particular place is worth it.

#### POLLUTION AND CONGESTION

The current charging system and the proposed expansion of ULEZ are nothing to do with reducing pollution or congestion. The Mayor and TfL know this but are not being honest.

The reductions in pollution are happening anyway due to new technology.

Climate change is not actually significantly affected by London traffic. Heathrow airport is the biggest contributor in the capital, but climate change is actually being driven by industrial processes in Asia and other territories to feed the demand for goods from the West.

#### MANDATE

Any introduction of road charging should require a specific electoral mandate and ideally a binding referendum. Give Londoners the opportunity to have their voices properly heard.

Much of what is currently happening is not being done in an open or transparent way.

A straight yes or no poll would work, and it might even require localised referendums to be really fair.

#### REFORM

The current charges are too high. They should be reduced or scrapped altogether.

#### EXEMPTIONS

No doubt emergency service vehicles will be allowed exemptions to any charge. I imagine councils will seek exemptions for service vehicles. Probably Mr Khan and other politicians will demand exemptions for themselves. You either charge everyone the same or don't charge them at all.

## Written Evidence from Individuals: Part One

Exemptions for low income earners will require means testing and there are many people who don't like the idea of that. Inevitably there will be those, and a sizeable number, who earn just above any notional threshold who will lose out.

### WHERE DOES THE MONEY GO?

If smart charging is introduced it's unlikely that the money raised would benefit those paying the fees. The operating costs will be immense, while any surplus is likely to go to pet projects of whoever is Mayor of London at the time. I doubt it will go to improving transport infrastructure like bus services or Tube upgrades. As usual it will be wasted on Nike lanes. I'd suggest that removing the Mayor's precept from council tax bills, and the TfL charge too, would be the only viable option. Let people spend their money on driving rather than funding the dysfunctional government of the city. Perhaps an opt-out should be included in every council tax bill.

London is not the best place to trial this scheme. There are too many factors that are beyond a vehicle driver's control when it comes to moving around, particularly acute when there's an accident or diversion in place.

If the aim is simply to destroy local economies then this is the right way to do it.

Yours faithfully

[personal information redacted for publication]

Call for evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2052 |
|------------------|---------|

Dear Sir/Madam

Here is my reply to the above consultation . I do find it difficult to understand why this was not advertised to the general public .

1. Do the current road user charging systems in London require reform?

No , road charging of any type including ULEZ is taxation by another name .

It effects the less well off the most , the ULEZ charge will tax the less well off by another £3000 to £4500 per year , which is more than central government tax someone on minimum wage per year . It needs to be abolished

2. How might smarter road user charging differ from the current dailycharges for driving applied in London?

It shouldn't be applied as another tax . The London drivers , are already paying Road fund licence which is applied on a scale for most polluting . They also already pay by their use through fuel duty which is paid to the central government . All these charges are having and will have the most impact on the less well off , the elderly and small to medium size businesses and tradesmen who cater to the pubic . Those businesses that can will pass those charges on , those that can't will go under .

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

As said before drivers already pay taxes to drive . No one should have to pay more . Local councils have the council tax to maintain their services and part of council tax is a levy by the GLA to maintain TFL .

4. What strategies and targets could smarter road user charging support?

None it should not be imposed . There is no tube travel available in my area or to the area outside of the GLA where normal working people can use public transport . Also there is no way any strategy that can help small businesses and trades to transport their tools or goods in the outer boroughs . Any charges they have to pay are then -passed onto the public .

5. What technology could be used to support smarter road user charging?

## Written Evidence from Individuals: Part One

This should not be applied full stop . This would be only useable with some kind of digital ID and monitoring which is an assault on public freedom and our basic human rights

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It will not , air pollution which as the public know is not that bad , the Defra website has being showing most of London air quality as good for most of this year . Except perhaps where the incinerators are placed such as the one in Beddington Lane ,Wallington

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

The general public do not want them full stop

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

The existing taxes that are in place are sufficient . The Ulez and what is being planned with this consultation is just a cash grab .

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

It should not be implemented

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

We pay taxes and council tax ,we do not need more taxes disguised as anything else

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

I think that the current powers are excessive and should be reduced

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

This country has enough problems currently with the cost of living crisis , poor wages and pensions to worry how other countries are taking liberties .

[personal information redacted for publication]

Re: The Future of smart road user charging.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2051 |
|------------------|---------|

In response to this abhorrent scheme designed to suppress and control the people of this country, here are my answers tot he questions posed:

1. Do the current road user charging systems in London require reform?

YES. They should be removed completely (!), as they contravene the Universal Declaration of Human Rights.

I draw your attention to Article 4 of the Universal Declaration of Human Rights which clearly states, "No one shall be held in slavery or servitude; slavery and the slave trade shall be prohibited in all their forms." To control the people by electronic means, surveillance and restrict their movement is a form of slavery.

I also draw your attention also to Article 13 section 1 which clearly states, "Everyone has the right to freedom of movement and residence within the borders of each state."

## Written Evidence from Individuals: Part One

Ergo, every living man: and woman: has the inalienable right to travel freely within and across the lands within which they reside. There are no conditions attached to this Article! Acts, Statutes, Policies and other Government Directives fall much lower down the hierarchy of law. This absolutely must be the case because (wo)man: elects a Government to work on behalf of (wo)man:.. Government can never be placed higher than the living (wo)man: under common law. Common law still stands today. It is the law of our land, written down in the 1215 Magna Carta; a document which preceeds Parliament / Government. Therefore Government must abide by the wishes of the people - or be removed.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

There must be NO charging at all. This violates our Constitution. A Constitution which is supposed to be upheld and protected by the Monarchy, on behalf of the people. Clearly our Monarchy has not been upholding our laws and customs.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

As above

4. What strategies and targets could smarter road user charging support?

As per questions 1 + 2

5. What technology could be used to support smarter road user charging?

No technology should be used against the people to track their movement. This contravenes our Constitutional rights to free movement and Universal Declaration of Human Rights

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Climate change is a hoax created by an elite few in order to bring about change that will control the people and keep them locked down.

With free movement, conveyances will be spread out around a wider area thereby reducing air pollution. With the advent of technologies kept suppressed we will be able to move around in pollution free environmentally friendly transportation.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

This contravenes our Constitutional rights to free movement and Universal Declaration of Human Rights

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

This contravenes our Constitutional rights to free movement and Universal Declaration of Human Rights

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Freedom of movement in alignment with our Constitution, the Magna Carta of 1215 and the Universal Declaration of Human Rights.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Clearly the Government already has plans to put such a scheme into place, otherwise this question would not exist!

We the people do not consent.

## Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

This contravenes our Constitutional rights to free movement and Universal Declaration of Human Rights

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

The mayors and local Authorities do NOT have powers to do any such thing! They presume they have powers, and must cease this nefarious and fraudulent presumption with immediate effect! A mandate is an offer to contract, and we the people do NOT consent to any contract which contravenes our inalienable rights! Cease and desist immediately.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? We the people do NOT consent. The Government must stop with their presumption of rights immediately. They have none.

I, a living woman: of this land, Albion, do hereby deny this fraudulent, controlling theatre of a Government, any and all presumed authority they might think they have over me and all other living woman: and man: of this land.

CEASE and DESIST these actions immediately.

: All inherent and natural inalienable rights of Dominion reserved at all times:

All Rights Reserved Without Prejudice waiving none ever, in my true lawful and private capacity as beneficiary of the original inherent jurisdiction. Consent must be sought in all matters of Privity where mutuality of interest occurs.

living woman: :[personal information redacted for publication]

Road charging

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|------------------|---------|
| <b>Reference</b> | RUC2050 |
|------------------|---------|

I strongly disagree with this new project to charge drivers per mile

You will have another poll tax moment - people have had enough of Sadiq Khan

Stop meddling in our lives

[personal information redacted for publication]

Road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2048 |
|------------------|---------|

1:

## Written Evidence from Individuals: Part One

NO. We have sufficient taxation at present with the ulez and congestion charges. We need less regulation and taxes rather than more in this time of economic stress.

2:

I think instead of instigating new systems we should adjust the old systems ie we pay daily charge should be adjusted as it penalises people who travel overnight, they get charged twice would it be better to have a 24-hour system first entry for a 24-hours period.

3:

I don't think there should be any extra charges for travelling on any of the reasons above. Motorists are already charged fuel duty & vat which equates to a charge per mile according to the the vehicle used, the less efficient the more tax that person will pay.

I don't think we should have to pay any more tax.

4:

I don't think is right that we are looking for strategies and targets. This smacks of "how much can we make out of this".

The happiness and health of population is more important.

5.

I don't believe we need any more technology than we have at the moment.

6:

I can't see any point in further Road charging as we already have ulez and and fuel taxes VAT and the VED.

Electric cars have already been incentivised along with 0 ved and grants.

7:

It is best that no new user charging schemes are setup nationally or regionally. We already have a functioning taxation system on vehicles. Let the present vehicles die a normal death rather than creating extra carbon and pollution on new electric vehicles, especially now there are new developments in low carbon fuels.

8:

I don't think anything should be changed. Why put a complex complicated and expensive system in place of a functioning system.

There are more important things we should be concentrating our minds on in this country.

9:

Again pointless we have a present system that works why not put the money saved from implementing complicated Road charging assistance into public transport

10.

NO

There is no point in this. It just seems another layer of bureaucracy and expensive at that.

11.

They would all pay more as the system to implement it will be so expensive. Pointless.

12.

There should be a local referendum on any of these points. We do not live in a dictatorship.

13.

The policy goals are set by government, we do not have a say in that.

There is not enough data to confirm if this kind of system works in other countries and it wouldn't work in our complicated tightly packed country.

[personal information redacted for publication]

Fwd: Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2046 |
|------------------|---------|



## Written Evidence from Individuals: Part One

Hi,

In response to your questions proposed:

Key questions

1. Do the current road user charging systems in London require reform?

Yes

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

My responses to this is that you shouldn't be charging for traveling for work. Unless you're deciding without any consultation that car use for work as non essential travel and a non-essential service?

Traveling for work is essential travelling for me. If I were to be charged for this in being penalised for being in work and having a career which means that my work location (which is only 12 miles from home) takes over 2 hours when traveling one way by public transport compared to 45 mins one way by car.

To even have any work life balance and safe commuting at all times of the day with a job that involves working both in the day before 7am and at night after 10pm and carrying survey equipment means that I have to drive.

The sorts of scheme role outs that have happened re ULez, restricted use of some roads being operated etc. And the way people have to apply for exceptions and how hard it can be to do means I don't trust any proposed arbitrary system of possible exceptions or reductions which will always be based on a hypothetical 9-5 job on an office rather than the varied careers and working patterns that people in the real world have to do.

We don't live in a 15 min city. We don't have everything we need including our ability to work to pay our bills within 15min of our homes in London. We'll never have that unless people are lucky enough to actually work within 5 miles with existing public transport routes in place. And we never will with a population the size of Scotland shoehorned into London. So trialing a scheme here won't work as a trail for the rest of the country. It will just be another way for the government to make more money and not improve things for the majority. Unlike the minority who have good enough paying jobs to take the hit to their income that this scheme will produce.

4. What strategies and targets could smarter road user charging support?

Unless you stop trying to move everyone on bikes which not everyone can use, and add immediate investment into substantial new public transport routes that cross the river from north to south, rather than pushing everyone onto routes that force them into London to then travel out again, you'll not get more people out of their cars for the majority of their journeys.

At any point where I have worked within a 1hr and 15 min door to door one way, I have always taken public transport to work when I don't have to carry survey equipment or not been on night work.

That will not change for me, the reason I drive now is that my one way journey is over 2hrs - more so with increased traffic bottlenecks impacting bus lanes because of roads being narrowed for cycling infrastructure.

I'm guessing that many others like me will also not change their mode of travel as they have no choice. We do not live in a 15min city at all. As the layout of London precludes that from happening with the sheer number of people living in the capital.

Trying to basically get more money out of drivers and not doing anything to improve journey times, and in fact making bus journey times worse with the new cycling infrastructure impacts on traffic means these proposals are unfair. And will cause some to lose their jobs if they can't afford to drive for work.

## Written Evidence from Individuals: Part One

There are also a number of reasons why people will not sell their homes to move to an area closer to work, when we are in a society where jobs are not long term and you'll have other family commitments near home and away from work.

But given that all you're interested in are strategies that will support charging, rather than reasons why it can't be supported as per your question, I doubt you'll register this response. Question 8:

If "smart" road user charging is introduced, what other charges should be removed? Why would we pay road tax and ulex and the congestion zone taxes on top of being charged to drive to work etc. As you're proposing here. Though if you're saying that the public transport is there for them to use, charge them the cost of using public transport to make the same journey, but pay drivers back, if their journey by car is half the time it takes to use public transport for every journey that's over 1hr long one way and charge drivers more if using the car adds to their journey time. With exceptions for people who have to carry equipment and machinery around for work.

Then if you find that far more are driving than taking public transport then it shows that the public transport provision isn't adequate in that area and needs to be improved.

But please make sure that the local health care services and ways to access financial help such as the dole are made easier for people in specialist jobs which aren't readily available in every neighbourhood in London when you do role this out against any objections by those of us who live in London. And where you may force people to travel for over 4 hours a day to get to work and back (or London for evening and morning out of hours working as most cleaners start work before 5am) with the increased illnesses and stress that will arise from the stress of a life where its just commute work, commute, sleep repeat.

After all most people in London don't have annual salaries of over £80k. And for the majority in the conservation sector - the ones of us who have worked in the charity sector, as ecological consultants and work with volunteers where our average salary ranges are now any where from £21-26k where we have to drive with equipment in London- basically living off a quarter of an MP's wages; are the sorts of specialist jobs that are at risk from schemes like this. At what point will the charges not apply? What level of disposable income do you deem suitable for people after rent/housing, commuting/transport, food and bills? And are those values that you're going to put on people ones that are going to be achieved for people who earn less than £25k a yr? Or less than £30k a year? The ones who may be at risk of losing their jobs if they can't afford to drive for work or drive to work with any knock on impacts on travel time at all times of the day. Could you live on their wages and meet all of the bills and then pay more to drive for work? The types of people who don't get to claim for a second home as part of their job so that it's a closer commute into work if their consultancy is outside London; and then wouldn't have to drive each time to get to work, instead having the luxury of only on the night surveys and site work when having to move around survey equipment.

Regards

[personal information redacted for publication]

road user charging scheme

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2045 |
|------------------|---------|

I would have thought with the current cost of living crisis that this is the LAST scheme we need! We already pay enough car tax, council tax to maintain our roads

PLEASE don't charge us more

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

Road user charging response

|           |         |
|-----------|---------|
| Reference | RUC2043 |
|-----------|---------|

Hi,

I find the questions very heavily loaded and biased to eliciting responses in favour, as if the scheme is already approved, which is very underhand. There doesn't seem to be a clear list of problems that the proposals seek to address or proof of the claims around increasing congestion and pollution. Have the government actually established that road charging is wanted or has been requested by a large majority or society?

My responses nonetheless:

Key questions

1. Do the current road user charging systems in London require reform?

>> No I don't believe they do and not in the ways that are proposed at least! The proposed expansion of the ULEZ already represents an undesirable extra burden on costs at a time when this is least welcome and will adversely affect the certain parts of society. The tracking and charging of different modes of transport seems to represent an unwarranted expansion of state interference into freedom of movement.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

>> What a hypothetical question, and that rather depends on the details of the so called smarter system. It would be better to fix the flaws in the existing systems (such as being a daily charge rather than time based from point of entry) before proposing hugely expensive and burdensome new systems.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

>> Very simply, they shouldn't – why would you penalise commuters and essential workers who keep the local economy and society running, and risk deterring visitors with overly complex charging rules?

4. What strategies and targets could smarter road user charging support?

>> You assume that road charging should be implemented at all, but that's likely set by some random committee or government department – wouldn't it be better to set targets relevant to the local area that will be affected?

5. What technology could be used to support smarter road user charging?

>> Again you assume that road charging should be implemented at all – GPS is the obvious choice but most people already feel a level of technology intrusion.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

>> Isn't that what the CC and ULEZ are supposed to be tackling? Is the suggestion of a new scheme an admission that the existing schemes are failing as the wealthy will just pay up anyway and so the charges are nothing to do with cleaner air in reality

7. Are road user charging schemes best set up at a city or regional level, or

## Written Evidence from Individuals: Part One

as a national system, and what benefits or difficulties would you expect with either approach?

>> City or regional level schemes have the potential to lead to a hellish nightmare of different rules, regulations and operators all trying to coin it in. What is wrong with the current national schemes of VED and fuel duty?

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

>> Again another assumption that it should be introduced, but I would expect it to replace all current schemes – ved, cc, ulez and fuel duty

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

>> Why complicate the existing system that already charges more for those that travel more

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

>> No I don't believe so, why start with the biggest most congested please to start with? Assuming it should be introduced at all why not start somewhere smaller/easier?

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

>> IF it was introduced at the same level then more people might support it, but I'd question if it should be introduced at all

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

>> Such wide reaching changes should be put to a full and transparent democratic vote, rather than hidden in some very short time span consultation.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

>> I've no idea how other countries are working on similar plans, or what policy goals they are trying to achieve. The people that will be affected and fleeced by the scheme should be properly consulted to ensure any changes that are deemed necessary have been thoroughly thought through.

Thanks,

**[personal information redacted for publication]**

Smart Road User Charging - answers

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2041 |
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## Written Evidence from Individuals: Part One

Dear Sir or Madam,

Answers to the key questions as listed on the consultation document for - Smart Road User Charging .

1. Yes
2. Smarter Road user charging will be directly proportional with the amount of road usage, road wear and tear and the amount of pollution if the vehicle still emits exhaust fumes. It will also be directly proportional with the amount of congestion. It is a fair system where someone that only needs to use their car to purchase a large item from the local B&Q is not paying the same amount of daily charge like an Uber driver that drives up and down all day.
3. It will be difficult to ascertain the different type of journeys - as this could rely on self reporting and not all people would be happy to provide that info or if they provide that info it may not be accurate or it would be reported to ensure the lowest rate of charge is applied. Charging should be proportional with the amount of road usage. Don't overcomplicate this.
4. If this is directly proportional to the amount of emissions and the amount of miles the vehicle is on the road rather than the age of a vehicle and a set fee it will encourage those that use the roads the most and therefore pollute the most to upgrade to zero emissions full EVs sooner rather than later. It will dramatically and quickly improve air quality for all Inner and Outer Londoners. Currently if someone pays the fee for the day because they had to do one journey they will try to maximize the use for that day because every other journey extra on the same day will be free. Remember the saying - "after you fall into the paddle you are no longer going to worry about the rain"
5. Automatic number plate recognition. Alternatively fossil fuels prices could be increased to take into account the amount of pollution.. The more miles they drive on fossil fuel the more pollution they produce hence pricing pollution into the fuels is a fair way to proportionally apportion this to those that pollute most. Another option is to have a requirement for sat nav data for each car licenced to drive through or inside London to be automatically provided to TFL by the companies providing Sat Nav or the car manufacturers, or the individual drivers.
6. This will be the most effective way to reduce the number of journeys by polluting vehicles. It will be the fastest way to improve air quality. Local bus companies that continue with impunity to replace their old buses with slightly better but still fossil fuel powered engines rather than electric only should also be charged this by the number of miles their buses are doing every day, week, month and year.
7. National approach would be even better because the charge can be applied to the fuel that is sold at petrol station nationwide. If not possible nationally then at least apply it at regional or at city level.
8. As a minimum it should replace the congestion charge and the ULEZ which are not proportional with neither the amount of congestion nor the amount of pollution. It should also replace the road tax which is also not proportional with the amount of road use - someone driving 1,000 each year pays the same amount like someone driving 15,000 per year which by its definition encourages people to drive more to make their road tax justifiable and as low as possible per mile driven. For a vehicle paying £ 270 per year road tax and driving 2,700 for the whole year their road tax per mile is 10p but if they decide to do UBER and do 27,000 then their road tax per mile becomes 1p. This shows that the more miles the less the tax per mile hence encourages more pollution and congestion.
9. No discounts or exemptions please. All pollution is bad hence the charge should be directly proportional with the amount of polluting miles someone does. It should be the level of pollution that is charged for not their employment status. Otherwise this will be seen as another tax the rich scheme. It does not matter the reason they drive

## Written Evidence from Individuals: Part One

- clearly it is important enough to them or a necessity and any proportional road user charge should be factored into their business or their company business plans. If you charge them by the miles they will find ways to reduce the number of miles driven by filling their cars to save on additional trips, by using routing technology, etc.
10. Definitely London would be a sensible place for a trial. Additional trials could be started in other cities big or small. We need a fair road user charge nationwide a.s.a.p.
  11. The new charge should be neutral when calculated for those that drive around 2,000 per year.
  12. No referendum please. It would lead to a lot of misinformation campaigns in the social media. Organizing a referendum will cost a lot of money to organize and this money could be used to offer scrappage schemes to help everyone transition to cleaner vehicles.
  13. Don't know of any other schemes but this is definitely the way to go. We need to make and keep everyone accountable for the amount of damage they do to the quality of the air that we breed. There needs to be direct proportionality. Assuming like for like vehicles and same zone location, someone that drives 100 miles per day should pay 5 times more than someone that drives 20 miles per day. Under the current way of charging both examples pay the same like someone that drove 4 miles in total to do their weekly shopping so once the flat charge is incurred there is no incentive for that day to reduce the number of miles as no further penalty regardless the amount of additional miles and pollution produced.

Kind regards,

[personal information redacted for publication]

Consultation reply

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2040 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

No, I believe that further changes beyond the ULEZ expansion should not proceed.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter road user charging would be too invasive from a privacy perspective. It would also be much more costly for the segment of the population that can afford it the least. The ULEZ expansion offers a scrappage scheme to "help" low income individuals upgrade to compliant vehicles. That scheme is only offered to individuals on benefits. There are thousands if not millions of hard working people on limited incomes who do not qualify for the ULEZ expansion scrappage scheme. Effectively this is a highly regressive tax and any form of smart road user charging will also be a highly regressive tax during the worst cost of living crisis since WW2.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

In my opinion it will be impossible to differentiate, which is another reason this idea should never be implemented.

## Written Evidence from Individuals: Part One

### 4. What strategies and targets could smarter road user charging support?

This initiative will be even more disastrous than the smart highway system which has claimed numerous lives and wasted millions of tax revenue on a system that would never function. Any thinking person should have foreseen removing the hard shoulder would put lives at risk, yet it was still implemented. Another real world example is the M6 toll road. This project was advertised as reducing congestion on the M6. The effectiveness of the reduction was and still is minimal because of the cost of use for the M6 toll. For the well to do it's great! For the average person it is a highly regressive tax so it gets very limited use. Your proposed scheme will do the same thing to the entire city of London.

Extortion of motorists

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2034 |
|------------------|---------|

No to any road charging what so ever...We already pay for the roads that are not fit for our cars but the law states our cars must bit fit for the roads.

FW: The future of smart road users charging

|                  |         |
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| <b>Reference</b> | RUC2029 |
|------------------|---------|

My opinion is that it is Its a terrible idea ! it will make living costs higher for no good reason!  
[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2032 |
|------------------|---------|

Please see below my response to your consultation.

1. Do the current road user charging systems in London require reform?

Answer - No. The current ULEZ zones, central area and extension to the North Circular boundary has had the most positive effect. No further action is required in my opinion.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Answer - It shouldn't unless there is a nationwide approach where pay per mile replaces annual road tax and tax applied to Petrol and Diesel. This will ensure those who use the roads most pay the most. Any form of standing/daily charge is punitive.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Answer: Question to you - why does it need to be. Journeys can form multiple types in one journey. A journey to/from work can also end up with a journey to perform caring

## Written Evidence from Individuals: Part One

responsibilities to aging parents as well, so it should not be differentiated. Charges per mile in London should not be applied unless it forms part of a higher National approach, and then not add extra burden/charges over and above the National charge rate.

4. What strategies and targets could smarter road user charging support?

Answer: Strategies should target areas only where pollution or congestion can be significantly improved, such as city/central areas. Outskirts and suburbs need to have maximum freedom for business and domestic use to keep the economy turning over.

5. What technology could be used to support smarter road user charging?

Answer: There are many different technologies available, and I'm no expert in them so cannot make a recommendation, although whatever is used should form part of a National campaign and not be used to penalise London residents.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Answer: The current Euro standards for automobiles is already addressing pollution. Generous scrappage schemes rather than Smart road user charging should be in place to encourage those with older cars to replace them, but the scrappage scheme needs to extend to all, not just a chosen few and be generous enough to support the poorest in our communities.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Answer: As already stated, it must be a National approach otherwise commerce and industry will be adversely affected in the more restrictive areas, and the public will rebel if travel is so restricted they can no longer go about their business with the freedom they currently have, or at additional punitive costs.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Answer: Again, a National approach is essential. Current Road and Fuel taxes should be replaced by a new charge. This will ensure occasional/low-use drivers are not penalised, and those that use the roads more pay for them.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Answer: I would not like to see Smarter road charging schemes introduced at all. There will always be somebody who is adversely affected who shouldn't be, and no amount of schemes will cover all eventualities. A national approach is the only way that is fair to all.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Answer: No, it would be the worst place for a trial. Too many complications and unique issues exists in a city the size of London .

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Answer: They should never pay more, where is the justice in that? It should at least be equal, or less for those who travel fewer miles.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Answer: These powers should be removed. There should be an electoral mandate to remove them, passing them back to central government. The needs of the residents are not being best served by local politicians (Mayor) with allusions of grandeur such as we are currently experiencing in outer London where extending the ULEZ boundary will have a negligible effect on emissions.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?



## Written Evidence from Individuals: Part One

Answer: The general approach being taken countrywide is alienating the hard working population, and could result in anarchy! It is placing high restrictions and costs on the down beaten public who are already suffering due to the high cost of living and energy crisis. Ulez charges and pay per mile for cities is not the right answer at this time. It needs further consultation with scientist and driving groups to form a more amenable solution.  
[personal information redacted for publication]

Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2031 |
|------------------|---------|

Hi all,  
I absolutely oppose 'smart road user charging'.  
As with anything these days with the tag 'smart' it is anything but (i.e. 'smart' motorways). This is a draconian and sinister way of increasing tax revenue and ultimately tracking drivers. This could ultimately be used to the detriment of the population and is undemocratic. Shame on you for even considering this.  
[personal information redacted for publication]

ROAD USER CHARGING

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2030 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

Yes, all roads currently being charged for are public roads and as such we the people should be charging local councils ltd for using them.  
Also under the 1707 Act of Union (A treaty and therefore above statute) any attempt to charge for travel is unlawful.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

All charges are unlawful and should be scrapped.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

All charges are unlawful and should be scrapped.

4. What strategies and targets could smarter road user charging support?

None.

5. What technology could be used to support smarter road user charging?

None, also the urban radar associated with these schemes has been proven to cause cancer.

## Written Evidence from Individuals: Part One

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

These systems normally increase pollution due to forcing all cars onto main roads and thus increasing travel times and pollution.

London air is the cleanest it's ever been, bar the results of stratospheric aerosol injection and the tube, perhaps cleaning up the nano Aluminium particulates and asbestos would be a better start.

Climate Change, really, are you all incapable of basic research?

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

All attempts to charge the people for using their own roads are fraudulent and unlawful and charges should be brought against those trying to implement them.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

All are fraudulent and therefore all should be scrapped.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Make public transport better, then people will happily leave their cars at home. Don't unlawfully try to tax cars off the road for a WEF dream.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No, as above all road charges are fraudulent and therefore all should be scrapped.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No one should pay to use their own roads.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

As Mayors are public servants and thus in service to the public they should only have powers over their own corporations not the wider public.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

This is all theft, just because someone else is getting away with it doesn't make it lawful.

## Written Evidence from Individuals: Part One

[personal information redacted for publication]

S R U C s

|           |         |
|-----------|---------|
| Reference | RUC2028 |
|-----------|---------|

Sirs

I cannot find adequate words to express my disappointment that anyone would think that charging motorists for going about their business is a good idea. You are quite simply attempting to find ways to con folk out of money to pay for your failures in office. This is not the right way to discourage folk from using their cars. Where is the viable public transport alternative? Where are your plans to make suitable public transport available?

Unless you can put a viable public transport system in place, you will not have my support for SRUCS.

Sincerely

[personal information redacted for publication]

SMART Road User Charging - NO, I DO NOT CONSENT TO THIS

|           |         |
|-----------|---------|
| Reference | RUC2025 |
|-----------|---------|

Dear Sir

**SMART Road User Charging - No, I do not consent to this!**

I am fed up with the attack on motorists, and the ridiculous pretense behind Armageddon man-made climate change.

There's nothing remotely green about the vehicle scrappage scheme. I worked that out with the last scrappage scheme of over ten years ago.

We've had \$\$billions squandered on the so-called pandemic, and on the war that we should not be involved with, more billions wasted on all sorts of Mickey Mouse "green" projects, and now this SMART Road User Charging. What does SMART stand for, do you know?

This scheme will cause great harm to small businesses and to the general population who have a God given right to travel freely around their own country, without penalty nor hindrance.

The Mayor of London is not fit for purpose, and he should resign.

Yours faithfully

**Bexley**[personal information redacted for publication]

Road user charging

|           |         |
|-----------|---------|
| Reference | RUC2024 |
|-----------|---------|

[personal information redacted for publication]

I am an individual not a Organisation

Answers

## Written Evidence from Individuals: Part One

Q1 Yes ULEZ should be abolished, there are traffic problems but no climate tipping point crisis. The reasons behind schemes as this should NOT be based on ideology and lying.

Traffic schemes like ULEZ

are based on control of peoples personal freedoms and money and power

Q2 The charge should end at midnight and start again at a time set before the traffic gets heavy, so that people on night shift do not get double charged. Or of course abolish the whole thing and be smart.

Q3 The Mayor and his cronies have sown enough division between class and C.R.T, we don't need different payments for each different journeys. We pay fuel duty, road tax and parking, the

Lower Paid workers pockets are not a bottomless money pit

Q4 NONE

Q5 You know this is not possible so why ask.

Q6 I want less technology and more freedom

Q7 Both regional and city are possessed by climate change ideology, which is not based on science, so would hardly make a difference.

Q8 It should not change, road user charging should not be introduced.

Q9 No charge everyone the same, remember equality is one of your main goals, that way everyone will know who to vote out of office.

Q10 No there is no sensible place for this greedy anti democratic dystopian dangerous scheme.

Q11 No they would pay more.

Q12 All schemes that affect directly the whole population, should be voted on directly by the whole population, and mayors and politicians that lie or obscure avoid the implications of such a schemes should be

Removed and Prosecuted by a law. The fabric of what is left of Democracy is falling apart, no doubt the current mayor would smile at damage he has done to it.

Q13 There are other countries that want road charging schemes propose that the minority of people that want this scheme should go and live there, that includes lying mayor.

Road user charging

|                  |         |
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| <b>Reference</b> | RUC2020 |
|------------------|---------|

Call for Evidence: The future of smart road user charging February 2023

## Written Evidence from Individuals: Part One

1. Do the current road user charging systems in London require reform?  
no, we charge too much now. isn't that why we pay road tax?

2. How might smarter road user charging differ from the current daily charges for driving applied in London?  
it's the system of traffic controls that need changing. sending people miles out of their way makes the traffic pile up and causes more pollution than necessary.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?  
sounds unfair to charge for different types of journeys. people who have to work or drive through London all have to earn a living the road tax and congestion charges already support the clean air bill. what is the money spent on apart from more and more cameras, junction boxes, and one way systems.

4. What strategies and targets could smarter road user charging support?  
none. this is just a scam to dip further into people's already depleted pockets

5. What technology could be used to support smarter road user charging?

we already have too much technology in what is fast becoming a

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?  
charging more will not stop people having to earn a living in London. taking away some of the road blockages, such as bus stops built out into the road, wider pavements and more and more one way systems. a lot of boroughs in London have got the roadways so wrong.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?  
these charges are just ridiculous, purely money making.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

to come to London for social occasions or to visit relations is just not viable the Ulez charge congestion charge £60 parking to see a show. what happens to theatres. who can afford to shop in London? you've killed it.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

I don't want to see any. I pay my road tax.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

no definitely not. what happens to all the money raised already?

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?  
we all pay road tax

## Written Evidence from Individuals: Part One

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

yes we should scrap the powers held by the mayors , we should get rid of the mayor for London who continues to make a lot of errors

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Itallians pay road tax. lorries etc are not allowed on the road on Saturday or Sunday unless they pay a higher level of tax

[personal information redacted for publication]

Strongly oppose

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2018 |
|------------------|---------|

I strongly oppose the government's plan for Smart Road User Charging.

It's a near-certainty that what happens in London will be repeated in other cities and then the rest of the UK

**NO Thank You!**

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2014 |
|------------------|---------|

Dear Sir or Madam

I would like to protest about the window of time offered to reply to this call for evidence. The Mayor of London has tightened his grip and overstepped his remit in all matters leading to the control of movement of the population of London. I have no doubt that these very few number of days are part of the process of criminalising car owners and ultimately prohibiting people from leaving their immediate area, as outlined in the 15 minute city proposals. Here are my answers to your questions:

1. Do the current road user charging systems in London require reform?

No. The motorist pays too much for the use of poorly maintained roads. Tax cyclists and electric scooters by all means.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Not a clue, but likely to be too much for tradespeople, delivery drivers etc. What's a smarter road anyway?

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

## Written Evidence from Individuals: Part One

Free travel for carers, small business owners, delivery drivers and tradespeople. Also people who actually visit shops rather than shop online.

### 4. What strategies and targets could smarter road user charging support?

Please expand this and explain what strategies and targets are available to road users.

### 5. What technology could be used to support smarter road user charging?

Nothing intrusive. Permission must be sought from individuals before filming them or their vehicles and/or obtaining information from other sources such as the DVLA

### 6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Plant more trees. Clean up the underground and its emissions, stop the building of incinerators.

### 7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Take the authority away from the people currently in control as they do not have the best interest of the population at heart. The GLA has few good people making decisions and therefore control should be put back to a local level as an interim measure while all the schemes are re-evaluated by people without a financial interest in the outcome.

### 8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Don't change it except to tax bicycles and scooters. The phenomenal costs involved in changing the current system would outweigh any benefits.

### 9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Free travel and exemptions for carers, tradespeople, delivery drivers, small businesses, emergency service employees, pensioners, disabled people. This list is not exhaustive,

### 10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No.

## Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No to distance based driving. If this is brought in because of the wishes of the people of London being overridden (again), then this would be undemocratic and not deserving of an answer.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

I believe we should have a referendum to remove the Mayor of London and the GLA and devolve power back to the local councils. Only then should we have a referendum to change any of the measures outlined in this consultation.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I have no idea as the main stream media doesn't report anything useful. According to some sources, the French are very unhappy with similar changes.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2011 |
|------------------|---------|

Dear Transport Committee

I believe the current road user charging systems in London do most certainly require reform. The current system is a vicious tax on those who can least afford to pay it and also anyone who chooses or needs to run an older vehicle. The committee should bear in mind that with a few exceptions everyone is already paying road tax to drive their vehicle on public roads and most older cars are taxed at a much higher rate than newer cars. Taxing them further is very unfair.

I understand that some limitation of vehicles entering London is necessary. But any additional toll over and above road tax and fuel tax should be minimal and only apply to the centre of London and perhaps the centres of a few other cities in the UK.

Most traffic congestion is a result of deliberate council planning to create congestion and not any attempts to reduce it.

Smarter road user charging will not assist with any of the current 'challenges' that are listed. The way to tackle these is to plan with a positive approach and not an anti car, anti members of the public attitude.

If smart road user charging is introduced, it should replace all current taxes, i.e. fuel tax, VAT on same and road tax.

There should be exemptions for anyone on low incomes, not just those on benefits, those who need to drive for work, and for people who live in areas with low levels of public transport or for whatever do not want to use public transport. You should bear in mind that



## Written Evidence from Individuals: Part One

not all journeys are suitable or possible by public transport, and that apart from in central London public transport in the UK is very poor or non-existent.

Mayors and local authorities currently have powers to introduce new road charging schemes. This is not acceptable. Any changes must be put out to referendum and ANY REFERENDUM OR CONSULTATION SHOULD BE COMPLETELY LEGAL AND ABOVE BOARD. THIS MEANS THAT ANY VOTES AGAINST PROPOSALS MUST BE COUNTED, AND NOT IGNORED OR ALTERED, AS IS HAPPENING CURRENTLY IN LONDON AND ELSEWHERE IN THE COUNTRY.

Any Mayors or councillors who act regardless of public opinion are unfit for public duty and should be removed from office immediately.

Many thanks for the opportunity to air my views.

Best regards,

[personal information redacted for publication]

Call for evidence: the future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2009 |
|------------------|---------|

I am responding to the following questions regarding the proposed scheme.

1. Do the current road user charging systems in London require reform?

No we have ULEZ and congestion charging which has had a huge impact on Londoners already. What is required is no further charges toward motorists to go about living their lives and earning a living. The last three years have been the hardest of my lifetime and people are stressed and depressed enough. The last three years has led to the collapse of the economy and the impact will be felt for many years to come. People are struggling to work, eat and keep warm. We need less regulation and less monitoring now more than ever. Let the economy and the people recover. The reason why there has been a decline overall vehicle usage reversed is due to the appalling and highly expensive public transport system.

Roads should be maintained for drivers, congestion is caused by LTNs and cycle lanes which are barely used. Please provide proof that air pollution exists and the harms to Londoners, as there has never been substantial evidence to back this up. When asked via FOI there was ONE registered death in London in a twenty year period from 2001-2021 which had air pollution recorded on the death certificate. Vehicles cannot be blamed for less physical activity. Very little of driver taxation is spent on London's road, why is this so and where does this money go? Please explain the negative impact of vehicle usage, we have already proved that there is no evidence to back up this claim.

2. How might smart road user charging differ from the current daily charges for driving applied in London?

Instead of proposing new systems, why can the old system be reviewed and adjusted accordingly? For example, the daily charge stops at midnight, meaning some who are visiting or working between 10pm and 2 am pay twice. This is unfair on those, like myself, who work shifts. Congestion charging, road tax, ULEZ apparently does not do enough to deter motorists. The effectiveness of these charges does not work, by your own admission. ULEZ

## Written Evidence from Individuals: Part One

and congestion charge affects the poorest among society, who may have no other option than to use vehicles. I myself, as an NHS worker, may be forced to pay ULEZ of put to £25 per day when I work on night shifts. How is this fair, when NHS staff are among the most poorly paid in London, struggling with the cost of living in such an area, with high rent and council taxes?

3. How might charges for driving in London be carried for different types of journeys, such as travelling for work, caring responsibilities or essential services?

There should Not be any charges where there should be extra payments, regardless of whether you are working, caring for a loved one or for anyone providing an essential service. The UK motorist is already subjected to the highest fuel tax across Europe. This tax is already a tax per motoring mile as you ultimately pay more for the fuel you use based on the journey length or time. The very last thing that we need is any further charging systems at a time when the economy is in sharp decline and people are struggling to cope with one of the worst cost of living crisis ever known.

4. What strategies and targets could smarter road user charging support?

Instead of caring about “targets” we should be focusing on the health and happiness of Londoners, as once again we are suffering one of the most depressing times due to the aftermath of unnecessary lockdowns.

5. What technology could be used to support smarter road user charging?

Londoners actually want less technology and invasion of the privacy, and do not require any more.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

ULEZ and congestion charging is apparently already doing this? Londoners DO NOT WANT any more surveillance. We are taxed via WED on emissions, electric cards have been incentivised. This nonsense must stop.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

UK motorists already have a road user charging system via the Road Tax and also with Fuel Duty. We do not require any further charging systems. Why not reduce road tax on older vehicles that have been around for many years and have paid their own carbon dues by remaining in use instead of being replaced by another new vehicle Most of the carbon in vehicles is used during the build.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

No charges should be introduced. The people writing these reports should focus on the health of a nation, provide solid evidence of the proposed “harms” being caused by pollution instead of focusing on preventing people from being unable to use their vehicles to work, provide an income and visit family and friends.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

## Written Evidence from Individuals: Part One

We do not want a road charging scheme at all. Mr Khan who is currently promoting a ULEZ expansion without a shred of evidence, who also abuses his position by using a convoy of vehicles just to walk his family pet, shows the level of hypocrisy of this man. Mr Khan, do as I say, not as I do attitude is not in line with freedom or fairness.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Absolutely not! There is no sensible place for a trial. This entire scheme has an Orwellian feel to it and has a dictatorship stance to it. This dystopian project has no place in a free society

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Basically if this dystopian scheme is introduced, everyone would pay more. The cost would be more than financial for so many people.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)

Any new scheme which affects our freedom of movement and would have massive implications for so many, should always be put to a public vote. I'm sure those that voted for Mr Khan, would have chosen otherwise if they were aware of his dystopian view for Londoners. A democratic society should be putting this to a public vote. We are not a communist country just yet, although Mr Khan and the government are becoming more of a dictatorship.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goal

We the people did not have any say on the policy goals. The people must therefore have the opportunity to vote on this policy, and then the chance to vote on any road charging schemes. Pushing this without a proper democratic vote would mean we are now in a dictatorship.

By implementing new charges to replace the "patchwork" of journeys, City Move proposes a distance based scheme charging by the mile and vehicle characteristics. City move apparently allows planning your journey in a range of modes, so this is not subjected to cars alone. The amount will be linked to an "individual" not a vehicle. This prevents freedom of movement, which is enshrined in law. What are the specified objects and are they likely to change? The charging levels are specified by who and when and under what circumstances? It is a terrifying thought that we would be monitored in such a way. We will be charged per mile for the distance covered, not necessarily linked to movement in a vehicle, but linked to the individual, charged based around specific but vague objectives where verification of your journey via an app which is monitored by cameras and based on a system of Mobility Credits. This sounds remarkably like a Chinese style Social Credit System and represents a dystopian future. What if an individual does not have a smart phone? What if an individual does not wish to sign up for a personal travel account? What about the sovereign rights of men and women who are by law, free to travel without hinderance? Why should the government be surveilling members of the public to such an extent? This is a breach of human rights.

## Written Evidence from Individuals: Part One

Congestion in London is being caused by LTNs, planters and benches blocking roads, unused cycling lanes, brought about by the Mayor of London. LTNs have been shown to cause problems with emergency vehicles attending members of the public. There has been no solid evidence by the mayor to show that pollution levels are highly dangerous. The narrow boundary of current schemes no longer means travel by cars, this scheme is about limiting movement.

The Mayor of London does not listen to the public. This scheme has been deemed to be implemented before Mr Khan has finished his currently time in office. There should be more focus on the poor air quality on the London transport tube system, which is far more dangerous than Londons roads.

Technology for the scheme via app/website, satellite enabled smart phones for tracking, and light weight cameras for checks (ANPR). This sounds very much like a "checkpoint system". You have stated that Mobility credits can be used to "reward" certain choices or to encourage changes in travel behaviour, which sounds very much like psychological warfare and treating adults like children.

I will not be using any such app, I will not be using a SMART phone. This Orwellian scheme sounds very much like a dystopian nightmare that infringes many human rights. These consultations are set up to be difficult to argue, but there are nefarious motives at play here.

### Road User Charging Call for Evidence

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2007 |
|------------------|---------|

I strongly oppose the proposal to introduce variable or distance-based road charging in London or in any other part of the UK.

I learnt to drive in central London and lived in the city for over 20 years, after which I commuted daily into central London. I currently live outside London but travel there for the purposes of visiting friends and providing support to a disabled relative.

One of the jobs I had when I worked in central London (for [personal information redacted for publication]) involved accompanying incoming groups of specialists in various professional fields to a programme of appointments with their counterparts in various parts of London. There are many analogous organisations who welcome overseas visitors for various purposes and this is beneficial for international relations and professional cross-fertilisation of ideas. Ferrying these visitors from one appointment to another, sometimes involving complicated itineraries and optimising the available time, has to be done by private transport, ie minibus or coach. It is not possible safely and efficiently to move groups of 10-30 people, some of whom may not speak English and may be completely unfamiliar with London, around the city on public transport. Charging for distance travelled will add significantly to the cost of such professional visits and will either impose an added burden on the public purse (if the visits are being funded by HM Government) or make such inward visits, so important for international co-operation in fields such as medicine and education, less attractive or indeed financially unviable for the visitors.

## Written Evidence from Individuals: Part One

Who are you targetting for road charging? I will need to drive to get to my disabled relative's home in Outer London: there is no other way of getting there. He (and thousands of others similarly disabled) will sadly always need to be transported, mainly to hospital and other health appointments, by vehicle because there is absolutely no way he can use public transport. It is outrageous that anyone providing care to someone desperately needing it should be charged for using the tarmac, already paid for by VED, that leads to his house! Even more importantly, medical professionals and professional carers, whose pay is already pitifully low, attending patients in their own homes must not be made to pay for the journeys they cannot avoid making.

There is in any case no justification at all for any road charging. The motorist already pays VAT on the purchase of vehicles, annual Vehicle Excise Tax and a hefty amount of tax on vehicle fuel. Nobody drives for pleasure any more: we drive because we need to do so to go about our lawful business. Like most people, I use public transport wherever possible but public transport doesn't go everywhere and even if it does, it can turn a ten-minute car journey into a three-hour miserable multi-bus trek. The public highway is owned by the public, maintained at public expense and anyone has the right to use it. Simply because technology exists that makes it possible to track and charge law-abiding citizens does not mean it must or should be used for this purpose, which is an invasion of privacy.

[personal information redacted for publication]

Road charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2000 |
|------------------|---------|

Q1. Do the current road user charging systems in London require reform?

No. Existing charging systems are adequate. All of the stated aims of this new system can be better achieved by traditional methods. There is no need for digital or technological systems, but instead it would be better to put resources into improving existing systems, for example reassessing speed humps, improved traffic light phasing, road surface maintenance, and signage. Poor quality in all these areas impacts on road congestion, journey times, and pollution from all sources. For example in ...

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject any such scheme. For example the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature ...

Q3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen. It also adds more complications and stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one's journey. For example when ..

Q4. What strategies and targets could smarter road user charging support?

## Written Evidence from Individuals: Part One

There are no strategies and targets that smarter road user charging can support. Target-chasing always ends up incentivising perverse outcomes and does more harm than good. Target-monitoring is costly and effort should instead be put into quality of urban design. For example ...

Q5. What technology could be used to support smarter road user charging?

None. Human society already has too much technology in use, for example ...

Q6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead better quality road design is needed, along with reduced charges and support for local shops so that people can fulfil their routine needs without the need to travel. For example tyre dust is a significant source of pollution, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads, not by taxation and charges. Also ....

Q7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging should not be introduced anywhere.

Q8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging should not be introduced because any advantages for each individual are outweighed by the disadvantages.

Q9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No such discounts or exemptions should be introduced. The concept introduces the need to justify one's journeys to the authorities, that is, to ask permission, something that should never happen. Instead the Blue Badge system already exists and can be widened in scope or reformed. The way to improve the lives of the groups mentioned here would be to reduce fuel charges by increased oil exploration and extraction.

Q10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. No such trial is needed. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be an increase in annual road tax on EVs.

Q11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No such distance-based charging scheme should be introduced.

Q12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities' powers to introduce these schemes should be removed immediately. We need a full and uncensored debate through all forms of public discourse. Dissenting voices should be fully attended to, and only after that specific referendums should be required to determine the will of the people.

Q13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate. [This is a rare opportunity to elaborate about these goals!] South Yorkshire [personal information redacted for publication]

No to pay per mile

## Written Evidence from Individuals: Part One

|           |         |
|-----------|---------|
| Reference | RUC1999 |
|-----------|---------|

I completely 100% reject any application to ask me to pay for the ability to have the freedom to travel in the city I was born in and grew up in!

It is irrepressible that you consider encroaching on our civil liberties as a way to make more money for yourself - whilst trying to justify without any concrete statistics to the contrary that you are cleaning the air!

You know the infrastructure to provide transportation across the whole of London does not exist. We already pay a ridiculous premium for not being able to live in The centre and now you want to charge us more to move around? And you expect tourists to do the same! Shops to remain open when many are being forced to close for lack of footfall with these ridiculous LTN's.

London will become an awful city - one to avoid. It should never be a consideration mentally, emotionally or physically whether one can 'walk' from A to B. Families are already fractured and you want to charge people to travel miles to visit and care for loved ones? No Sadiq!

Martin Luther King talked about judging a man on the content of his character. Please don't let us have poor thoughts on yours when it appears you do not consider the life or liberty of the people you were given the opportunity to 'SERVE' not control!!

[personal information redacted for publication]

### CONSOLATION ON ROAD CHARGING

|           |         |
|-----------|---------|
| Reference | RUC1997 |
|-----------|---------|

1. Do the current road user charging systems in London require reform?  
Please do not expand or revise the Congestion Charging and ULEZ charging zones beyond their current boundaries as they stand in March 2023, and keep them unchanged for the foreseeable future.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?  
Road user charging cannot be considered 'smarter' in any way, as it represents an unfair and unnecessary additional fee on top of the existing national annual vehicle tax, fuel tax, and energy charges that apply to electric cars.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

## Written Evidence from Individuals: Part One

Introducing such a complex system would cause confusion for the public and create unnecessary complications for the cost of living, working, and leisure activities in London. This would ultimately have a negative impact on the London economy, as people may choose to avoid visiting the city altogether.

4. What strategies and targets could smarter road user charging support?  
It should not be implemented, so there is no need for it.

5. What technology could be used to support smarter road user charging?  
It should not be implemented, so there is no need for it.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?  
It should not be implemented, so there is no need for it.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

In all scenarios, there will be numerous and significant challenges, not the least of which will be a large public backlash and opposition. Additionally, the cost of road charging is expected to be higher than the cost of road tax for most drivers.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?  
It should not be implemented, so there is no need for it.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?  
It should not be implemented, so there is no need for it.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?  
Implementing such a measure could have a devastating impact on the economy of the Capital and potentially lead to a significant decrease in activity, which could ultimately result in the city becoming deserted.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?



## Written Evidence from Individuals: Part One

The implementation of a road charging system raises several concerns, such as the potential for discrimination based on factors such as vehicle size, driving speed, and the number of passengers. This could result in situations where individuals are unable to provide transportation to their loved ones due to the high cost of road charges. Furthermore, the implementation of such a system could lead to concerns about privacy and civil liberties, as it could involve extensive monitoring of individuals' activities in their personal cars.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

It is important that any decision to implement such a system is made through a fair and transparent process, which includes a referendum where all individuals, including those living in surrounding areas that may also be impacted, have the opportunity to vote. It is imperative that the results of the referendum are strictly adhered to, unlike the referendum on the ULEZ Expansion, which appears to have been ignored.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

It is important to carefully examine and analyze the circumstances of each town or city before making any changes to road charging systems. This should involve extensive consultation with the public to ensure that all potential consequences are thoroughly considered, particularly in terms of the potential impact on the communities that will be affected. Too often, far-reaching consequences are not fully thought through, and this can result in significant hardship for large numbers of people.

Regards  
[personal information redacted for publication]

ULEZ expansion and smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1994 |
|------------------|---------|

Although not resident in London I am a frequent visitor and have friends who live in the city. I watched Mr Khan's speeches over significant time scale and have become increasingly concerned at his motives. The overall intent seems to me to be a massive power grab through draconian use of smart technology. I have listened to Mr Khan referring to air quality

## Written Evidence from Individuals: Part One

in the city as his primary motivation, interestingly whilst driving about in a large chauffeur driven vehicle which appears to be Range Rover.

Overall what needs to be remembered is that for effective governance a Mayor needs to take the people with him or he will ultimately fail. Nearly every person I speak with objects to the role out of these restrictive schemes and the top down bullying that brings them about. No one I know supports totalitarian restrictions involving freedom of movement and the basic withdrawal of the lower earning members of society's right to own and use their private motor vehicles. I believe this has nothing to do with air quality or health concerns and is quite simply another example of a slide to totalitarian government.

I have heard it reported that members of other local authorities are going to bring about similar schemes and restrictions irrespective of consultations and public resistance, they are going to do it anyway.

In the area in which I reside I have noticed what look like cameras being installed on traffic lights at strategic Locations on major routes and I am not aware of any consultations taking place.

People do not want constant surveillance or interventions into their daily lives, they do not want and ultimately will not accept the chipping away of their freedoms and human rights by politicians local and National who to be honest appear to be indulging in corrupt and improper practices to achieve it.

Back to Mr Khan I watched tv a few night ago when He was confronted by people objecting to his policies at a public meeting, his response to those people was to label them "far right " Covid and vaccine deniers. I'm not sure how he extrapolated their objections to ULEZ policy into what their views about Covid and vaccines may be but it is fairly common in any discourse from Khan and his supporters.

Thank you for taking the time to read my opinions.

ULEZ and charge per mile

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1992 |
|------------------|---------|

I am appalled at the intended (and hidden) agenda to charge motorist per travel length. This is a removal of our rights to choose how we travel from one point to another. One of the greatest capitals in the world will follow the current trend on the high street and in the years ahead, cease to exist.

This move has nothing to do with emissions. Vehicles have developed and continue to develop positive trends in emission reduction.

The manner in which the current mayor has chosen to interact with anyone who challenges his thought process is most un-statesman like. To call us right wing, covid denying people etc is an insult to the entire population's intelligence.

This is all about money, control and invasion of my privacy and rights. I thoroughly object to the entire extension and pay per mile agenda.

[personal information redacted for publication]

Smart road user charging

## Written Evidence from Individuals: Part One

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1991 |
|------------------|---------|

Dear Sir / madam

I would like to raise my concerns re the alleged Smart road user charging legislation which you the government are trying to push forward without a care or concern for we the people in the UK. I do not consent to this and feel that it will be an infringement on our rights to travel freely which is every human beings sovereign right. This is being forceably pushed forward without proper consultation or agreement with the people of this country.

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1989 |
|------------------|---------|

To whom it may concern, i do not agree or consent to more freedoms being taken away from us the people regarding the above subject.

Yours faithfully

[personal information redacted for publication]

Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1988 |
|------------------|---------|

I would like to voice my opinion on this ridiculous idea of 'smart road user charging',..... its not 'smart' at all, not in the sense of the word as normal people know it!, in fact, its one of the dumbest ideas that the criminals who think they are in charge of every man, woman, boy and girl in this country, have come up with yet!, in their ever more ridiculous, desperate bid to push a bunch of 'other peoples' rules and ideas, people who have No authority what so ever!, and through blatent lies and deceit, as usual.

There is NO reason for this scheme what so ever, other than to further enrich a certain few, while down treading everyday decent people,.... the very people i will add, who YOU people serve, and who can change that in an instant!.

This dumb, money making, control freak scheme has already been rejected by the vast majority of people, and that is the case, even though you all tried to hide the consultation from the public,.... which, makes the whole thing 'Void' when it comes down to it.... but still its being pushed!?!

Climate change, is the excuse yet again for the reason for it,.... yawn yawn yawn, that is very old news!, as it has been proved time and time again (through just common sense mostly!), by REAL 'Experts', not the nameless, faceless puppets used in official articles, but genuine experts in that field, from around the World, that there is no such thing!, its a myth!, but lets face it, you already know that!

If you lot want to push for this, in a fair, and sporting way, then have a very well publicised, maybe even televised 'thorough' debate, but, WE, the people of this country will supply some of the experts, so WE know its a fair deal, WE know who these people are, i'm surprised you dont!?!.

If you want to organise such an event, well publicised, open to all, and WE pick half of the speakers, backed with full evidence and proof of every angle, then you might get a little more respect at least.

## Written Evidence from Individuals: Part One

Otherwise, i would suggest that you drop the whole very dumb idea, and get yourselves a new hobby, people are wise to all the B'S' now.

If the people are further ignored, then thats exactly what your scheme will be,.....  
IGNORED.

Regards,  
[personal information redacted for publication]

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1987 |
|------------------|---------|

Dear Commitee

I am TOTALLY opposed to the above charging scheme

This would mean more taxes for me the normal person and more control over me and my family. We are all law abiding citizens of this country and don't need this. The only people that need this are criminals who have actually committed crimes - THEY need monitoring. It wouldn't work for people who are rurally based and wouldn't work for families with more children/vulnerable adults or people who travel for work.

It is totally inpractical.

Please scrap this NOW.

Thank you

[personal information redacted for publication]

Re: Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1979 |
|------------------|---------|

On 09/03/2023 16:17, Mike wrote:

- > Dear Sirs, I am writing to register my displeasure to your proposed
- > Smart Road User Charging Scheme. My vehicles are all compliant for use
- > throught the UK, all having Tax MOT and Insurance on top of which I
- > pay for Fuel which also includes over 50% tax and duty so the more I
- > drive the more tax I pay. An example, my 11 year old VW Golf Diesel
- > Costs £290 for road tax as it is now considered a Polluting vehicle
- > [last MOT showed 0.01% CO reading] I VERY STRONGLY object to further
- > restriction of movement.
- >
- > Yours [personal information redacted for publication]
- >

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1982 |
|------------------|---------|

## Written Evidence from Individuals: Part One

Councils are turning into robber barons with excuses such as air pollution and congestion. These are all money making schemes and tantamount to a war on car users and have little or nothing to do with making the environment healthier.

The taxpayer does not want them and small businesses will move elsewhere if they have any sense.

Scan attention has been given to the sizable minority who can not use what public transport that there is, nor walk/cycle as recommended. Have these people ever tried to carry a week's shop and a toddler on a bus? Or juggled a walking stick and a shopping trolley, still less a wheelchair? Get real and start listening to the public who pay for all these harebrained schemes.

[personal information redacted for publication]

### Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1986 |
|------------------|---------|

Dear Sirs, I am writing to register my displeasure to your proposed Smart Road User Charging Scheme. My vehicles are all compliant for use throught the UK, all having Tax MOT and Insurance on top of which I pay for Fuel which also includes over 50% tax and duty so the more I drive the more tax I pay. An example, my 11 year old VW Golf Diesel Costs £290 for road tax as it is now considered a Polluting vehicle [last MOT showed 0.01% CO reading] I VERY STRONGLY object to further restriction of movement.

Yours [personal information redacted for publication]

### Smart Road User Charging.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1976 |
|------------------|---------|

It appears that Sadiq Khan's ULEZ scheme doesn't ultimately stand for what it actually states but for the most part for the utilisation of a 'smart road user charging scheme' In reality this means more taxes and controls on movement facilitated by smart technology. It is most definitely going to push more and more people into poverty and have a detrimental effect on businesses.

It's a very anti-car stance and would be extremely damaging to businesses that are already suffering from the impact of past lockdowns.

This scheme needs to be scrapped and to be replaced with a much more fairer policy for all people and businesses in and around the city of London.

Call for Evidence: The future of smart road user charging February 2023

## Written Evidence from Individuals: Part One

|           |         |
|-----------|---------|
| Reference | RUC1972 |
|-----------|---------|

Dear sir/madam,

Please find below my reply to the consultation questions.

I require acknowledgement of receipt and a reference number of my reply in return.

### 1. Do the current road user charging schemes in London require reform?

a. Yes. They are not fit for purpose and need to be scrapped in their entirety. Ever since Mayor Livingston brought in the congestion charge and then rephased all the traffic lights to create congestion – prices in London have become ever more expensive to the point of ridiculous. Tied to the LEZ and then ULEZ scheme it is killing trade in London. I was born, lived and worked in London all my life and have never seen so many empty units on roads such as Oxford Street and Tottenham Court Road to name but two.

### 2. How might smarter road user charging differ from the current daily charges for driving applied in London?

a. **They should differ by being removed.** They are nothing more than a never-ending set of taxation brought in on those wishing to freely move around in London. Do not forget, drivers (ICE and EV) pay tax at the pump and the plug already – the current plans and these heinous per mile plans are just once again taxing motorists and those who rely on their cars (who tend to be the lower paid “key” professions) in an unrelenting fashion.

### 3. How might charges for driving in London be varied for different types of journeys such as travelling for work, caring responsibilities or essential services?

a. Mayor Khan has no interest in tariff charging. He wants to remove all vehicles from the road by 2041, per his **C40 manifesto**. He sees attack through revenue as the single simplest format of achieving this. The road user charging schemes have been worked on for well over a year to the best of my knowledge already, the ULEZ scheme is simply a rouse to get the infrastructure in place to target ALL modes of transport in due course. Quite simply there is no **legal, health or mandated reason for this scheme**. ALL his “evidence” has been **debunked** and he has himself chosen to **ignore consultation outcomes** – a consultation which is under investigation for being

## Written Evidence from Individuals: Part One

predetermined through the purchasing of the cameras before the consultation even went live.

### 4. What strategies and targets could smarter road user charging support?

a. The **ONLY** target that should be achieved is the total removal of all road user charging schemes and allowing the roads to flow freely per the key reason behind the highway code – the safe and effective throughflow of traffic.

The removal of LTN's, 20 mph limits, bus gates and the building of unused cycle lanes all of which have been implemented to deliberately increase traffic congestion and inhibit the free flow of traffic would also help greatly.

### 5. What technology could be used to support smarter road user charging?

a. N/A – the millions currently being wasted on this surveillance and control tax should be reinvested into the Police to address the horrific rise in knife crime since Mayor Khan took office.

### 6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

a. It can't. The data on air pollution is **invalid** and all air quality monitoring in greater (and central) London shows it to be – in the norm – good to excellent. The only smart solution is to open the roads up to allow all vehicles, public and private, to move around more freely thus providing more efficiency of their engines.

### 7. Are road user charging schemes best set up at a City or Regional level, or as a national system and what benefits or difficulties would you expect with either approach?

a. **They are best removed**, and at a National level. We know Mayor Khan as the head of the C40 Cities initiative is keen to stop any and all motor vehicle usage apart from his own and is aiming to “sell” this scheme around the world, which is the only reason he is pursuing it so doggedly – when it will surely see him ousted from office next year, if he is allowed to rewrite the rules in his own favour and “go for a 3 rd term”. <https://www.c40.org/leadership/the-chair/>

### 8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

## Written Evidence from Individuals: Part One

a. **The scheme should never see the light of day.** We pay already per mile at the pump and the plug, so the only change should be a reduction in excise duty so that this country can actually function freely – as democracy enshrines.

**9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low income, those who need to drive for work or people who live in areas with low levels of public transport?**

a. What is interesting here is the admission that this scheme will hit the worse off the hardest. The simple answer is - The scheme should never see the light of day and as such, these requirements are irrelevant as people would still be able to move around freely without fear of being taxed into an early grave.

**10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?**

a. No. It is the Capital city and should have free-flowing roads which would reduce any amount of emissions there may still be. However, Oxford appears to be stepping up to do this, so once again, this is a biased question and is already in play.

**11. If distance based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving based charges, the same or more than they currently do?**

a. They/I already pay more for the privilege of driving and parking where I live. This question once again tries to obfuscate the point of the scheme and set communities against each other. Quite frankly it, like the scheme it represents – is abhorrent.

**12. Mayors and local authorities currently have powers to introduce new road charging**

**schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?**

a. **THERE IS NO MANDATE FOR THIS SCHEME!** The Mayor's manifesto of 107 pages commits 1 paragraph alone to road planning. That is not a mandate. Therefore Mayor Khan has **NO MANDATE** to continue with this **illegal scheme**. He also completely **ignored** the results of the consultation, having previously said he would stand by the outcome. So it appears this question is technically irrelevant as it does



## Written Evidence from Individuals: Part One

not fit his C40 narrative.

### 13. How are other cities and countries working on similar smarter road user charging ideas faring and what alternatives are they looking at for achieving similar policy goals?

a. Hidalgo failed in France and got dumped out. Mayor Khan is the Chair of the C40 cities initiative and is keen to sell this to other countries. Not the other way round.

**THERE IS NOTHING RIGHT, JUST OR MANDATED ABOUT THIS SCHEME AND IT NEEDS TO BE STOPPED. NOW.**

I expect notification of receipt for this level of input - in reply.

Regards

London Borough of Sutton[personal information redacted for publication]

Road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1971 |
|------------------|---------|

As a resident of London for almost 50 years, I want to voice my OBJECTION to the introduction of road user charging of any sort. Such a scheme would be used to increase local government income, and the charges would inevitably rise, exceeding the rate of inflation, just as the congestion charge has. Drivers are seen to have deep pockets which can be repeatedly picked by government at all levels.

\* Road user charging would entail the monitoring of individuals' journeys which is an unacceptable invasion of privacy and would be open to abuse.

\* Taxpayers already pay for the construction of roads and their ongoing maintenance. It is OUTRAGEOUS that the Mayor wants to demand more money for the actual use of what we the taxpayers already own.

\* Adding another layer of financial burden on the backs of drivers would force inflation further upwards as delivery vehicles must cover the added cost of road use charges, and this additional cost is passed on to all of us.

The whole idea of charging for the use of our roads is extremely AUTHORITARIAN. The issue has not received the degree of publicity and open debate it deserves, what with Covid, Ukraine and other matters taking centre stage on the news. The powers-that-be want to force us to accept their "solutions" while under the influence of FEAR, pointing to a climate "emergency" that demands the extreme and immediate responses that they come up with and that they intend to be irrevocable. They reckon we'll all just accept their decision in the end, and shut up and pay the charge like mindless sheep.

We residents of London need to have a REFERENDUM to show the Mayor exactly what we feel about his proposal. I challenge Mr Khan to have the courage to put it to the PEOPLE. But a vote would spell the end of his scheme, the end of a revenue earner, the end of a London-wide surveillance opportunity. What I'd like to see is an end to his term in office!  
[personal information redacted for publication]

## Written Evidence from Individuals: Part One

Response to Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1968 |
|------------------|---------|

Hi there,

Please see below my response to the posed questions.

Some background: I was a lifelong regular cyclist until [personal information redacted for publication] when I was hit and run over by a distracted motorist in [personal information redacted for publication], suffering from life threatening and life changing injuries.

Since then, besides being involved in charity work for London's Air Ambulance (who have saved my life) I also campaign for road safety as part of a group called Better Streets For [personal information redacted for publication] as well as RoadPeace, Brake and Vision Zero events and activities.

Reducing the number of vehicles being used daily on our roads, especially for short, local journeys will not only help tackling climate change and reduce air pollution locally & across London, but it will also provide a safer environment for people to walk, cycle and spend their time outdoors.

I am happy to be involved in future consultations, focus groups and to share my own story if it is deemed helpful for the cause

BR

[personal information redacted for publication]

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[personal information redacted for publication] | e: [\[personal information redacted for publication\]](#) | blog: [\[personal information redacted for publication\]](#)

1. Do the current road user charging systems in London require reform?

The central London congestion charge has proved to be effective at the time and has helped reduce the number of journeys and vehicles.

The North/ South circular ULEZ in 2021 was a move in the same direction, however as different boroughs and different areas do not all have similar road and public transport networks, as well as dissimilar demographics, means that charging does not necessarily happen in a fair manner across different groups in the community.

The planned ULEZ expansion will potentially cause similar issues. For example, a well-heeled family who owns 3 vehicles including a large, non-compliant diesel SUV used for short, local journeys and for their school runs, will likely continue to use the same car for the same purpose, as the £12.50 daily charge is unlikely to cause any worries to them. At the same time, a teacher who uses their small, non compliant petrol car to get to work (where public transport routes are not practically available and there is no safe cycling infrastructure) may struggle with the daily charge or have to invest in a newer, low emissions car.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It can be based on a number of parameters: Journey distance, journey purpose, number of passengers per journey, type of vehicle (including physical footprint, weight and carbon footprint), time of the day (peak/off-peak).

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities, or essential services?

In principle, the highest charge should be applied to the least essential journey, which can be determined by the available alternatives: Can a parent take their primary school children to school using a local bus, walking or cycling? Is there a safe cycle route with segregated

## Written Evidence from Individuals: Part One

lane? If they must drive most days due to lack of the above options, can they offset any of the charges by taking the (longer journey) bus twice a week?

Can a tradesman visit 2 customers per day and carry their 2 small toolboxes on a bus/ train or on a cargo bike? If they can do this 2 days a week, but can absolutely not do it on the other days (because of distance, need to carry materials etc.) they can perhaps be credited for those 2 days, to encourage them to try doing it more often.

4. What strategies and targets could smarter road user charging support?

The end target is to reduce the overall number of miles and journeys done by motorised vehicles and to promote a modal shift and change of behaviour. A credit system which allows people to win points for “making an effort”, perhaps by linking it to their council tax payments, so at the end of the quarter they can receive a discount if they done a certain percentage of their travel by public transport, walking or cycling, can assist with this.

5. What technology could be used to support smarter road user charging?

Smartphone apps can track routes and speeds and the user can select the mode of transport. The use of such apps doesn't need to be mandatory, but if you subscribe and agree to share the data, you can enjoy credits or discounts. For example if tomorrow morning I drive my child to school, but leave the car there and then take a bus to work or walk home, this can offset part of the charge for the driven journey.

Cameras can monitor traffic, recognise number plates and speed cameras if integrated into the system, will help optimising traffic light phasing. Similarly for pedestrians and cyclists, a system (where a user enters a journey) will know that at a specific time of day there are e.g. more pedestrians around a certain junction and will prioritise them in terms of green light phases.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Road charging can help people make different choices for modes of transport per different type of journeys and when they opt for the cleaner and safer modes, this will lead to a reduction in the number of motorised journeys, especially nonessential ones. The result can be increased safety for all road users and reduction in air and noise pollution.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Ideally, we will want a national system through a single app and website where the user have a profile with all their registered vehicles. Modern tech such as AI will allow the system to learn your habits and suggest improvements based on your preferences i.e. “eco”, “relaxing”, “quick” or “cheap”.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

If all of the parameters I mentioned are taken into account then all current charges and taxes can be replaced. If you drive a large, loud, heavy, polluting vehicle on a non-essential journey at peak time with a single passenger, you will pay more than if you were driving a small electric vehicle at off-peak time with 3 passengers going to work in a hospital.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Disabled people can be exempt from any access limitations to certain roads/ areas “Drive for work” needs to be assessed, as previously mentioned.

In areas where public transport is not reliable or efficient, and/ or where is no safe cycling infrastructure or safe walking routes, people who choose to drive should get discounts or exemptions. Note this is a hen & egg situation. If you charge you can use the money to invest in infrastructure.

Otherwise and mentioned earlier, discounts/ credits should be provided to those who make an effort to change their behaviour and travel choices.

## Written Evidence from Individuals: Part One

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Yes, perhaps choose a few boroughs that represent different scenarios in terms of population density, level of public transport, active travel infrastructure and types of roads. And other criteria must be taken into account.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

More. This has to be explained in a way that will make people understand and agree on the benefits to the community. As we've seen in recent months, people can be concerned (rightly or wrongly) about the removal of their "freedoms" as the car is seen as their key to freedom.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Transparency is key, so prior to introduction there should always be a public consultation that is well communicated. That way anyone who cares or has an interest, can learn and can provide feedback. However those who oppose must present logical, and well documented, sensible points.

History has showed us that referendums can be difficult to manage and results can be skewed due to manipulation of how options are being presented.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

The next Road User Charging Conference is taking place in Miami at the end of April. Might be a good idea to send a few committee members to learn about current trends and plans: <https://www.roaduserchargingconferenceusa.com/welcome>

- Singapore has an area-based sticker system which also takes number of passengers into account.
- Milan has a system similar to ULEZ/ Congestion charge which discourages people from entering the city centre with a high-emission vehicle
- Tel-Aviv has a Public Transport lane on Highway 2 entering the city from South-East, where people can pay to use it with their private cars.
- In Oslo there are "toll rings" where you pay more the further in you go and charges vary between rush hour and other times. EVs pay less. <https://www.visitoslo.com/en/transport/by-car/toll-ring/>
- This is a useful article about Copenhagen: <https://www.paconsulting.com/newsroom/altinget-how-to-test-congestion-charges-in-copenhagen-the-right-way-9-march-2022>

Fwd: Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1967 |
|------------------|---------|

Good afternoon,

Further to my previous email, I have been thinking over possible ways of making pay per mile fair and without resorting to having cameras following people everywhere they go.

## Written Evidence from Individuals: Part One

Obviously we already pay depending on the model and (assumed) emissions of our car but paying less if you drive less seems fair. It could work if:

1. It replaces road tax/VED completely
2. At the annual MOT, the mileage is already recorded. This could then be reported and that is what you are charged on, depending on your vehicle size/type. For cars too new for MOT they could get charged a flat rate for those first three years, particularly as they will have low emissions being new.
3. Charges should be low, say 1p a mile, making it £200 a year if you drive 20,000 miles for example.

Other than that, it requires people to be tracked everywhere they go, which is wholly unacceptable.

Kind regards,  
[personal information redacted for publication]

Begin forwarded message:

**From:** [personal information redacted for publication]  
**Date:** 26 February 2023 at 15:50:34 GMT  
**To:** scrutiny@london.gov.uk  
**Subject:** Road User Charging

To whom it may concern, please find below my responses regarding road user charging, having considered your Key questions.

- Being able to launch a pay per mile scheme requires the technology to know where I drive and when. I imagine it would be implemented by using cameras to read my number plate. They would have to be on every road, every junction. At an extortionate cost that could be better used in many other ways.
- I can't even begin to imagine how anyone would know the purpose of someone's journey. I use the same vehicle for all my journeys, how would the system know if I am going to help my housebound mother or if I am carrying out paid work?
- Who says who needs to drive for work? A system would not know where I will be working each day and how long it would take to get there on public transport, if any exists, and what equipment I might be carrying that day. If it does know that information then we really are living in Orwell's 1984. Say I live in an area considered to have good public transport, how would it know where I need to go to and how to get there by public transport, if indeed that is possible? As a female potentially travelling late at night would I be forced to take a bus and then walk, instead of driving in a safe car?
- Ask yourself are there not better ways of tackling whatever problems you consider should be tackled? If it's pollution, why should hardworking people be made to pay for the failure to tackle the big polluters and the failure to stop polluting practices such as dumping sewage in rivers? If it's use of fossil fuels, then ICE vehicle use will be decreasing anyway, sadly. Electric vehicles are not the panacea they are cracked up to be. Better to look at synthetic fuels that can be used in an ICE.

## Written Evidence from Individuals: Part One

- Devolution gives too much power to narcissistic 'leaders'. Look at the ULEZ expansion, that Khan wants to impose on the outer London boroughs with no consideration for how it will affect many thousands of people in that area and out into the Home Counties. The people who want to impose these kinds of restrictions have their own agenda and do not listen to the majority.

In summary, the implementation of any type of road user charging that tracks people's movements is an infringement of privacy and we should all be very, very concerned at who is using this information and what they are going to do with it.

Regards,  
[personal information redacted for publication]

### Road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1966 |
|------------------|---------|

To whom it may concern,  
I don't believe the world needs road user charging.  
Drivers of vehicles already pay a road tax or pollution tax based on the vehicles emissions.  
I now my vehicle is legal to be on a road because it passes the annual MOT.  
Smart road user charging is just another tax. Only the rich will be have the means to own and drive cars around. The poorer will not be able to afford to go as freely.  
Personally I use my currently well maintained non ulez compliant vehicle to visit my elderly mother who lives just inside the A406 Personally I could afford a ulez compliant vehicle, but I don't believe in this throw away society. .. Besides that the goal posts will forever change.  
Personally I work shifts and don't think that from where I live and work in Yorkshire it becomes much more expensive to visit.  
Smart road user charging is just the start of limiting freedom of movement .  
Thank you for reading my concerns.  
[personal information redacted for publication]

### Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1965 |
|------------------|---------|

Dear London Assembly,  
I am very concerned about this plan to employ more "Smart technology" to monitor motorists. While I appreciate your desire to cut pollution and congestion in London, this must not be done in a way that compromises he privacy of motorists.

Question 7 of the "call for evidence" asks if "user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach". I am particularly concerned that London might be seen as a test bed for intrusive road pricing measures across the country. (See also question 10)

Remember, almost every government-funded technology scheme usually comes in over budget and doesn't work properly. The whole idea of road pricing is terribly big-brotherish. You are doubtless aware that opposition to the number plate recognition cameras has been manifested in the shape of vandalism. Many of us who wouldn't go as far as this are every

## Written Evidence from Individuals: Part One

bit as opposed to this intrusive technology. It's time to think of a more intelligent, less intrusive way to dealing with pollution and congestion. I naturally I would be totally opposed to any further extension of this concept nationwide.

Yours sincerely,

[personal information redacted for publication]

Road charging proposal

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1962 |
|------------------|---------|

1. I believe that the current road charging arrangement are unnecessary. Increases in public transport, lessening of parking spaces, increased road space for cycling and pedestrian use have all had an effect on lowering traffic. Increasing development of low emission vehicles has brought down pollution levels significantly and will continue to do so.
2. The proposal is simply an additional charge, in excess of road fund licence and heavy rates of fuel duty. I don't see how it can be considered 'smarter' in any sense.
3. I don't see how it is possible to administer a varied charging scheme without an overbearing and costly bureaucracy being put into place. This type of system would be costly, inefficient and open to abuse.
4. None, as it is not necessary in the first place.
5. None, as it is not necessary in the first place.
6. None, as it is not necessary in the first place.
7. There is already a National scheme, which is all that is necessary, Vehicle Excise Duty. This has tiered cost with higher emission vehicles paying more. Adding local schemes is just a confusing and unnecessary step.
8. None, as it is not necessary in the first place.
9. None, as it is not necessary in the first place.
10. Absolutely not, it would entail a ridiculous cost to implement a trial scheme on such a large scale.
11. The current system of VED and fuel duty is already a high cost to motorists and effectively works on a distance based basis. The more you drive the more fuel duty you pay.
12. Absolutely, a meaningful, well publicised & independent consultation should take place. The final decision based on a referendum, with a minimum quorum turnout should be held.
13. It appears that schemes such as these are often proposed for political, ideological and financial reasons. Unintended consequences are not considered, the public are not properly consulted and the schemes are a failure in so much as they do not achieve the goals set out to initially justify their implementation. As usual, the general public and private business are left with the costs of political folly.

Regards, [personal information redacted for publication]

## Written Evidence from Individuals: Part One

Road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1961 |
|------------------|---------|

Road user charging should NOT be implemented under any circumstances.

If implemented in London it will be extremely divisive for anyone with friends and family in London who will be constrained from visiting them.

It would be a major infringement of civil liberties comparable to wartime measures effectively prohibiting access to areas for the majority of the population who have to be concerned where every pound is spent.

It should not be within a council's power to implement such a measure.

[personal information redacted for publication]

Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1959 |
|------------------|---------|

Name [personal information redacted for publication]

email: [personal information redacted for publication]

Individual

**1. Do the current road user charging systems in London require reform?**

Absolutely No. We have the ULEZ who has already impacted a huge number of people. Enough of charging people to just go about their day. This is wrong in so many levels. You are driving people into further poverty and it seems to be the purpose of this proposition.

**2. How might smarter road user charging differ from the current daily charges for driving applied in London?**

Why dont you first fix old issues such as for example, the daily charge stops at midnight therefore if someone is visiting between 10pm and 2am they have to pay twice. Sort it out first.

**3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?**

People shouldn't be charged extra to go to work or for essential services, especially when the public transport is not efficient. We already pay fuel taxes. We don't need any more road charging systems. We are already struggling as it is. This is an attack on people's livelihoods.

**4. What strategies and targets could smarter road user charging support?**

Certainly it is not supporting the population. These proposed targets are not about the good of humankind. There are so many things wrong in this society. Why get obsessed with targets? It is clear to me this is not about helping people.

**5. What technology could be used to support smarter road user charging?**

We don't need more technology intruding upon our lives, thank you.

**6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?**

Don't we have the ULEZ already doing it? Enough is enough



## Written Evidence from Individuals: Part One

### **7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?**

You have "Road Tax" and "Fuel Duty" which works already at a national level. Instead why not to reduce the tax on older vehicles and stop brand new cars production which requires carbon to be built.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

I should not, it is a crime against people if this goes ahead. This is about impoverishing people on so many levels, it is unhealthy.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

You know very well nobody that has a bit of sense wants this charge scheme implemented. Sadiq Khan is promoting this madness whilst taking his dog for a walk in a 3 car convoy, one of which does 13 miles per gallon.

### **10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?**

This trial shouldn't be tried anywhere as it is. One is inclined to think this is some form of abuse towards the citizens and part of a bigger agenda to control us all. Tyranny indeed.

### **11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?**

It is clear to me this is wrong. People are all already paying more than they should.

### **12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?**

This is not constitutional. People should have a say through vote otherwise what you are doing is pure tyranny, typical of dictators.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I don't remember people having a say on these policy goals, this has been pushed through without any scrutiny. If the people cannot vote on this matter, basically we are experiencing a dictatorship.

## Road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1958 |
|------------------|---------|

I am absolutely disgusted to see you are investigating road user charging in the London area.

I am based in Havering and work in Barking & Dagenham we are now having the Ulez extension being forced upon us, which no one has voted for.

There are many small businesses and residents who will not be able to meet these costs and are likely to encourage businesses to leave the London area and relocate and many essential workers will be put off coming to London, trades people cannot all use public transport, this will affect everyone who lives in the area young and old.

I suspect like many of the ideas it is just another money making scheme and with this present Mayor that hardly surprises me!!

I suggest you bin this idea and leave people and businesses to get on with their lives without this constant interference or at least give a vote to people who live and work in the London area as we do live in a democracy.

## Written Evidence from Individuals: Part One

[personal information redacted for publication]

Consultation on ULEZ

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1956 |
|------------------|---------|

The whole idea of 'Road Charging' is tax on tax and via camera systems, to take ultimate control of people's lives and freedoms. It is adopted in Chana but has no place here in the UK, where we are free to enjoy unobstructed access and to do as we please without harm to others. The problems of emissions are blown out of proportion, polluting vehicles are a real nuisance and should be dealt with by determined police action and as far as pursuing the impossibility of a 'Net Zero' target, an utter waste of resource.

[personal information redacted for publication]

Call for evidence: the future of smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1954 |
|------------------|---------|

I am responding to your questions, not as a London resident, but as a person who has grave concerns that what happens there will eventually impact all of us.

Q1 Do the current road user charging systems in London require reform-  
No, the existing charging systems are adequate. Better use of resources would be improving existing systems such as road surface maintenance, signage, speed humps rather than introducing yet more digital systems. Road congestion and pollution are impacted by poor quality in these areas.

Q2 How might smarter road user charging differ from the current daily charges for driving applied in London-  
Smarter charging will require the use of more technological devices and the ever growing use of rare metals such as lithium and cobalt, mined by small children which is totally unethical.

Q3 How might charges for driving in London be varied for different types of journeys ...  
Charges should not be varied for different types of journeys. This would lead to asking permission to justify one's journey. Thus adding more bureaucracy, more rules and regulations causing unnecessary stress on drivers.

Q4 What strategies and targets could smarter road user charging support-  
There is no need for these. They could end up doing more harm than good and the cost could not be justified.

Q5 What technology could be used to support smarter road user charging-  
None. There is far too much technology monitoring our lives already. The huge number of facial recognition devices in use in public places being a case in point.

## Written Evidence from Individuals: Part One

Q6 How could smarter road user charging assist with tackling challenges such as traffic, air pollution, climate change-

Climate change has been happening for millennia and is NOT man made. There is no climate emergency. It is a manufactured crisis, like covid, designed to scare people to act in a certain way.

Better quality road design and reduced charges would be more beneficial and would allow local businesses to succeed, instead of being forced to close due to mismanaged traffic schemes.

Q7 Are road user charging schemes best set up at a city or regional level...

Road user charging schemes should not be set up anywhere.

Q8 If smarter road user charging is introduced, which charges or taxes should it replace ...

It should not be introduced because the disadvantages outweigh the advantages.

Q9 What discounts and exemptions would you like to see for any smarter road charging scheme...

None should be introduced. This again leads to the unacceptable concept of asking for permission to make a journey. Reduction in fuel charges would be far more beneficial for those who have to drive for work or for residents of areas with little public transport.

Q10 If the Government were interested in a national distance based road user scheme, would London be a sensible place for a trial-

No, such a trial is not needed. The existing fuel tax acts as distance based charging scheme.

Q11 If distance based road user charging was introduced, do you think Londoners who drive should pay less in total...

No such scheme should be introduced.

Q12 Mayors and local authorities currently have powers to introduce new charging schemes...

Their power to introduce these schemes should be removed. Such schemes are being introduced without any public discussions or debate. Dissenting voices are being silenced. We are witnessing this in other cities such as Oxford and Canterbury, with more local authorities planning to do the same.

Q13 How are other cities and countries working on similar road user charging faring...

They are working in lockstep to achieve the goals of Agenda 2030, as required by the UN, WEF, WHO etc. This is about creating 15 minute cities and control over every aspect of our lives. They have nothing to do with pollution and improving traffic measures. They are in effect climate lockdowns to bring about the ludicrous Net Zero which will impoverish and enslave us. They are being sold to the public as being for their convenience and wellbeing. Nothing could be further from the truth, as what is not being said is that these are ghettos where you will be monitored 24 hours a day and the choice to lead life in the way we have led it up until now will disappear.

[personal information redacted for publication]

Road user charging survey

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1953 |
|------------------|---------|

## Written Evidence from Individuals: Part One

### ROAD USER CHARGING

1. Do the current road user charging systems in London require reform?

Looking at every sector that government has managed in recent years, there is scant evidence to support the notion that adding further regulation will resolve any issues that are of benefit to the **wellbeing** of the people.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

There is no need to complicate life further. Adjust the current system so that people pay less. It's easy and simple.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Potentially there would be no end to the different charging categories. For example, the wage disparity between and within individual sectors can be vast. The people are already paying in various ways, for the use of THEIR roads. We neither want nor need another layer of complexity management in our lives.

4. What strategies and targets could smarter road user charging support?

Apart from using up taxpayers money to provide civil servants with the dull labour of dreaming up and implementing imaginary targets, it is difficult to see any way in which this enhances the lives of the population.

5. What technology could be used to support smarter road user charging?

This question assumes that the people want/need more technology in their lives to add to the confusion that the government has already created. No thank you.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The climate change argument is an irrelevant excuse and distraction. If there is concern about air pollution, then why not stop spraying the skies with chemtrails immediately?? Ensure there will be no future charges for currently incentivised traffic and ULEZ.

Crossrail will further reduce traffic. Abandon smarter road user charging. We are already over taxed.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Transport is already providing huge streams of revenue through Road Tax and Fuel Duty at a National level, little of which seems to benefit the people. We neither want, need, nor can afford further road user charging schemes at any level. Travel between cities and regions that will exhibit varying arms of beaurocratic control will not enhance our freedoms.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging won't make people happier and more content with their lives. Stop focussing on making travel more restrictive.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

People would like to see discounts for everyone. The wealthy could exhibit consideration and empathy rather than hypocrisy.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

NO! The people are not interested in a national distance based road user charging scheme, wherever the thin end of the wedge starts. Again ... stop focusing on restricting freedoms.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

The whole thrust of this questionnaire, including this question, is that everyone should be more restricted and pay more.

## Written Evidence from Individuals: Part One

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

There should be an informed public vote, which must also include the option of rescinding the local authorities' current electoral mandate. Did anyone vote for the latter option?

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

To start with, the people did not have a say on the policy goals in the UK.

As the media have restricted news from outside the UK, it should have been clear where the information was available on the policy goals of other countries. It is most probable that citizens of other countries also were not given the opportunity to have a say on policy goals.

Presumably the thrust of the question is to imply that if the UK and other countries are in lockstep, then 'we' will want to be part of the programme too.

As this important survey has not been advertised or promoted with the intention of providing the wider public with a democratic voice, the relatively few that have responded to this questionnaire are likely to reflect the views of many, many more, by a factor of at least 10K, if not 100K

[personal information redacted for publication]

### Objection to Smart Road User Charge

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1951 |
|------------------|---------|

I would like to register my objection and disgust at the possible introduction of the Smart Road User Charge.

My reasons are as follows;

1. It is a tax that unfairly affects people on average to low incomes as does the Ulez charge.
2. It is a policy that will add to the oppressive monitoring and restriction of peoples freedom of movement and privacy.
3. It is the beginning of a system that could result in private travel only being available to an Elite class.

[personal information redacted for publication]

### Road Charging - response

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1950 |
|------------------|---------|

My responses to the questions are as follows:

1. There's already a huge impact on people from ULEZ. It's simply unfair to keep adding to the costs for motorists all the time. Almost everyone has legitimate reason for using a car, whether it be for business, hospital visits, weekly shopping trips, visiting elderly, sick or disabled relatives who need care and so on. People's finances are already stretched to the

## Written Evidence from Individuals: Part One

limit after all that's happened in the last 2-3 years and they simply don't need this extra expense. It will make life totally unworkable for many. Very large numbers of people feel we want less surveillance and less regulation, not more. People need much more time to recover and to adapt to changes.

2. The existing arrangements with ULEZ are greedy and need changing. People should not be charged twice for making one trip if that trip extends beyond midnight – e.g. an outward journey during the evening and a return journey arriving home after midnight. That's blatantly unfair and sometimes impossible to avoid, for example, if visiting a show that goes on late and then involves a journey by public transport to get back to the vehicle before driving home – or if having visited some place further afield, the return journey has been delayed for some reason – traffic jams, vehicle breakdown, etc. I am sure, given the will to fix that issue, it could be done. Likewise, traders, delivery drivers, taxi drivers and public transport drivers will be hit with huge additional costs that will obviously have to be passed on to their customers. The cost of living will therefore be pushed way higher for everyone in the zone, on top of already having to pay their own charges for driving and for the hugely-increased cost of living from all the other situations going on right now. People do not need this wanton charge added to their own journeys, nor the passed-on costs of those who have no choice but to drive in the zone to provide services and carry out their legitimate business.

3. We do not need additional road charging systems, because the people are already in grave financial difficulties due to the other huge increases in the cost of living. We already pay road tax – which, despite its original purpose is clearly is not being used to maintain our roads, which are now in an appalling state – and we pay an enormous amount of fuel duty, which is already taxing us on the amount of mileage we cover. But people who have no choice but to drive in the zone, for business or service reasons, caring responsibilities, family visits, hospital appointments, etc. should certainly not have to pay extra.

4. Everything today seems to be target-driven, rather than people-focused. What is needed more than anything at the moment is empathy and consideration for the well-being of the population in a time of unprecedented financial difficulty. Targets can be changed, and should be changed. The air quality targets have been constantly tightened until they have outstripped the ability of current vehicle technologies to keep up. Electric and hydrogen-powered vehicles are still massively too expensive for the vast majority of the public, and the infrastructure is not yet sufficiently in place to support them. We are also constantly being told that there is a risk of power cuts. What happens when the grid cannot support the existing load, let alone all the additional EVs you are coercing people to buy? EVs certainly also cost the planet – and in many cases, the people and children who labour mining the dangerous raw materials - far more dearly in ecological and health terms than they save in emissions. We are trying to run before we can walk. The air quality in London is many orders of magnitude better than it was in the 1970s, when it was difficult to walk along a busy street without feeling it was hard to breathe, (no such problem now), and the smogs of the decades before the 1970s are a thing of the past. Official statistics show only *one* death in the London area 'possibly' attributed to air pollution on a death certificate in the two decades to 2021. Stop tightening the regulations – preferably back them off instead - and allow technology and people time to catch up.

5. We don't want road charging – we already pay road tax and fuel duty. We want less technology and less intrusion into our lives. The majority of us have not asked for it and didn't mandate it.

6. Traffic congestion on many routes has been increased as a side effect of the introduction of cycle lanes, 20mph zones, road humps and other 'traffic calming' measures, traffic light phase alterations, bus lanes, LTNs and so on. Many of these measures have their place, but please do not use this to claim actual traffic has vastly increased. It is also the case that a number of these measures considerably *increase* emissions levels locally – anything that causes slower progress through an area, and especially anything that causes traffic to continually slow down and speed up, or pause for lengthy periods will increase local

## Written Evidence from Individuals: Part One

emission levels Likewise, many schemes being introduced will result in longer journeys – e.g. with the so-called '15 minute neighbourhood' schemes, drivers are likely to be directed on considerably longer routes rather than the most direct route. So these schemes will also increase emissions overall. This gives the strong impression that (a) many of these schemes are themselves at least partially to blame for the claimed air quality issues, (and thus can even become self-perpetuating) and (b) the concern here is neither health nor climate, but clawing in revenue.

7. As previously mentioned, we already pay road tax and fuel duty – these are existing national level schemes for road charging, so we don't need any more. And given that building a new car is responsible for more alleged 'carbon' than actually running a car, you ought not to be in such a hurry to get rid of existing cars which are perfectly reliable and serviceable and a known quantity from the MoT test. Scrapping a car also results in yet more carbon, so scrappage schemes that take perfectly serviceable vehicles are counter-productive. I feel it necessary to point out that I feel all your questions in this 'consultation' are loaded towards presenting proposed charging schemes as entirely reasonable and also loaded towards simply asking how you should justify taking our money, without really giving opportunity to examine whether such schemes are actually needed or wanted.

8. Smarter road charging, by definition, gives you the ability to dictate to us what we do with our own lives. We all have many reasons we need our cars to remain affordable, reasons which in my case (as an isolated and elderly person), include (a) the ability to independently get my shopping once a week from a supermarket – when I could not possibly carry that shopping if I was forced to go on foot and, as the round trip is around six miles, I also could not get what I need each day by going on foot – one such walk a week is enough to exhaust me, (b) the ability to visit friends and much-loved family who are all much too far away for me to go on foot, and nowadays, I do not wish to use public transport (even if it were easily available for these particular journeys, which it mostly isn't) for health reasons, nor can I afford it, (c) attend medical appointments which are too far from home for me to walk and where, again, I do not wish to use public transport. This is, by far, not an inclusive list, but it hopefully shows good reasons to keep my car and why I need it to be affordable. Above all, any charges relating to car use need to be empathetic and demonstrably fair – and that doesn't only mean 'equal for all users', it also means completely 'reasonable' and representing something for which we can all see the benefit, not simply an imposition of various charges designed to wring money out of us purely for the sake of it, whether or not such measures supplement or replace existing charges. We should not be constantly considering more ways to force people out of their cars at the cost of seeing their families and friends and of the loss of their independence and freedom to travel.

9. Of course sick and disabled people, people of low income, people who need to drive for work and people who live in poorly-connected neighbourhoods for transport would need exemptions or at least very significant reductions from any such schemes. An understanding and empathetic approach from government is essential, of course. But this misses the point: nobody wants a road charging scheme or additional taxes on personal or business transportation, especially when we always see politicians and government officials blatantly disregarding the issues the rest of us are being told we will have to be charged for and have our freedoms restricted for. The Mayor is a good case in point – we have all seen the images and details of his extravagant three-vehicle convoys used when taking his dogs for a walk. And we are also well aware that delegates to COP27 not only used more than 800 private jets – some reports say 1,200 private jets - to attend, but were also incentivised to do so. This is sheer hypocrisy and adds a great deal of evidence that those concerned with forcing us to abandon our cars and forcing to abandon travel outside our own locality in the name of climate and environmental issues have absolutely no concern for the matter themselves and would, if they were able, happily take our taxes to fund their own luxury lifestyles. I'm reminded of the time California Governor Arnold Schwarzenegger decreed he would take all 'gas guzzlers' off the roads in his state, yet when the press enquired about his collection of six gas-guzzling Hummers, he didn't get the point and delightedly commented, "Yeah,

## Written Evidence from Individuals: Part One

they're so cool!" The same applies here – those who are themselves unwilling to live by the rules they dictate to the rest of us still expect us to obey those rules.

10. We don't need a road charging scheme, and we don't want a trial of one, either. The rapid developments of the last 2-3 years, in terms of removal of our traditional freedoms, for which our ancestors fought, and the impositions of increasing numbers of unwelcome rules and regulations, plus the burgeoning infrastructure being installed to facilitate all of these repressive measures, seems more at home in a dystopian movie than in 21<sup>st</sup> century Britain. The additional taxation – let's call it what it is – is singularly inappropriate at this time when everyone is struggling. We have been a largely free society and we will not give up our hard-won freedoms easily, particularly when we see no need for it and when those dictating such repressive measures are clearly hypocrites who don't have any regard for the environment themselves or have our best interests at heart. It is still the case in this country that the government is supposed to represent the will of the people, not impose its will on us as though we are its property. We pay the government's wages in taxes, so on effect, we actually employ the government to do what we want – not the other way around.

11. Government would not be interested in introducing changes and additions to existing road charges if those changes and additions were not likely to result in considerably more revenue. Everyone would undoubtedly pay a lot more and be worse off, with nothing to show for it except considerable loss of freedom and increased inconvenience. It's already recognised that, despite the excuses, the existing ULEZ has made little difference to air quality, and the same will be discovered if the extended ULEZ goes ahead, and with additional road charging schemes.

12. It seems to be forgotten nowadays that this country is supposed to be a democracy, though it appears to be veering towards becoming a dictatorship. Of course referendums and public votes should be taken about such important matters which affect our finances and our freedoms. I would also like to mention that consultations such as this one are simply missed by the majority of the general public. I only discovered this consultation by accident. Much more effort needs to be made about conspicuously announcing such important consultations in all available media, otherwise it creates the impression that an attempt is being made to deliberately not draw attention to it, so that it can later be argued that relatively few bothered to contribute views and thus not many cared.

13. Nobody has been given any say in what the policy goals are. That is a serious omission. We ought to have been allowed to vote about what goals are to be set and then, on how to achieve them. The UK is not a dictatorship. What happens in other countries is largely irrelevant because different countries most likely face different issues. What happens in other cities is not really made known to us, although there have recently been reports of unrest in cities where 15 minute neighbourhoods and LTNs are being imposed, and that is of serious concern – firstly, because it demonstrates how the people of this country expect and deserve to be given a say, and secondly because nobody wants the level of outrage due to these unwanted and undemocratic impositions to run to public disorder.

Regards,

[personal information redacted for publication]

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1949 |
|------------------|---------|



## Written Evidence from Individuals: Part One

To whom it may concern

I am totally against these new proposals for Smart Road Charging being made to London or any part of the UK. These new traffic systems and charges are going against the wishes of the majority of the people who will be affected by this change and the government is meant to represent the people and act upon the wishes of the people and not the wishes of the government!

The results will be that the poorest people will suffer the most and the rich or exempt elite will carry on as normal mostly financially unaffected. This is simply a TAX on the poorest and will result in the current businesses leaving London and London becoming a residential place for the wealthy!

A number of people due to age or disability are totally reliant on their vehicles to manage their everyday living and should not have the additional stress of this 'overreach of powers' by the government 'steam rolling' ahead with these anti democratic proposals as most people do not want this!

The people of this country are so called 'free' but with our Anonymity and Rights fast being removed by the prospect of digital surveillance, digital currency and digital ID's there will be no so called 'Freedoms' and we will will be controlled by the State!

I and I'm sure millions of others would like to keep our freedoms we were born with.

I would ask the government (who are voted into parliament by the people to represent and listen to the people) to now listen to the wishes of the people who voted them in and stop these proposals now.

Yours faithfully,

[personal information redacted for publication]

submission smart road charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1938 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

Yes the current charging systems require reform, the expansion of ULEZ is an error and will affect businesses and livelihood in and around London

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Different costs for different zones of central London peripheral London outside of London could be considered and that would lead to potentially the elimination of the congestion charge and ULEZ charges

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Different journeys should have differential pricing business, transportation, goods, taxes etc. should have different charging structures depending on the frequency and the impact per journey

4. What strategies and targets could smarter road user charging support?

## Written Evidence from Individuals: Part One

Off-peak travel, away from central London travel congestion reducing travel

5. What technology could be used to support smarter road user charging?

Smart roads utilizing telephones prepayments subscriptions

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Pollution could be measured and different areas could be charged depending on the levels of pollution and the reduction in congestion that local government and national government want to achieve

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Local systems are distorted by local politicians who want the income i.e. Mayor of London. The ULEZ and congestion charging structures are only a means that the mayor of London's office uses to compensate for bankruptcy of TFL the charges are not well thought out disproportionate and harm a large number of commuters

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It should replace ULEZ and congestion charging

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

This is a matter for further research and central government input

9. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

London to Birmingham London to Manchester Manchester to Scotland

10. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

There should be differential pricing depending on congestion as well as distance

11. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Definitely I believe the mayor's office and local authorities are interested in using road charging is a form of taxation and not interested in fair representation

12. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

A number of other European countries have considered distance as well as zone charging, the UK's only 1 of many countries considering similar schemes

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1936 |
|------------------|---------|

I'm not from London however what's planned for London will affect the rest of us in time as it spreads to every city & town , the cameras for ULEZ are primed to spy on us all , we pay enough in fuel duty , Road tax , all the extra tax / VAT etc when you buy parts or pay for maintenance , the constant Road access changes to trick drivers & capture with cameras. Living under constant surveillance ? We don't live in China so stop treating us as if we live in a Communist / Totalitarian State.

Road user charging - call for evidence

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1934 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

NO, ULEZ is damaging enough. People are struggling as it is without adding more and more charges.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

People who are driving to or from work, to care for people or giving an essential service should not be charged. We already pay per mile by fuelling our cars.

4. What strategies and targets could smarter road user charging support?

Road user charging on top of road tax and fuel tax doesn't support anybody but people in power.

5. What technology could be used to support smarter road user charging?

People don't want any of this technology.

## Written Evidence from Individuals: Part One

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

ULEZ already does this. We already pay taxes. As for climate change, we are not the problem.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We're already charged enough – road tax, fuel duty etc. Charging to use roads on top of that is nothing short of criminal and not best to set it up anywhere.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It shouldn't be introduced full stop. There are more important problems in this country.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

The exemption should be to abolish this preposterous scheme altogether. With the current cost of living crisis, virtually everyone in this country is on a low income, apart from the people who will benefit from this disgraceful proposal obviously.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No, it wouldn't, nowhere would be. What kind of hellish existence are you trying to create?

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

If this was introduced, we would all pay, not just with money.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes, the decisions they make should always be put to public vote, as it should be in a democratic country, and widely advertised, not like this questionnaire.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

## Written Evidence from Individuals: Part One

Getting around London

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1782 |
|------------------|---------|

Dear Sir/Madam,

This is about ULEZ and LTN's.

When I had my children I remember driving to John Lewis regularly, to buy their shoes for school, their sporting equipment etc etc.

I could not have done this without a car, I could not have carried all that home.

I'm not a young mum anymore so this doesn't really affect me now, but road restrictions do.

Last week I had to get to my grandchildren's house, before their parents left for work.

When I arrived at [personal information redacted for publication] the road was cordoned off by the police because of a murder, a stabbing.

Well it was complete chaos, because of all the bus gates, and roads with no entry signs.

I would use the bus, but my Senior card doesn't start until too late in the day and it's cheaper for two of us to go by car, than use paid for public transport. Before Lockdown, we used the bus and train. All these changes are making life very inconvenient.

Every day I watch cars with foreign plates drive through the bus gates, so you haven't lowered the amount of traffic, just caused chaos and law breaking.

I think the concern is the stabbing, and this should be addressed. London isn't safe.

I sold my diesel car, when the ULEZ was introduced, and travelled by bus, but now we have had to get another car.

It's not actually easy to travel without one, and almost impossible with one because of ULEZ, it's hitting us in the purse.

I voted Labour at the last Major elections and the General Election, but won't be voting Tory or Labour in the next round.

Both parties are failing the poor in this country - I never thought I'd say that about Labour. [personal information redacted for publication]

SRUC

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1780 |
|------------------|---------|

Dear Sirs

I am extremely disappointed to discover yet another attempt to extort money from and inconvenience the long suffering motorists of this Country by introducing SRUCs.

If, as it certainly seems, you want to discourage motorists, then the first thing you should be doing is putting a robust public transport system in place, so that there is a viable and practical option available. I, for one, would quite happily use public transport instead of running a vehicle. I do not have that option.

I will not be bullied into accepting these SRUCs, which frankly are nothing more than a money making SCAM which will serve no useful purpose.

Yours faithfully

[personal information redacted for publication]

Road charging

## Written Evidence from Individuals: Part One

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1933 |
|------------------|---------|

To whom it may concern.

All vehicles pay VED based on emissions, which gives the vehicle the legal right to use any public highway.

Charging extra to drive in any particular area could cause severe complications for Mr Khan as we already have paid to use the public highways based on emissions of said vehicles.

If road charging is introduced anywhere, the the government will forfeit the right to charge VED (road tax)

I'd be very careful that there could be a legal challenge to all of this underhand way of making money from already over stretched general public.

If I was unfortunate enough to live in London I would certainly not vote for Khan and I think he'd better start looking at another career after his term is done.

He has systematically destroyed London with unnecessary road changes and pandering to minorities like cyclists etc.

New diesel vehicles are cleaner than TfL are prepared to admit in fact they are so clean the mot test stations can't even get a reading from the test equipment.

I'm also asthmatic and do not have any breathing problems when in London and I'm in London Mon to Fri every week.

Regards

[personal information redacted for publication]

### Road User Charging Consultation Questionnaire Answers

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1778 |
|------------------|---------|

Question 1 answer

I do not believe the road charging system in London needs more reform, the ULEZ is more than enough and has caused hardship to many people.

question 2 answer

I believe the current system makes enough money out of road users and a new smart road user charging system is just another way of extracting even more money out of the on i oppose it.

Question 3 answer

Drivers should not have to pay more depending on the TYPE of journey they make, this is a ridiculous idea, we already pay enough in road tax and fuel duty.

Question 4 answer

I believe smarter road user charging will support the strategies and targets of a government that clearly want to put people off driving, as the new purposed system will make in impossible

for many to afford.

Question 5 answer

I believe the majority of people don't want more technology encroaching on every area of there lives (this includes technology in smart road user charging schemes! ) especially when it will be used

to extract more money out of them and increase the already massive amount of surveillance on them.

Question 6 answer

We already have enough systems in place to tackle current challenges, that is what ULEZ is for!

## Written Evidence from Individuals: Part One

Question 7 answer

We don't need road user charging set up at city level or regional level because we already have road tax and fuel duty, we already pay enough to use the roads!

Question 8 answer

The smarter road user charging scheme should not be introduced because it will cost more for people who are already struggling to pay for the existing system!

Question 9 answer

Most people don't want a new smarter road user charging scheme, so i would like for disabled people, those on low incomes, those who need to drive to work, people who live in areas with low levels of public transport and every other type of person to be Exempt from having this scheme forced on them.

Question 10 answer

I don't believe a national distance based road user charging scheme trial is a sensible idea in any location!

Question 11 answer

I think drivers in London would eventually end up paying more if this scheme was introduced in London!

Question 12 answer

I think that any scheme that will affect so many peoples lives must be voted on democratically by the people, otherwise its tyrannical!

Question 13 answer

The general public have been excluded from any involvement in deciding what the policy goals are! this is wrong! we should now be given a chance to vote on whether or not we want a smart road user charging scheme, there must be a referendum! otherwise its tyranny.

I do oppose the smart road user charge.

CALL FOR EVIDENCE THE FUTURE OF SMART ROAD USER CHARGING FEBRUARY 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1776 |
|------------------|---------|

scrutiny@london.gov.uk

Subject Line:

Call for Evidence: The future of smart road user charging February 2023

1. Do the current road user charging systems in London require reform?

no they don't

forget the expansion to ulez.

2. How might smarter road user charging differ from the current dailycharges for driving applied in London?

To the detriment of all vehicle drivers.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

## Written Evidence from Individuals: Part One

Forget it... it's a tax raising charge

4. What strategies and targets could smarter road user charging support?  
this question and all the others assume I am in favour of this proposal which I am not.

5. What technology could be used to support smarter road user charging?  
it's big brother monitoring everything we do.  
I oppose this.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?  
It won't..it will be motoring for the rich  
while ruining businesses and life for Londoners

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?  
I do not agree with this

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?  
I do not agree with road charging.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?  
I do not agree with road charging

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?  
I do not agree with road charging.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?  
I do not agree with road charging

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?  
I do not agree with road charging.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?  
how would I know.  
[personal information redacted for publication]

Pay-Per\_Mile

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1775 |
|------------------|---------|

Dear Khan,  
I see you are trying to install a charge-per-mile system using cameras to monitor drivers so you can bill them. The roads are paid for with what we call "Road Tax" which allows drivers



## Written Evidence from Individuals: Part One

to use their vehicles on every and any road within the United Kingdom. As drivers and vehicle owners we pay an extortionate amount of tax on fuel which amounts to near 65%. In return for this we drive on rough roads, diverting round potholes and other defects which the road tax is supposed to be used to repair and maintain.

I know that in London and surrounding area, you have plenty of buses and bus routes, taxi's and a full underground system. They say what happens in London, spreads around the country. Low emission zones now in Bristol, Manchester, Sheffield and Birmingham with others to follow no doubt. Pay-Per-Mile will be the same. In Birmingham apparently, of the 50,000 road users going into Birmingham per month, 30,000 refuse to pay. GOOD!

When your ideas spread to Lincolnshire with these onerous schemes expect mass rejection. We have only one bus route in our area, no direct connection to other towns, bad roads with trenches beside them where the grass verge should meet the roads, pothole 6" deep. This scheme is only about money grabbing which will only make those who need cars to go to work handing over more of their income, delivery companies and van deliveries, people on essential journeys being penalised.

Then there will be the the request for penalties, fines. These are totally illegal and shouldn't be paid in any form. You need to scrap this, and ULEZ and stop attacking the people and their way of life. You have no mandate from the people on this and they haven't voted for it.

Yours sincerely,

Lincolnshire[personal information redacted for publication]

Travel charging system

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1773 |
|------------------|---------|

Greetings

As a resident of london i want to object very strongly to the proposed travel charging system. It represents a total removal of freedom of movement, freedom of expression includes constant surveillance, and is only fit for a totalitarian state. It exceeds and abuses any mandate given to either local or central government and represents total abuse of power in a supposedly democratic free country.

I totally oppose the plan

Peace

[personal information redacted for publication]

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1931 |
|------------------|---------|

To whom it may concern

I cannot express in strong enough terms how opposed I am to smart road user charging. Smart roads are bad enough, but any form of road user charging system is unacceptable.

## Written Evidence from Individuals: Part One

Regards

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1930 |
|------------------|---------|

1. To whom it may concern,
2. I am writing to you today to provide evidence in the way of questions and experience as a Londoner, for road user charging (aka City move). Please note, there was not a lot of time for the me to submit my views, as there is a small window of about a month.
3. Firstly, I am very much in favour of environmental changes for a cleaner London and a fairer way to live; however, I do not support a small group of people who feel they act for the greater good. It will clearly harm the poorest in society (and no, I am not right wing just because I don't agree with the proposal). So let's be real, that's what this proposal will do, harm those who can't keep up physically or financially. Maybe not right away as on the face of this proposal, it is the best of bad choices. The more well off amongst us, can afford city living to a good standard (free movement - the ability to pay the charges or change vehicles etc). Future poorer Londoners won't be so privileged. Furthermore, If this is attached to the previously proposed I D card, how easy would it be to track people and stop voices of dissent by making movement almost impossible and/or imposing sanctions? What if I don't conform to the governments demands?
4. There is so much bureaucracy to living ( - council tax forms, benefits, utility bills, contracts for everything from rent to rubbish, to name a few) the road charges (congestion, ULEZ or the City move) will and does put everyday people like me, under unnecessary stress and pressure. I struggle with fibromyalgia with effects grounded in stress. It leaves little room to do normal life. Not being able to see my family who don't live near me because I have to relinquish my car or pay a tax for every trip, is not just morally wrong, cruel and unkind, it is oppressive and discriminative to all human beings subjected to another persons will. Having been in an abusive relationship I can tell you, this is what it looks like. Coercive or controlling behaviour is evident in the proposal. It is also against the law.

5. Reference

[Serious Crime Act 2015 \(legislation.gov.uk\)](http://legislation.gov.uk)

[Coercive or controlling behaviour now a crime - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

6. The original proposal connecting an ID card to a person not a car, will infringe on privacy and liberties. I use my car alot as I find it hard to get around and I cannot afford to buy a new one. I also find it hard to walk distances which will negate any gains I may have had in the positive rewards talked about in the report for this proposal from the Mayor. **In my area** there is always traffic because of a theme park ([personal information redacted for publication]), does that mean my personal journeys would have cost more because of this? How is taxing or rewarding any movement even an option? Isn't there a stalking law that protects societies good citizens (and possibly even the bad ones).

7. Reference

[Stalking Protection Act 2019 \(http://legislation.gov.uk\)](http://legislation.gov.uk)

## Written Evidence from Individuals: Part One

- 8.
9. When powers are given without protections, the scope for profit and control is evident from private companies and the government alike. These suggestions go a lot further than protecting the environment.
10. The congestion charge and Ulez is a tax that doesn't make a meaningful contribution to society (although somebody's profiting). It makes no sense bringing the greener London argument to leafy boroughs like [personal information redacted for publication]. A freedom of information report states only 1 person has died in the past 10 years due to car pollution. Now, I'm not saying pollution isn't a problem, but the arguments given are based on fear and manipulation. So address the pollution, do not penalise the people already living within the laws. If there are too many cars address that problem in a fair manner. Restricting a person or house hold to one car. Asking a leading question "Do the current road user charging systems in London require reform?" and then offering the smart road user solution for a more streamlined tax is an underhanded trick to play on the general public. There is clearly manipulation for this agenda. Transparency and plain talk are easier to deal with.
11. So I have one more important question. Does the Mayor or anyone connected to this proposal, have a vested interest for the running of the scheme (board member/ future job opportunities etc) or will profit in any way from the implementation of City move?
12. **If so**, why has this not been challenged? The government is clear on this subject when it comes to infrastructure and planning.
13. 2. What is a conflict of interest?
  14. 2.1. A conflict of interest can occur when an inspector is put in a situation or circumstance that impacts their ability to apply judgement or act in their role, or could be, impaired or influenced by a secondary interest. It can happen in any situation where there is a possibility that an individual or organisation could exploit an inspector for personal or other benefit.
  - 2.2. Even if the individual doesn't actually benefit, a conflict can still occur if it appears a decision may have been influenced. The perception of competing interests, impaired judgement or undue influence can also be a conflict of interest.  
Ref  
[Conflict of Interest Policy - GOV.UK \(www.gov.uk\)](http://www.gov.uk)
- 15.
16. **If not**, then as an independent adviser should you be demanding that anyone with connection to the building, promoting or advocating for this scheme is sanctioned against participating or profiting from its implementation.
- 17.
18. Furthermore, when all the cars are changed over to electric and the pollution is negated, when will this scheme end? And when it does so will the need for ANPR and apps and rewards etc. What happens then? Are the cameras taken down?
- 19.
20. The proposal (akin to the ones that went before it) looks like an amalgamation of all dystopian science fiction and some realities of past oppressed societies. Extreme? So is the proposed future changes. This is not what a free society looks like or maybe that's the point. Either way I would like to voice my objections and hope you will act in the interest of the people and environment, not just the few who will profit.

## Written Evidence from Individuals: Part One

Respectfully  
[personal information redacted for publication]

NO to smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1929 |
|------------------|---------|

NO NO NO!

To the proposed smart road user charging.

I do not want to live in a world where technology is manipulating me and taking away my freedoms.

I have a choice as a SOVERIGN BEING.

Stop trying to make us all comply to AI,

It would be disastrous!

[personal information redacted for publication]

Smart road user charges

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1768 |
|------------------|---------|

Hello,

Just a quick email to let you know that I do not agree with smart road user charging. I think it is an awful idea, and something which I do not consent to be introduced anywhere in the U.K from my perspective.

Sincerely [personal information redacted for publication]

Call for evidence: smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1767 |
|------------------|---------|

The current road charging systems do not need reform and most certainly not to introduce further costs and difficulties for people trying to live and work in the capital.

Existing schemes also penalise those visiting the city perhaps for a theatre show and an overnight stay, as they incur two days' charges for a less than 12 hour visit. There should be a way to make this more fair.

Do not increase complexity and definitely do not introduce measures that would entail more poking of government noses into personal matters. It is not for you to decide what journeys are more worthy.

## Written Evidence from Individuals: Part One

I don't care about strategies and targets. How about reducing your micro-management of everything for a change. And as for more tech, NO THANK YOU.

Road tax is based on vehicle emissions so that is incentive enough for people to drive cleaner cars. As for climate change, that is just nonsense being used as a pretext to curb our liberties and take our money.

Road charging schemes should not be set up anywhere. A lot of income is already raised through road tax and fuel duty; to impose more is a foolish idea. The country is virtually bankrupt through government mismanagement of Covid and now you're looking of ways to drag more money out of the working classes. Stop it.

Do not dangle the carrot of exemptions: this should not be introduced at all. To reiterate, this is just a pretext for grabbing more money which will then disappear down a black hole of spending on things I suspect the majority of the populace would not support if given a chance to speak.

Rather than trying to introduce measures such as this with very little publicity, why not introduce a system of referenda such as Switzerland employ? Oh, my bad, Switzerland is a real democracy.

The future of smart road user charging February 2023 Evedences.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1766 |
|------------------|---------|

As below in question number order.

1: Certainly not, motorists are already charged enough through direct and indirect taxes, plus congestion and ULEZ charges.

2: Charging people twice by exceeding the midnight deadline for work, to music gig, or dinner and a show, is not condusive to encourage domestic and overseas visitors.

3: Definitely not charging for all the examples given. Varying charges for different road users sounds like yet another layer of bureaucracy.

Over complicated, cumbersome and an expensive system to implement and run.

4: It would have a detrimental effect on businesses, tourism, retail, entertainment and the hospitality sectors. Especially in respect to the outer boroughs without accessibility to a comprehensive public transport system.

5: **No more technology**, especially not more cctv cameras or internal vehicular data monitoring systems.

Motorists are already overloaded by too many obtuse and confusing road signage. Whilst excess street furniture reduces the available pavement space for pedestrians.

6: Of course London has the current ulez and congestion charges, however motorists are already taxed via VED on an emissions basis .

Buying an EV has been incentivised for higher earners, who also do not have to pay vehicle tax.

Car ownership shouldn't be considered in isolation for causing pollution and climate change. Other pollution factors are the London Underground , industry, construction works and their associated vehicles.

7: Neither, setting up these schemes either on a city by city or regional basis will result in a messy array of confusing and differing qualifying criteria throughout the country.

## Written Evidence from Individuals: Part One

We already have an national level of road charging via vehicle tax and fuel duty.

8: I do not believe smarter road used charging should be introduced. It is a very open ended pricing tool and would become an additional layer of taxing motorists off the roads, whether for business, pleasure or necessity.

9: The answer to all examples quoted would be we do not want or could afford a road charging scheme. Especially after enduring years of austerity , the effects of covid, recession and inflation caused by the current cost of living crisis.

10: My answer would be a definite NO to a trial in London or elsewhere. It presents an opportunity to impose this scheme on a permanent basis, by using "a back door" method. After further research into this topic, the scheme is too controlling, unfair, unequal and curtails peoples freedom.

11: This is a loaded question as both inner and outer London have completely different requirements in regards to their driving needs. Income, occupation, availability of public transport, age and family circumstances or health issues, would need to be taken into consideration. However everyone would pay more, but it would have a greater negative impact on people on average or lower salaries.

12: These new schemes have such a massive impact affecting peoples lives and into the future.

Too important not to be common knowledge and must be put to a public vote. I thought we lived in a democracy.

13: I am aware the Italian government considered nett zero too ambitious and unachievable by the proposed date.

Even Germany want a hold on banning new car internal combustion engine manufacturing due to the development of new fuels.

We should bear in mind the detrimental effect on trade, freedom of movement and a more divided and unequal society.

Any emission reductions would be totally wiped out by the massive year on year pollution levels produced by China alone.

[personal information redacted for publication]

UIEZ expansion scheme

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1764 |
|------------------|---------|

Dear Sirs,

I wish to voice my opinion of the future of smart road user charging.

It is my opinion and supported, I believe, in fact, that many many people and businesses would be severely penalised financially and, by default, with detrement to their freedoms and

## Written Evidence from Individuals: Part One

mental and physical health, by the expansion of the ULEZ and any pay per use of Londons roads or in fact any roads in the UK.

Most road users already pay Road Tax for their vehicles and we are all paying huge costs for fuel, along with increases in other related costs, such as insurance and garage bills, not to mention the increased, everyday, high costs of living. Additionally, people are struggling with the existing charge zones in London.

To me, not enough consideration has been given to how badly this will effect motorists whether for business, pleasure or indeed for carers of elderly or infirm. The advertised scrappage scheme is frankly laughable and insulting and as it turns out, not available to all. It falls an extremely long way short of being fair and honorable and will leave some people and businesses very much worse off. Some businesses will even close, losing much needed jobs and giving a knock on effect to other supplier businesses.

I feel honestly these proposals amount to a money grab or tax, rather than doing what is right by the people of London and the UK.

I propose that any form of further charging or restriction is scrapped, ideally along with the current ULEZ schemes and Congestion Charge.

Kind regards,

[personal information redacted for publication]

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1924 |
|------------------|---------|

Dear Team

I am writing to submit my view regarding charging road users per mile to drive around London.

Your key question 1) Do the current road user charging systems in London require reform. The people who use the roads, who travel around London including Greater London are already subject to more than enough charges. In addition to the cost of their cars and fuel they pay tax, congestion charge ULEZ charge and parking charges and now there is talk of levying a further charge.

To quote the [ons.gov.uk](https://www.ons.gov.uk) website "There was 1 death registered in London in the period 2001 to 2021 which had exposure to air pollution recorded on the death certificate in either part 1 or part 2 of the death certificate. This death was attributed to environmental air pollution, however we are unable to determine whether this involved car emissions."

Charging per mile will adversely affect quality of life for London's residents, visitors, workers and business owners. It will particularly impact the poor and the hard working classes; tradespeople, small business' parents and Grandparents. It will undoubtedly have a knock on effect on tourism which will again impact the economy.

Another knock on effect will be that tradespeople will have to increase their charges; which will make them not competitive with bigger companies and will result in their businesses failing whilst the rich get richer. The retired and large families will be forced into debt. This will effect mental health, thus effecting physical health and put more strain on our health service and our education services and the economy.

The Mayor of London's decisions in the past few years have resulted in more money in his accounts at the cost of ordinary people. It is wrong, so very wrong.

Please consider the impact of this decision upon the hardworking poorer people and fight against this appalling proposal.

Kind regards

## Written Evidence from Individuals: Part One

[personal information redacted for publication]

Road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1923 |
|------------------|---------|

Q1 No, they do not require reform. You already have ULEZ. Birmingham has its clean air charge.

We are already struggling after the government fiasco during the pandemic. People have lost jobs, businesses & therefore income.

We are now also battling their involvement with a spurious war in Ukraine, high energy prices causing cold & misery for most of the population & driving food prices through the roof.

You cannot keep targeting people with cars who STILL have work to go to

Q2 instead of altering what's there fix the old system where you can end up being charged twice

Q3 There should be no difference between charges for reasons. We already pay a cost per mile on the highly inflated fuel charges

Q4 Why not concentrate on getting the country stable first eh?? Instead of dodgy targets?

Q5 None, you are starting to impose on my sovereign rights as a human being with your increased surveillance & excuses for it.

Q6 you already take taxes from fuel duty & ULEZ, emissions. If you spend them recklessly & fail to support new technologies ( like you have over the last 50 years we knew problems were brewing) That is not the fault of the working people

Q7 We Already have road user charging. ROAD TAX! ... FUEL DUTY...People who cannot afford to work WILL starve. Is that what you're aiming for??

Q8 See all the above. How about trying to help people recover their health first. TRYING to look as if you actually care, and getting people some hope of NORMAL LIFE instead of trying to screw the last penny they have?

Q9 Contradiction- Q3 you want to charge for going to work? Or not? No, no, no!

When Sadiq Khan is seen to be saving the planet - then he can tell the rest of us to do it

Q10 Nowhere in the country is a sensible place for trial. You're not listening are you? The public will not settle for your dystopian views

Q11 Everyone would pay more. No one would escape the cost ultimately

Q12 All schemes should require a public vote I do not live in a DICTATORSHIP- yet.

MAGNA CARTA- Common Law Rights

Q13 When you open a consultation that is longer than a couple of months until closing, when you genuinely put it out for public opinion THEN you can ask.

Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1922 |
|------------------|---------|

Dear Sir/Madam

Please see my responses to 'Road User Charging' below:

### Key questions

1. Do the current road user charging systems in London require reform?



## Written Evidence from Individuals: Part One

No, ULEZ has impacted people more than enough without introducing more/different charges. Many have suffered over the last three years and continue to do so due to the state of the economy and the cost of living.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter road user charging would mean more intrusion by the state into our daily lives with more monitoring of individuals by cameras and the app.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

We already pay fuel duty which is a cost per mile. One shouldn't have to pay extra depending on what their journey is for. Why should you have to state whether you are travelling to access services or to visit granny?

4. What strategies and targets could smarter road user charging support?

Air pollution? But where is the evidence for this?

Getting people to walk more rather than use their car? But many have busy lives and can only work/pick up children etc by using a car.

5. What technology could be used to support smarter road user charging?

None! Who wants to be monitored by technology?

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

ULEZ does this. Reopening the roads which were blocked for LTN would help ease congestion.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We are already charged at a national level via road and fuel tax.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road charging should not be introduced as it will prevent people from doing things they enjoy, such as visiting family.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We do not need a smarter charging scheme as we already pay more than enough in road tax/fuel duty/ULEZ

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

The government needs to put this idea to the people before engaging in trials.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Less, but if it should come to fruition they are bound to pay more.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

All these new schemes should be put to a public vote.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I do not have any input into policy goals. This should be put to a vote.

## Written Evidence from Individuals: Part One

Call for Evidence Smart Road User Charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1762 |
|------------------|---------|

One has to hope that, despite recent evidence to the contrary my submission will be taken in good faith and not dismissed.

### Preamble

The stated objectives of this radical proposal are:

- 1) Eliminate or at least reduce toxic air pollution
- 2) Respond or react to the declared Climate Emergency
- 3) Reduce traffic congestion

I argue that this measure will only reduce air pollution if vehicle users are priced out of using London's existing road network. Is there any evidence that the volume of traffic will reduce sufficiently to justify the cost of implementation? Could this public expenditure achieve greater benefit by for example direct investment in improving public transport?

Reports in the media indicate that the UK's contribution to manmade climate change is roughly 1% of the global emissions. One might reasonably ask how Road charging in the entire UK, let alone Greater London will "move the dial" when the bulk of future emissions will be produced in China, India and developing industrial economies in African countries. As with the first point, road charging will only produce a reduction in congestion if the existence of the usage charge has a lasting impact on vehicle user's behaviour. It may do but in limited cases, likely where the vehicle is used for domestic rather than business purposes.

### Addressing the questions:

- 1) No, not reform but careful adaption to meet changing circumstances.
- 2) One could easily imagine that they will become very much more costly to administer in a manner demonstrably fair to all road users.
- 3) They should be varied according to circumstances and other factors such as time of day. An example of relevant circumstances would be the age and mobility of the vehicle user or passenger. But even this apparently straightforward exemption would be complex to administer. My wife attends the local hospital for a 9:15 appointment every four weeks. Because of her age and the nature of the treatment procedure I drive her there, return home then drive back later to collect her. If an exemption applied only when my wife is a passenger how would the charging of the four journeys be administered without immense bureaucracy?
- 4) On their own the only strategy the scheme can support is collection more revenue from London taxpayers.
- 5) No comment other than the technology will be expensive, probably produced in China and do little to support the UK economy.
- 6) As laid out above very little. Business users such as delivery firms and trades such as plumbers, builders, etc will simply pass on the cost of operating in Greater London onto the consumer, adding to inflation. Wealthy car users may be happy to pay the charge and feel entitled to use the road they have paid for to the detriment of other road users, e.g. cyclist, pedestrians. In outer London, the already inadequate public transport network will come under more strain. Many elderly residents will simply give up and stay at home!
- 7) No they are best not set up at all. The roads have already been paid for and belong to taxpayers not bureaucrats. Clearly benefits will be derived by improving public transport to make it a more attractive option for particular journeys. Generally existing public transport provision which radiates from central London serves commuters but not residents needing to traverse from one sector, say west, to another, say north west or south west.
- 8) Obviously vehicle excise duty and fuel excise duty.
- 9) Discounting and exemptions might make the scheme "palatable" but would be complex to administer with any subtlety. By income perhaps, but what about the residents who don't

## Written Evidence from Individuals: Part One

quite qualify. Does a poorly paid van driver receiving in work benefits such as Housing Benefit benefit while a pensioner with a final salary pension does not?

10) Clearly not because the alternatives to driving a vehicle are public transport, walking or riding a bicycle. So how is a capital city comparable with a rural shire?

11) The overriding point is that residents and those who serve their needs in various ways need to be about to get around. Ideally that requires a mix of private and public transport as appropriate to individual circumstances. The role of the Mayor is to fix the infrastructure to allow this to happen so that residents and London collectively can flourish not languish.

12) As the introduction of LTNs shows the Mayor and local authorities do not have a mandate to make taxpayers' lives more difficult than they already are.

13) It is not for me to comment without data. One we can be sure of is that an imported one-size-fits-all scheme will not suit the needs of taxpayers.

I trust you have found my comments of value and equally that residents and taxpayers will not continue to be ignored.

Regards

[personal information redacted for publication]

Road charging

|           |         |
|-----------|---------|
| Reference | RUC1919 |
|-----------|---------|

We are totally against road charging and any idea like it. We can not afford this kinda scheme or any other that takes money from people going about there business or pleasur. Please reconsider your plan. [personal information redacted for publication]

ULEZ and Road Charging.

|           |         |
|-----------|---------|
| Reference | RUC1761 |
|-----------|---------|

These proposed charges heavily penalise particularly retired people who cannot afford to update their vehicle, are in any case small users, we're born and bred in London, were relocated out of London and now will have to pay these charges to visit their children and friends. Parking is already a costly nightmare.

The world is supposed to develop to improve one's life but it seems those in power are determined to make it as difficult as possible for the general population. A process to remove the few simple activities remaining, in order to fill the pockets of the rich and clear the way to make those elitist and in position of power even more privileged.

Shame on you. I will never vote for those pushing to impoverish the people both financially and their life style.

I hope these draconian measures fail.

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

### Road charges and survey

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1760 |
|------------------|---------|

To whom it may concern

I find it very intrusive and uncomfortable that cameras are being put to spie on how we get around and where we go and what we do. This is deprivation of the freedom to be free.

### London Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1759 |
|------------------|---------|

Dear Sir or Madam,

These are my personal opinions.

1. Do the current road user charging systems in London require reform?

Yes they need reform. First off one has to start with accepting there is a problem and I don't. So my solution is to scrap the whole system altogether as "Organic fuels" such as diesel and petrol emissions have been cleaned up to make them entirely safe. People are not dying all around you or, suffering as a result of the use of such vehicles.

2. How might smarter road user charging differ from the current daily.

Scrapping it all would be create enormous savings on unnecessary staffing and equipment and the consequential costs involved. The damage to the environment and the savings to the road user would provide more spending power in the household budget.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

The congestion already of its own accord limits vehicle use. None of these individual charges would be necessary saving a great deal of money on clerks staffing the procedure. Industry would benefit enormously.

4. What strategies and targets could smarter road user charging support

Again the clerks and administrators would not be necessary.

5. What technology could be used to support smarter road user charging?

There is an obvious danger that technology will be used against the population to enslave them and deprive them of their freedom and liberties for generations to com.

6. How could smarter road user charging assist with tackling current. challenges such as traffic, air pollution and climate change?

Suspend your reason for one moment and ask yourself is there such a thing as traffic air pollution these days that cannot be over come by technology, such as catalytic converters etc. and particularly, is climate change a cloak and dagger hiding another agenda like the Great Reset..

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

They should be abandoned but for tolls that may be considered and voted on by the public to create better roads.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

They should be abandoned.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those

## Written Evidence from Individuals: Part One

who need to drive for work, or people who live in areas with low levels of public transport?

Some consideration is already in place and it is considered more than adequate. But, I'm sure there is always room for improvement.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Scrap the whole idea there is no shortage of "organic fuels" which are renewable, sustainable and in abundance.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

More free enterprise and less "control" is the answer. This can be described as a fraud upon the public to create a new feudalism in a totalitarian state called the Great Reset or Communism. Free enterprise is the best system of all.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Local councils should be given the power to opt out of any national system to look after the individual interests of their people and be able to compete with other councils. Competition and free enterprise are good for the soul and the economy of the country. Let us have less control.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

In the most free and enterprising countries with the highest growing GDP they are not.

Yours sincerely,

[personal information redacted for publication]

### Smarter Road Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1916 |
|------------------|---------|

I object to any increase in surveillance of citizens living in London.

We are already way too far down the road towards becoming a surveillance state; what you are proposing would only speed up this trend. I oppose it.

Regards

[personal information redacted for publication]

### Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1915 |
|------------------|---------|

Dear London Assembly

I am totally against smart road user charging. This is nothing to do with air pollution or the weather and everything to do with more taxes, more surveillance and more control over our lives, it is totally unacceptable. You would still try to install this if all cars were electric. Our government and local leaders show zero level of competence, are clearly not acting on ever

## Written Evidence from Individuals: Part One

changing science, and have proved themselves to be untrustworthy and undemocratic and I see only an eagerness to implement ever more authoritarian regulations.

I would like to see our hard earned money used to help our citizens not used against us and frankly squandered. How much would this system cost, how much over budget would it go, how much to maintain, how much money would it take from us ? What happened on the M4 between junc 7 and 12 after 2 years of work installing God knows how many surveillance cameras, when with 1 month to go all of a sudden that went back up to 12 months and they started digging up the road again !! Something go wrong ?? Who paid for that extra 12 months work for us to be spied on and made less safe ?! No doubt the boss of that company earning a fortune and our leaders spouses with shares in these and other green companies

I'm all for cleaner energy and there have been great advances in that and I'm sure that will continue, but this is just more taxes and control. We live in a free, democratic country, not a dictatorship and the people have spoken. This is not wanted.

Yours sincerely

[personal information redacted for publication]

Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1913 |
|------------------|---------|

I would like to point out there are some very damaging outcomes to the ever increasing restrictions and charges being imposed by those who make these policies. My late husband tried very hard to make a living from being a courier in the London area. Apart from being hounded so often when he tried to park safely to deliver, the mounting costs just kept eating into his income. He accepted defeat in the end and who knows whether the stress helped with the cardiac arrests he had. Life isn't or should not be about copious restrictions and charging for everything. You should be serving we the people and helping communities to thrive. Look into what is actually true about this so called carbon neutral agenda and you may just be surprised. Trees breathe in carbon dioxide that we give out and produce oxygen which we breathe in. The human body is made of oxygen carbon hydrogen and nitrogen. Where is the science behind your proposals? Look into the actual details of electric cars and batteries which have been pushed. Where do the redundant batteries go. What about the child labour mining the lithium. Hope common sense will prevail. Thank you.

Smart Road User Charging Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1757 |
|------------------|---------|

To whom it may concern,

I pay road tax and am charged tax on the energy I use. I also pay Council Tax in Bromley including the Mayor's Precept.

I believe this taxation, and my consent to use it, is for infrastructure and services. Anything else is taxation without representation unless mandated.

## Written Evidence from Individuals: Part One

I do not believe, given the scale and pace of proposed changes that such a mandate exists. I do not believe any consultation process may be appropriate, in this case at least, to be considered as a mandate for change.

I think there are too many consultations, and with timelines for submission being too short for a truly considered response.

I believe any further charging schemes, including ULEZ Expansion, to be a regressive tax in effect on the poorest and least able to afford it. I think it will also impact heavily on those who provide care professionally or for family members. It will also impact on service providers, shift workers and trades for whom alternative transport means are neither available nor practicable.

My bottom line is that I think you have the resources to cater for the needs of Londoners as facilitators in our health, security and prosperity interests, not restrictors of our hard won freedoms.

Make alternatives attractive. Please do not mandate them. I do not like unnecessary interference or mandates.

I regret not being able to add more, and with evidence of harm, but I trust you may understand the strength of feeling and resolve not to allow such change without open and transparent debate, and with a due democratic process.

Yours faithfully,

[personal information redacted for publication]

Feedback - The future of smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1756 |
|------------------|---------|

To whom it may concern, here is my feedback to your latest proposals for “The future of smart road user charging”

1. Do the current road user charging systems in London require reform?

A: Yes, they need to be scrapped completely. This is a tax on freedom and impacts everyone. It takes away their freedom to travel to see friends and loved ones who need care and assistance. It adds unnecessary costs to small businesses and the self employed.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

A: They must not be implemented. Motorists already pay Vehicle Excise Duty for road maintenance and repair. They are also paying through fuel duty and VAT on fuel. They should not have to pay further charges to drive just because they live inside an area controlled by the Mayor of London. There is no scientific justification for this and the costs will just lead to more mental health problems for the elderly who will lose their freedom to travel. More self-employed and small businesses will close down leading to the loss of trade and all the associated benefits for the local areas and London as a whole.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

## Written Evidence from Individuals: Part One

A: There must be no additional charges. Everyone has different working lives and working patterns. There is no way to tell and differentiate between what one person's travel is for and another person travelling at the same time.

4. What strategies and targets could smarter road user charging support?

A: Road charging is an erosion of the freedom to move and travel at will. That is one of the most basic human rights and would affect everyone from young to old, able bodied and handicapped.

5. What technology could be used to support smarter road user charging?

A: Technology must never be used for road user charging. Vehicle owners are already paying through fuel duty and VAT on fuel, as well as the current vehicle excise duty paid to HMRC.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

A: There is no scientific evidence to show that air quality would be improved. Industry, waste handling and other large transport systems create more PM emissions. The air quality at street level is already six times better than that on the London Underground system.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

A: There must not be any city, regional or national charging schemes due to the negative impact it would have on the mental health of the elderly and disabled, the self-employed and small businesses workers, and shift workers in the health and care industry.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

A: All road charging must be removed and not used as a money raising tool to account for budget mismanagement.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

A: There must be no charging systems as it would not be possible to tell one road user from another. People do not want to have to be assessed or approved by any government department or body, just to be able to travel as freely as they can today. This is a restriction on their general freedom and will adversely affect their mental health from the perceived surveillance.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

A: No, this is not something that should be trialled in London. There has already been too much control on the people of London and their movement and choices. The self-employed and small businesses are struggling enough already with the burden of costs for the current poorly thought out schemes.



## Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

A: Road users must not be forced into paying any additional costs to travel. Fuel duty, the VAT on fuel and Vehicle Excise Duty paid to HMRC are already a high cost for vehicle users and owners.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

A: Yes, there must be a national referendum on any further changes. Anything introduced locally has a much wider impact that affects neighbouring towns, boroughs and regions. It adversely affects freedoms, businesses, competitive pricing and trade.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

A: The biggest global polluters are the USA, China and India. Until they do something to reduce their industrial emissions, the impact that anything the UK does will have almost no effect on the planet. Road charging schemes are costly in both the setup and administration as every road user is different in what they do, where and when they travel.

Yours faithfully,  
[personal information redacted for publication]

Call for evidence - The future of smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1755 |
|------------------|---------|

Please note my comments for Call for evidence - The future of smart road user charging

Call for Evidence: The future of smart road user charging February 2023

### **Summary**

I object strongly to any plans for smart road user charging. This should not happen either in London or the country more widely.

It is antithetical to the freedoms of citizens who should be freely able to travel and not be further surveilled or monitored or subject to tolls and fines.

Any attempt to impose this onerous and inappropriate infrastructure of restrictions is a gross usurping of your role/s.

Secondly, why is this survey being given such a small window for response and why has it not been widely publicised given the draconian and life-changing powers you are proposing to give yourselves and the state broadly?

## Written Evidence from Individuals: Part One

### THESE THINGS ARE NOT WANTED BY THE PEOPLE

1. Do the current road user charging systems in London require reform?

YES, they should be dismantled as they have not helped and merely penalise ordinary people

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It should not be implemented at all

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

We do not accept the idea of being surveilled and charged for driving or travelling at all so this question is irrelevant.

4. What strategies and targets could smarter road user charging support?

We do not accept the idea of being surveilled and charged for driving or travelling at all so this question is irrelevant.

5. What technology could be used to support smarter road user charging?

None because we do not agree to be monitored and surveilled.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Not appropriate. Why don't you focus on reducing crime and making public transport pleasant, safe and desirable.

These things are inappropriate talking points when you are looking to impose massive restrictions on the lives of ordinary people. No!

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

These should not be set up anywhere at all.

A basic human right is the freedom of movement. Attempting to charge - and monitor - people for this basic human right is totally inappropriate and worse a contravention of human rights.

This is the language and strategy of a totalitarian regime and we do not want that here in the UK.

We do not ask for permission to travel.

We do not want restrictions from you which will end up with only favoured sections of the population being able to travel.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

No - it must not be introduced

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

So, here we have clear evidence that you envisage being in charge of the sections of society who may travel freely.

This sounds remarkably totalitarian and is totally inappropriate.

## Written Evidence from Individuals: Part One

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No and NO. This concept is totally unacceptable. We already have road tax and do not want more monitoring of our lives.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

This must NOT be implemented anywhere.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

There should be a national referendum at the very least. Every citizen may be affected through the restrictions in any area. But with or without one you are usurping your powers and contravening the basic human right to travel freely.

Also, if you are concerned about the idea of having local/ national agreement and you genuinely want to carry out the will of the people, why is this survey not publicly broadcast and why is there such a short consultation window?

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

You should stop having policy goals that are not allied to the best interests of the people for whom you work.

The UK is already highly taxed and highly surveilled and we do not want more to it. Your policy goals should be on providing attractive alternatives to cars whereby people will feel it is safe and desirable to use them. You should NOT be coercing people, monitoring them or restricting their important rights to free and unfettered movement.

[personal information redacted for publication]

The future of smart road user charging - Submission of Evidence

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1753 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

They certainly DO NOT REQUIRE ANY FURTHER EXPANSION!

We already have the ULEZ which has already had a detrimental effect on thousands of people.

People who need to travel around London to get to their place of work do not need any further charges.

The state of the economy and the damage done to society over the last 3 years has left so many people in a financially strained position.

No further expansion should be considered to the already debilitating charging systems.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

## Written Evidence from Individuals: Part One

If a person travels late one evening and returns in the early hours, under the current charging system, they have to pay TWICE.

This should be revised so that only one payment needs to be made.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

We already pay fuel duty. This is in effect payment per mile as the more one drives, the more one pays.

No extra payment should be necessary whether commuting, caring or carrying out essential services.

Road users already pay far too much in all road/vehicle expenses, we don't need further road charging systems.

4. What strategies and targets could smarter road user charging support?

I feel that charging the road users EVEN MORE than they are already stretching themselves to pay, would be a further strain on drivers and the concept of TARGETS is an insult to people who are struggling to make ends meet by being a law abiding, hard working member of society who is just trying to make ends meet.

5. What technology could be used to support smarter road user charging?

Due to the negative impact which technology has on human life and wildlife, most of us want LESS not more.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

By definition, the ULEZ is supposed to be tackling this. We do not want any further systems. We are already charged for so many aspects of driving and owning a vehicle, we do not want any more.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

ROAD TAX and FUEL DUTY are already charged to the road user at a national level. This is enough!

In the past, cars older than 25 years were called Classic Cars and did not have to pay ROAD TAX. Maybe this system should be re-introduced so that older vehicles, which are looked after and maintained in a good condition, do not have to pay Road Tax as they are 'saving the planet' by not having to be replaced by a new vehicle (which is not very 'green' at all!

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

I do not think this should be done AT ALL. More attention should be focussed on helping people to survive and have a better life, not charge them more, tax them even more and strip them of their freedom to travel.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

I have spoken to many many people about the idea of a road charging scheme and this has been met by a resounding NEGATIVE response. We do not want this.

Furthermore, we do not want to see the sort of hypocritical behaviour by Sadiq Khan, who is promotes a ULEZ expansion and yet uses a convoy of 3 cars to take his dog for a walk!! And the cars involved are gas-guzzling vehicles too!! This is not the sort of sympathy or empathy we expect from the people who are pushing for better road systems.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Absolutely NOT. We object to this entire concept. It feels as though the road user is being penalised and punished and that the thumb-screws are being tightened day by day. The last 3 years have caused so many people so much suffering and poverty, we do not want any more of this! Give us time to recover and allow us the freedom to drive and travel around as this is our inalienable right./

## Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

We are not stupid and realise that nobody would pay less. Charges and taxed ALWAYS go up. This is a terrible idea and everyone I speak to agrees that this is not wanted.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Of course any new scheme should be put to a public vote. This is called DEMOCRACY, otherwise it is DICTATORSHIP. However, it should be given MAXIMUM publicity and the information should be spread far and wide across the mainstream media, so that EVERYONE hears about it - unlike this system, where it is hush-hush and pushed through very quickly before too many people become aware and let their voice and opinions be heard.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

It doesn't feel as though the general public have a say on the policy goals. I believe that this should be transparent and publicised widely and over a long period of time, giving the people time to hear about this, understand the implications, think about the possible solutions and respond, giving their very valuable ideas and opinions.

The fact that most people do not even know about this consultation OR THE VERY SHORT DEADLINE, is extremely worrying, and one has to question why this has been done?!

We need more transparency and fairness and the opportunity to have our voice be heard and this requires firstly that the public is made fully aware of this consultation and the proposals.

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[personal information redacted for publication]

Future road charging policy to follow ULEZ

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1751 |
|------------------|---------|

Dear sirs,

Im writing to you raise my opposition to the proposed smart road charging that has been mooted recently.

Its my opinion as well as other members of my family that this future scheme would be detrimental to lots of hard working families and businesses in and around London in the current climate, especially in the cost of living crisis. Has nobody looked at the extreme issues will cause people financially , physically and mentally.

Road users seem to be an easy target once again for another unfair tax to use public roads that are already paid for by way of road taxation on individual vehicles along with the high cost of fuel and insurance. Not everyone can afford a new vehicle or upgrade to an electric vehicle in the current climate. The knock on effect of the proposed road charging will cause small businesses to go under or leave London totally resulting in job losses for lots of people who work in and around London. With the ULEZ scheme being bought in regardless of any proper consultation with the people living in London this is just another outrageous tax grab that will hurt individuals enormously. I am for one strongly against any future plans for smart road charging and of course the ridiculous ULEZ expansion to the outer London boroughs including my own Borough the London Borough of Havering,

Yours in disgust,

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1910 |
|------------------|---------|

FEEDBACK ON THIS IDEA

The idea of cameras and surveillance systems reporting our every move into a Government computer to penalise, 'nudge' and prod us into compliance is NOT the kind of world I, or indeed, my family want to live in.

If this is what the Government wants leading to "smart road user charging" which in turn would lead to more taxes and controls on movement, facilitated by 'smart' technology, then think again. No sane person who values their freedom of choice and is aware of Human Rights Laws would accept such tyrannical control.

Deal with the real issues please instead of inventing even more.

feedback on the "Smart Road User Charging" Call For Evidence

|                  |         |
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| <b>Reference</b> | RUC1750 |
|------------------|---------|

Hello

I am writing in response to hearing about the smart road user charging and i am here to report my feelings and to say that i do not agree to this at all.

We the people have not been consulted about this. Many people have no idea of these plans and it totally wrong to implement these charges. It is yet another tax on the public which will line the pockets of people who don't need the money and will restrict the freedoms of ordinary people as many people will be unable to afford to travel. It is a huge imposition on people's freedom and privacy and in no way is in the public's interest.

Trying to direct the lives of people in this way, without people even knowing and not even asking them if they agree to it or not is quite frankly very underhand.

I do not accept and i do not consent to this.

[personal information redacted for publication]

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1909 |
|------------------|---------|

Dear London Assembly Transport Committee

I am totally opposed to Smart Road User Charging; we already have more than enough restrictions on our movements and this would be yet another infringement on our civil liberties and freedoms.

As an elderly person with a very bad back living in Greater London, I am

## Written Evidence from Individuals: Part One

almost totally dependent on my car for shopping and getting around. I cannot carry weight more than about 1 kg for any distance, so it would be impossible for me to do my shopping via public transport, and in any case I live at least 15-20 minutes away from the nearest bus or tube station. You would probably say I could get my shopping delivered, but a) I like to see what I am buying, (b) one has to have a minimum spend for deliveries which is way too much for me and (c) - most importantly I like to buy from farmers' markets where the produce is fresher, there is more choice of organic foods and things that I want and like and there is minimum use of plastic, which is better for the planet. And if I need to buy clothes etc, I need to be able to take my car, again because I cannot carry large shopping bags.

The introduction of Smart Road User Charging would make life impossible for me, I wouldn't be able to get out of the house and I wouldn't be able to eat properly. I am a pensioner and therefore with limited income. It seems to me that you never take into account the elderly when you think up your madcap schemes.

Yours faithfully  
[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1908 |
|------------------|---------|

To whom it may concern:

I write to express my complete opposition to any schemes under consideration for all variable or distance-based road user charging. Policy targets to encourage road users away from private car use and onto public transport and other means do not have the support of the majority of Londoners for a variety of reasons, and are clearly being steamrolled through regardless of representations by users of London's roads.

The original C-charge zone was unpopular when implemented, as have been subsequent expansions, and there is little evidence that these resulted in any sustainable reduction in traffic in those zones. Users merely sighed and paid up, defeating the original purpose that the C-charge was ostensibly brought in for, leaving the raising of revenue as the only lasting outcome. Any additional traffic schemes such as expansion of the ULEZ and any future proposed schemes will doubtless only result in raising of revenue, rather than whatever reason(s) may be given for their introduction, with no clear benefit for ordinary Londoners. Inevitably, the people who will suffer the most will be the least advantaged - see the recent ULEZ consultation, where the replies spell out these issues in some detail. There are also clear geographical disadvantages for those in outer London boroughs.

These schemes are sold to the public on the pretext of reducing congestion, cleaner air, etc., but it has become increasingly clear that regardless of such PR "shore stories", the real motivation is strident opposition to private car use and a desire to limit people's independence and freedom. There should therefore be ZERO charging for driving in London. Any "smart" recognition scheme necessitates the installation of cameras everywhere. Our privacy is therefore just as much under attack as our choices and mobility.

Most of the questions in the call for evidence document are phrased in ways that sound like it has already decided that this is going ahead, and it is only the details under discussion. This is unacceptable. If the scheme is unwanted by Londoners, then its implementation should not even be considered, and assurances issued that such a scheme will not go

## Written Evidence from Individuals: Part One

ahead. However, the London Mayor has form when it comes to ignoring public consultations, as evidenced by the recent ULEZ consultation. Please therefore explain how representations from this current road user charging consultation will be acted upon.

I oppose any "trial" in London, as plans for the scheme should be abandoned now and permanently. It goes without saying that no such scheme should be rolled out anywhere in the UK. This is anti freedom, anti choice, and anti ordinary working people.

Yours faithfully

[personal information redacted for publication]

### ULEZ Objections

|                  |         |
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| <b>Reference</b> | RUC1748 |
|------------------|---------|

Dear Sirs,

I wish to voice my opinion of the future of smart road user charging.

It is my opinion and supported, I believe, in fact, that many many people and businesses would be severely penalised financially and, by default, with detriment to their freedoms and mental and physical health, by the expansion of the ULEZ and any pay per use of Londons roads or in fact any roads in the UK.

Most road users already pay Road Tax for their vehicles and we are all paying huge costs for fuel, along with increases in other related costs, such as insurance and garage bills, not to mention the increased, everyday, high costs of living. Additionally, people are struggling with the existing charge zones in London.

To me, not enough consideration has been given to how badly this will effect motorists whether for business, pleasure or indeed for carers of elderly or infirm. The advertised scrappage scheme is frankly laughable and insulting and as it turns out, not available to all. It falls an extremely long way short of being fair and honorable and will leave some people and businesses very much worse off. Some businesses will even close, losing much needed jobs and giving a knock on effect to other supplier businesses.

I feel honestly these proposals amount to a money grab or tax, rather than doing what is right by the people of London and the UK.

I propose that any form of further charging or restriction is scrapped, ideally along with the current ULEZ schemes and Congestion Charge.

Kind regards,

[personal information redacted for publication]

road user charging pay per mile

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1747 |
|------------------|---------|

Hello, I'd like to register my objection the proposed scheme. As an owner driver delivery driver (in a ulez complaint vehicle) with fuel prices, vehicle tax, insurance, vehicle maintenance I'm lucky if I make minimum wage.



## Written Evidence from Individuals: Part One

We can barely afford our current energy bills,our home is always cold. Getting fired and going on benefits is not my preferred solution. If tfl could kindly stop spending it's (our) money like a man with no arms and exhibit some frugality like the rest of the country that would be great.

Your shivering hungry London resident,  
[personal information redacted for publication]

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1906 |
|------------------|---------|

This is a truly frightening idea! Are we to live in a constant state of being charged for whatever we do or wherever we want to go?

[personal information redacted for publication]

“Smart Road User Charging” Call For Evidence

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1905 |
|------------------|---------|

Hi,

I think this is a bad idea, and I speak as a London cyclist without a car.

Some people really need a car - I did when I was a struggling single mother. I don't know how I'd have managed without one. It was a dark day for me when the Congestion Charge came in - my daughter's school was inside the area, and I couldn't afford to pay it every school day. This trebled the time it took to take my daughter to school, when I am self-employed and needed to earn our living.

Cars increase the quality of life for pensioners who can't get around very well. They tend to use their cars only as necessary and for local runs, so don't add much to pollution.

And on the topic of pollution, as a cyclist I can tell you London air isn't bad. When I go on the Underground the inside of my nostrils get black. This doesn't happen cycling to and from work, Islington to Hoxton.

My fear is that this scheme would lead to less freedom and more control by the authorities, which is a bad thing. Freedom of movement, speech and association are vital.

Regards,

[personal information redacted for publication]

London Road charging/current schemes

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1746 |
|------------------|---------|

Hello to all concerned,

## Written Evidence from Individuals: Part One

Firstly I would like to address that I believe none of the current ULEZ schemes should be in place as if you pay £12.50 you can pollute as much as you want, if you pay you pollute so there is your answer.

In regards to the smart charging schemes I'm afraid this is all linked with penalising motorists again and again and again. We are not cash cows for the ill run TFL by the current shocking mayor that we have, that has done nothing to help current living crisis but instead put more burden and misery on people all around London.

If you were told 15 years ago a pandemic would happen and in the midst of living crisis a new ULEZ scheme would be in place that is let's not forget, VERY limited in terms of scrappage schemes to burden all London residents you would not believe it. Not to mention the ULEZ cameras were ordered prior to the consultation in which Londoners voted NO to and it was rigged and still had a majority vote of NO.

I personally believe that the direction London is heading to is crisis and freedom of movement is being restricted which will undoubtedly unravel in civil unrest. We were told to change our cars and we are now apparently looking at road user charging, what will be next ? Tax us every breath we take in our life? The mayor and all in charge of these radical money making schemes need to go and now. Please wake up and realise what you are doing to people that have to decide to either put the heating on for their children or pay to go to work, utter disgraceful movement by all in charge. I myself have a compliant vehicle but I am not blinded by the stealth taxes that are going on, the mayor should be there to serve Londoners not steal as much as he can from us.

Make the right decision for the future generations that will one day wake up to the surveillance that only works if you owe £ but never works if someone is stabbed, if you do not see what's wrong in that then you shouldn't be leading this beautiful city.

Regards,

[personal information redacted for publication]

Road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1904 |
|------------------|---------|

Dear sir/Madam.

With great consternation I have only just found out about the consultation on road user charge. It seems to me that it has been kept quite secretive in order to just implement this very unjust scheme.

Not only do we have to put up with LTN and ULEZ and the expansion of such a hair brained scheme under the guise of climate change. These charges will disproportionately affect the poor who need to drive for work, to see relatives, for small business. Now you want to introduce pay per mile/ journey?

Personally I feel the whole thing is a disgusting attack on the poor. Firstly to be ULEZ compliant a newer car is essential . Taking into consideration that Euro 5 is the same standard as euro 6 ( European court decision) the mayor of London has deliberately ignored this fact, I gather to get more revenue.

If you are rich you can go and buy a huge gas guzzling Bentley which is ULEZ compliant but pollutes more that an older non compliant car.

## Written Evidence from Individuals: Part One

We already pay Road fund license and high fuel cost and now you want another hair brained scheme ( road user charge) to take more money from those that can least afford it. How will this affect small business, carers, nurses , charity workers?

I'm quite sure you know how badly these people will be worse off. So from me it's a big no. You need to get public transport regular and reliable and cheaper then perhaps people will naturally gravitate towards it rather than use their cars. Unless of course this is really about how ordinary everyday people getting scammed out of hard earned money they can I'll afford to pay.

Yours sincerely

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1901 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

The existing ULEZ has already greatly impacted the people who live and work in and around London in a negative way. The whole system needs to be abandoned. Since the Covid19 lockdowns, a lot of business have either gone bust or are struggling to survive. People are living on the breadline and food banks are at capacity. The last thing they need is for more costs, more regulations and more monitoring. What is needed is that these nonsensical control systems to be abandoned and regulation to be lessened. As law-abiding humans we have the God given right to freedom, without the state surveillance and restrictions.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Instead of trying to introduce new systems, why don't you fix the current one? For Example, the daily charge stops at midnight, meaning someone who is visiting between 10pm and 2am pays twice. This needs to be sorted out first along with the dreadful state of the roads that the government & councils have let fall into disrepair.

3. How might charges for driving in London be varied for different types of journeys, such as travelling to/from work, caring responsibilities or essential services?

We all pay enough as it is without having to pay extra for the privilege of owning and running a car. Those who use a car around London are already paying the ULEZ, the congestion charge, road tax and fuel duty tax, so the more you drive, the more you have to refuel and pay the fuel duty tax.

How would you know if the person driving was going to work, going to care for their elderly relative, or a carer going to a patient's addresses to give them their medication?

The carer would have several patients to attend, and thus would be driving more than the person who works in an office. The carer would probably be on minimum wage, and thus would not be able to afford an "EV". Therefore, would be most likely be driving a diesel or petrol vehicle, so are already being penalized over those who can afford an EV. EV owners who don't have to pay the ULEZ and the congestion charge.

If you want a road charging system, make it fair and charge those using EV's, most who can afford it, and don't hound those who cannot.

## Written Evidence from Individuals: Part One

4. What strategies and targets could smarter road user charging support?  
None, nobody wants it and it is not needed.

5. What technology could be used to support smarter road user charging?  
I don't know, but I would imagine ANPR and facial recognition would play a large part in such systems, and these are rejected by the populous when they are going about their daily business. Who wants to be spied upon by the government, what right have they to do this?

As I said in my answer the question 3, how would you ascertain who was driving and what their purpose was for driving on a given road / time of day?

The government and the council have no right to hold a digital database of law abiding people citizens information's and biometrics, what their business is when going about their work and private life.

In which case how would you get this data? What if they don't want to give it to you, and why should they? Technology is not infallible an example is Smart motorways, which have be shown to be more dangerous than traditional motorways that have a 'hard shoulder'. The government considered that the technology was ready for smart motorways, but clearly the number of fatalities shows otherwise.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

I thought that you were already doing this with your ULEZ , congestion charges, LTN's. It seems they the government does not want us to have private transport, unless you are super rich.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

The public does not want this in any form. We are already being heavily charged to use the roads via road tax and fuel duty tax and other charges mentioned above. Why not charge Electric vehicles road tax as their weight is damaging the road surfaces, particularly during acceleration and braking.

Maybe consider reducing charges on older cars as keeping them on the road is better for the environment. It is costly and bad for the environment when cars get cut-up for scrap, then the processing to recycle them, polluting the air and using massive amounts of energy in the process of scrapping and building new. Buying a new car will reduce the life expectancy an older one. The scrap yards are full of cars that could have given further service.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

None. There is no need for it to be introduced we are taxed to the hilt as it is.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

People don't want more road charging schemes that penalize the poor and benefit the rich, they just want the to roads be repaired and kept in good repair by the taxes they already pay.

## Written Evidence from Individuals: Part One

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No, we do not want this proposed system. What starts in London always spreads to other areas of the country, people are wise to how the government sneaks these system in, and they don't want it.

As I have stated in question 9, people don't want and don't need to pay more, they are already paying enough as it is. When a car goes for an MOT, it pass an emissions test; if the car fails then it doesn't get an MOT certificate and thus cannot be driven on the road until fixed or replaced. So all cars currently on the road have passed an emissions test and thus below the emissions threshold for that car.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

This question does not make sense. You will not stop people driving, so they would either pay more or try and find ways around it.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

I don't know if I live in a democratic country anymore, but I believe that a real democracy would not put any new scheme such as this into action, especially when it negatively affects most of the nation.

The government have in recent years pushed through a lot of legislation of which the public have had little notice, if any. Road pricing is another example of the government working behind people's backs in trying to bring in unwanted and unnecessary control systems.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I don't know, but I suspect they you do and will try and follow suit. By introducing any form of road charging, you the government, are imposing control systems upon the people, when they are not wanted or needed. Enough damage has been done in the last three years, and the nation is fed up to the back-teeth of government interference in their lives.

Call for Evidence. The Future of smart road user charging february 20023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1744 |
|------------------|---------|

From

[personal information redacted for publication]

1. Do the current road user charging systems in London require reform?

I do not want any road user charges in London or the UK

We pay for fuel which is heavily charged already.

## Written Evidence from Individuals: Part One

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

I am against any road charging schemes.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

No, i do not want road charging at all.

4. What strategies and targets could smarter road user charging support?

None. I do not want any smart road charging.

5. What technology could be used to support smarter road user charging?

None. I do not want any.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Smart roads should be used for buses only.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

None are wanted anywhere

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It should be stopped from happening.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example, to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Not applicable Not wanted.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No Its a disaster

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for a vehicle or driving-based charges, the same, or more than they do currently?

Not at all. None

12. Mayors and local authorities currently have the power to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Local and national Votes should be listened too. This is supposed to be a democracy.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

They are all doing the same thing just in different ways, Taking money or fining people who are struggling anyway. it's very wrong it should stop.

From

[personal information redacted for publication]

Smart Road User Charge

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1740 |
|------------------|---------|

I strongly oppose the Smart Road User Charge. It is my opinion that this is yet another restriction on free movement, more fleecing charges for drivers and even MORE monitoring of citizens. I am a pensioner and regularly need to drive to collect my three young grandchildren from school. I would not be able to do this using public transport due to the 12

## Written Evidence from Individuals: Part One

mile distance from my home to their school and the changes from bus to train and then another bus would result in an almost 2 hour journey each way. Due to the additional expense of this Smart Road User Charge I would also be restricted from visiting my family on a regular basis or to drive to do shopping. The proposal to implement Smart Road User Charge is an infringement on basic human rights to freedom and is totally immoral. It appears to me that the UK is/has become an open prison for the general public and only the well off and well connected can afford to go about their lives unhindered. Just STOP this disgusting Smart Road User Charge.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1900 |
|------------------|---------|

Q1. Do the current road user charging systems in London require reform?

No. Existing charging systems are adequate. All of the stated aims of this new system can be better achieved by traditional methods. There is no need for digital or technological systems, but instead it would be better to put resources into improving existing systems, for example reassessing speed humps, improved traffic light phasing, road surface maintenance, and signage. Poor quality in all these areas impacts on road congestion, journey times, and pollution from all sources. For example in my neighbourhood, East Greenwich, cycle lanes have been constructed which means that the emergency services are held up by the narrowing of the road space for vehicles. It looks as if this scheme was designed on "paper" without adequate consideration of the impact on the wider need for roads in our society.

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject any such scheme. For example the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature. We need to consider the impact of potential decisions not only on the whole world but on the generations to come.

Q3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied for different types of journey as the costs for such a complex system, social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen. It also adds more complications and stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one's journey. For example who will pay the costs of a carer who is trying to get from one client to the next? This fee will discourage potential carers from entering the sector.

Q4. What strategies and targets could smarter road user charging support?

## Written Evidence from Individuals: Part One

There are no strategies and targets that smarter road user charging can support. Target-chasing always ends up incentivising perverse outcomes and does more harm than good. Target-monitoring is costly and effort should instead be put into quality of urban design.

Q5. What technology could be used to support smarter road user charging?

None. Human society already has too much technology in use. The need for endless masts and cameras for this scheme exposes the environment (human and non human) to further radiation. Please remember the research on the adverse effect on the bee population of the masts. With the installation of further technology we would be contributing to an already threatened insect population with its associated consequences for food production.

Q6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead better quality road design is needed, along with reduced charges and support for local shops so that people can fulfil their routine needs without the need to travel. For example tyre dust is a significant source of pollution, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads, not by taxation and charges. Also investing in urban tree planting would greatly help with air quality.

Q7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging should not be introduced anywhere.

Q8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging should not be introduced because any advantages for each individual are outweighed by the disadvantages.

Q9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No such discounts or exemptions should be introduced. The concept introduces the need to justify one's journeys to the authorities, that is, to ask permission, something that should never happen. Instead the Blue Badge system already exists and can be widened in scope or reformed. The way to improve the lives of the groups mentioned here would be to reduce fuel charges by increased oil exploration and extraction.

Q10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. No such trial is needed. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be an increase in annual road tax on EVs.

Q11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?



## Written Evidence from Individuals: Part One

No such distance-based charging scheme should be introduced.

Q12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities' powers to introduce these schemes should be removed immediately. We need a full and uncensored debate through all forms of public discourse. Dissenting voices should be fully attended to, and only after that specific referendums should be required to determine the will of the people.

The current Mayor of London did not include information about the plan we are discussing here in his manifesto. The voter could therefore not include this scheme in their consideration when deciding who to vote for,

Q13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate.

The headline goals given at the top of the Transport Committee's introduction are in the form of headlines. They need clear and comprehensive elaboration so that the context of this consultation is transparent. As things stand the goals are not transparently set out.

Transparency is vital for trust by the population in measures discussed and this transparency is lacking.

[personal information redacted for publication]

Road charging

|           |         |
|-----------|---------|
| Reference | RUC1899 |
|-----------|---------|

### ***1. Do the current road user charging systems in London require reform?***

No. Reform will further encroach upon the freedoms and privacies of the public. It will give rise to data gathering beyond that needed for reasonable government. Current measures are already impacting poorer individuals and communities detrimentally by providing barriers to citizens looking to engage in lawful travel.

### ***2. How might smarter road user charging differ from the current daily charges for driving applied in London?***

All charges issued on the grounds of environmental protection should be abandoned immediately. Highly taxed fuel prices, car tax and a vehicle industry rapidly advancing low/zero emission vehicles is already an adequate incentive for individuals to lower the carbon footprint associated with their travelling. Additionally, road user charging will disproportionately affect those who have to travel longer distances by necessity due to the high housing costs in the capital e.g. nurses, teachers and those with low wages such as cleaners etc. Furthermore, the proposed legislation suggests that other road users (e.g. cyclists) would be charged for using the road network too – this will actively dissuade cyclists from taking exercise. The proposed scheme will also disproportionately affect those who do not have or choose not to use a smart phone. Additionally, tracking of the public by camera

## Written Evidence from Individuals: Part One

and smartphone data is nefarious and not an action that should be taken in “the free world” (this suggestion is not a million miles away from the public tracking and social credit score employed in China). All of these actions will likely lead to people fleeing the capital in the same way that workers left New York and California due to the high taxes and higher cost of living compared to other regions of the UK – this will not be good for the London economy in the long run (remember how many businesses ceased trading during the pandemic due to fewer footfall in the capital).

### **3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?**

The current system is fair and charges do not need to be varied according to the type of journey being taken. Any such categorisation of journey types is intrusive government at its worst and drive segregation into communities. There should be no categorisation systems at all. High fossil fuel prices and other expenses associated with owning and parking a car are already adequate in factoring whether to drive in London (or anywhere, for that matter).

### **4. What strategies and targets could smarter road user charging support?**

Industry strategies and targets for more environmentally efficient vehicles and the reduced need to travel for work make the London Assembly Transport Committee’s initiatives irrelevant. Any such Transport Committee dictated strategies and targets are further bureaucracy, complicating matters and offering no positive effect. There are better ways to meet environmental targets than road pricing. Given that India & China are not changing their behaviour regarding industrial pollution, road pricing in London is equivalent to putting lipstick on a pig. Additionally, whatever arbitrary targets the UK Government have signed up to are shortsighted at best especially given the raw material needed to create all these EVs vastly exceeds the amount of silver mined each year. Taken globally, the required quantity of silver required is not sustainable. Instead of beating London inhabitants with a stick, how about offering a carrot instead.

### **5. What technology could be used to support smarter road user charging?**

There should not be road user charging. The current system is fair. If the intention of road user charging is to meet environmental targets better alternatives are available for example, provide incentives to industry for the creation of different classes of low carbon vehicles. Improve the public transport network so that it is as clean and operates as efficiently as in mainland Europe and people will use it, leaving their cars at home.

### **6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?**

Road user charging is not irrelevant here. Industry is responding to low carbon emission targets in a positive way. If you wish to reduce the traffic volume, improve the public transport network so that it is as clean and operates as efficiently as in mainland Europe and people will use it, leaving their cars at home.

### **7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?**

Greed is a potential issue that will bias national, city and regional authorities. They should not be trusted to implement such schemes, further underpinning the rationale for abandoning the road user charging initiative completely. The extent of management needed to operate such a system at each of these levels will far exceed that currently being used to enforce the current situation – this further shows that the suggestion for road user charging should not be implemented as it will clearly be less cost effective overall. The current situation is the best holistic implementation method and should not be changed.

## Written Evidence from Individuals: Part One

**8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?**

There should not be road user charging. The current situation is the best holistic implementation method and should not be changed.

**9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?**

Social services support these members of our community. Road user charging is not a factor here.

**10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?**

There should not be road user charging. London authorities are particularly ignorant of the expense and social impact such initiatives have on citizens especially those who are low paid. Therefore, no such scheme should be rolled out.

**11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?**

There should not be road user charging. The current situation is the best holistic implementation method and should not be changed.

**12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?**

Well promoted, highly visible opportunities for public engagement are vital in order to get a wide base of opinion. This very public consultation has been poorly publicised with an extremely short period of consultation for the public to participate. At worst, this can be seen as nefarious and heavy-hand government forcing through an agenda. Trust in such authorities is already low and should be remedied long before road user charging is discussed.

**13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?**

Cities in Germany, Italy and Belgium benefit from much cheaper public transport than the UK. They also benefit from free parking around city peripheries. Such benefits reduce environmental impact of cars and make road user charging irrelevant in these industries. If you want to incentivize people to leave their cars at home, the public transport must be safe, clean and efficient. Stop this nonsense and make UK public transport as good as that in mainland Europe and people will use it more.

ULEZ charging

|           |         |
|-----------|---------|
| Reference | RUC1738 |
|-----------|---------|

Dear scrutiny team,

## Written Evidence from Individuals: Part One

My answers to questions about ULEZ charging are below for your consideration.  
CALL FOR EVIDENCE: The Future of Smart Road User Charging – February 2023.

Who can submit evidence?

The Committee would like to invite anyone with knowledge or experience of considering the issues around smart road user charging to submit views and information to the investigation, giving you the opportunity to inform our work and influence our recommendations. We would like to hear from those who regularly need to drive in any part of London who would be directly affected by the introduction of road user charging, as well as from any Londoner who would be affected by the introduction of road user charging, as well as from any Londoner who would be affected by the policy and its potential goals. Therefore, this call for evidence is open to all who would like to respond.

Key questions:

1. Do the current road user charging systems in London require reform?

The current road user charging systems in London do require reform. They are unnecessary and unfair to Londoners who cannot afford to pay £12.50 per day. Based on the figures by TfL ULEZ will not have much of a significant change in the air quality in London. It will however, have a devastating effect on businesses, employment, social care and families wishing to meet within the whole of London. People will lose businesses when people are unable to afford to travel to their jobs. Tourists and visitors to London will be put off by the extortionate £12.50 charge to come anywhere near London. London will die as a result. I believe there will be an increase in people claiming benefits as they would just not be able to afford the daily charge to travel in an around London and many will give up their jobs as better off on benefits. Mental Health issues will increase as people will become isolated due to the fact that many people will not be able to afford the cost of travel. Buses at present are pumping out huge volumes of pollution and tube lines are dirty and polluted. Pushing people to travel on buses and dirty tube lines is totally wrong, public transport in my experience is horrendous, packed carriages and dirty seats and polluted air underground in a filthy atmosphere.

Closure of roads in London (Low Traffic Neighbourhoods) have caused extreme anxiety, stress and depression for people living in and around these areas. The HUGE traffic queues caused by the closure of ladder roads and pushing vehicles on to main roads is absolutely horrendous, yet these trial closures have become permanent even though these are THE MAIN CAUSE of a RISE IN AIR POLLUTION. A horrendous idea causing grief and even death as emergency vehicles are unable to access these roads and have to take the long way round. These areas have become ghost towns, I work in these areas and feel very unsafe as there are no people around. I have witnessed motorbikes driving through the LTN's. It has a prison feel to it, is this the idea though? A huge impact on local areas and rat runs for thieves.

A huge cause of air pollution in London would be aircraft, if cars are being blamed for poor air quality, then surely it is only fair to look into the affect air quality in London with two airports and charge accordingly there.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It is an unfair scheme and should be removed (see reasons in number 1.)

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

## Written Evidence from Individuals: Part One

It is unfair to charge one person for one type of journey and another person a different charge. How would this be proved? Will everyone be watched 24/7? It feels discriminatory and against human rights to be charged to move around London as and when we feel like it, whether we live, work or are visiting friends, family. The idea to charge people to move where and when they decide is absolutely disgusting.

4. What strategies and targets could smarter road user charging support?

I don't believe smart road user charging should be implemented in the first place.

5. What technology could be used to support smarter road user charging?

None, I believe it is against human rights. Nobody wants to be recorded 24/7. We should not be living in a dictatorship which is how it is becoming.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

There are no challenges to air quality. TFL figures show that ULEZ is expected to deliver practically no improvement in air quality. LTN's should be removed as these slow traffic and increase time for vehicles to emit pollution causing congestion on other routes around these zones. Pollution can be blown by the wind to other areas outside London as well as in to London how can we be asked to PAY TO POLLUTE? Factories and incinerators are major polluters, yet these are operating in and around London, what are the levels of pollution from these sites? Plant more trees, and the problem of carbon monoxide will improve.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Vehicle drivers already pay road tax for driving on London roads, many of which are in a poor state of repair. Who would benefit from the road user charging schemes? Where would this money go?

Installing more ANPR cameras and an unacceptable level of signage which is unclear to road users. A review of government and local government spending must be undertaken so that the VED duty is sufficient to maintain the roads.

Smart Road User charging is unfair and should be removed.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smart road user charging should not be introduced. All current smart road user charging should be removed.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport.

Smart road user charging should be removed. Feels discriminatory and against our human rights to be able to move freely around where we live and work.

10. If the Government were interested in a national based road user charging scheme, would London be a sensible place for a trial?

Why does the government think it is acceptable to consider charging people to move anywhere? Smart Road User charging must be removed.

## Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Londoners should not have to pay any more or less than anyone else. It is discriminatory, if you live and work in and around London, why all of a sudden do the government think it is ok to start charging Londoners? Or anyone else to move where they want or need to? Against human rights and an appalling idea taking money from people who can barely afford to get by, we have been through a pandemic recently and many of us are still affected by this. There is a cost of living crisis and the government want to squeeze every last drop from Londoners. It is disgraceful and cruel.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers for example a local referendum?)

Mayors and local authorities currently have powers to introduce new road charging schemes WITH NO CONSULTATION with the perons affected. Results of the consultation for the ULEZ scheme HAVE BEEN COMPLETELY IGNORED. All people travelling working and living in these areas are affected and smart road charging will have a major negative impact on many.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

The 15 minute utopia is a terrifying idea. Everyone walking or cycling and people are charged to visit relatives is ABSOLUTELY DISGUSTING. It is not a SMART idea, not everyone in real life are able to walk or cycle. This should NOT be considered. It is discriminatory and against human rights and what right does the government have to consider this control over peoples movements? UTTERLY DISGRACEFUL. SMART ROAD CHARGING MUST BE REMOVED.

Yours sincerely

[personal information redacted for publication]London resident

The London Assembly Transport Committee Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1737 |
|------------------|---------|

There is no evidence of man-made climate change ("*climate emergency*"). No relationship between average global temperature and atmospheric CO2 levels over millions of years. For most of the time the world has been without polar ice caps because it has been *too warm*. Late Carboniferous to Early Permian (315 million to 270 million years ago) is the only time period in the last 600 million years when both atmospheric CO2 and temperatures were as *low* as they are today (Quaternary Period). CO2 is plant "food" and there is currently CO2 plant starvation. Plants *need* man-made CO2 to thrive. Our emissions are "greening" the Earth. Fossil fuels are essential for sustaining human life. They represent a 100% organic solar energy storage battery. Every two minutes, the energy reaching the earth from the sun is equivalent to the whole annual energy use of humanity. So with our climate: "It's not you; It's not CO2; It's the sun!" Governments are using 'CO2' as an excuse for raising taxes and to introduce travel restrictions.

## Written Evidence from Individuals: Part One

Lockdown-by-stealth has already started with “15 Minute Cities”; “Low Traffic Neighbourhoods”; “ULEZ” etc. No matter what label these schemes are given, local councillors are *forcing* their plans on residents. At every level - local, national, international - we have politicians with no interest in winning an argument or taking the public with them. Instead they micro-manage; Limit; Restrict; And actually cause pain, because ~ in their *own* words ~ your “pain is part of the design”. They now believe their role is to create 'behaviour change programmes' - which involve deliberately causing pain, until people submit to whatever they - in their wisdom - have decided must be imposed.

I remind Sadiq Khan that he is a public servant. He must speak the truth based on facts and should not resort to childish name-calling.

Dear Mr Khan,

I have reviewed your proposal for "smart road user charging in London" and I regret to inform you that I will have to decline at this time. There are many other less socially destructive ways to reduce air pollution and traffic congestion.

Thankyou for listening!

Yours sincerely,

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1897 |
|------------------|---------|

Dear Sir/Madam

My submission of evidence is as a London resident, driver, cyclist, pedestrian and user of public transport.

Regarding evidence for road user charging, there is abundant irrefutable evidence that the biggest crisis facing humans and the planet right now is climate change. There is also abundant evidence that we need to act now to dramatically reduce carbon and other greenhouse gas emissions otherwise it will be too late. However, in contrast there is evidence at <https://www.gov.uk/government/statistics/vehicle-licensing-statistics-january-to-march-2022/vehicle-licensing-statistics-january-to-march-2022> (see graph from that page below) that UK residents are still too often choosing to upgrade smaller diesel cars with lower CO<sub>2</sub> emissions to much larger petrol cars with dramatically higher CO<sub>2</sub> emissions. In fact, sales of cars with emissions above 131 g/km are back at 2012 levels despite leaps forward in combustion engine efficiency and massive media coverage about climate change. So, despite a substantial increase in the percentage of vehicles that emit 0 g/km the same web page says “Average CO<sub>2</sub> emissions for cars registered for the first time in the UK [have only] decreased by 13% in 2022 Quarter 1 (January to March) compared to 2021 Quarter 1 (January to March).”

This is evidence that cars with unnecessarily large engines need to be urgently targeted and doing so will save many lives from climate change related deaths. Road user pricing is an unmissable opportunity to remove many of these cars from our roads and change demand to

## Written Evidence from Individuals: Part One

cars that cause fewer deaths owing to climate change. Therefore, I would like to submit two pieces of evidence with requests to act on both as a top priority please:

### 1. Evidence of a current communication problem that can be fixed as an immediate “quick win”

Please immediately change road user charging by requiring TfL to add text to their <https://tfl.gov.uk/modes/driving/check-your-vehicle/> page so that if a car with high CO<sub>2</sub> emissions is entered the user does not receive the text below (this text should only be received for vehicles with zero tailpipe emissions):

*“This vehicle meets the ULEZ emissions standards*

*“You do not need to pay a daily ULEZ charge to drive in the zone, and are helping to improve air quality across London.”*

For example, the above is what the owner of a 4x4 Porsche that is parked outside my house is shown if they enter the registration of their vehicle that has enormous CO<sub>2</sub> emissions of 251 g/km. This is misinforming people that they have a car with “ultra-low emissions” and making them feel they are “green” when they are emitting a disproportionately enormous amount of CO<sub>2</sub> for every kilometre they drive.

For any registration entered for a car that has tailpipe emissions, the message should read:

*“This vehicle meets the ULEZ emissions standards for particle pollution.”*

*“~~You do not need to pay a daily ULEZ charge to drive in the zone, and are helping to improve air quality across London.~~ However, the emissions from your vehicle cause climate change. Therefore, please note that owing to the many deaths that are already being caused by climate change TfL will be tackling that issue using future road charging relative to CO<sub>2</sub> emissions.”*

For any vehicles with CO<sub>2</sub> emissions of 120 g/km or greater the last sentence should read:

*“However, your vehicle has very high CO<sub>2</sub> emissions so causes a disproportionately large amount of climate change and climate change related deaths. Therefore, please note that TfL will be tackling that issue using future road charging relative to CO<sub>2</sub> emissions.”*

### 2. Ensure road user prices are related to the amount of greenhouse gases emitted (and ideally distance travelled) because this will reduce greenhouse gas emissions, therefore reduce climate change related deaths

For example:

- Cars owned by blue badge holders and other disadvantaged groups, no charge.
- Cars with zero tailpipe emissions £1 per km.
- Cars with CO<sub>2</sub> emissions up to 120 g/km should pay an additional penny per CO<sub>2</sub> g/km, for example, a car that emits 100 g/km would pay £2 per km. This charge is appropriate for a large family-sized vehicle with an appropriately sized combustion engine.
- Any additional g/km above 120 g/km should be charged at 10p, for example, a car that emits 251 g/km would pay £15.30 per km. This charge is appropriate for unnecessarily large combustion engines that unnecessarily cause the deaths of people owing to climate change.



## Written Evidence from Individuals: Part One

Please implement both of these changes as soon as possible because people are continuing to buy cars with enormous combustion engines while people die owing to climate change. Not acting on that is unforgivable.

Thank you

Kind regards

[personal information redacted for publication]

smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1735 |
|------------------|---------|

Dear Committee

I oppose the introduction of smart road user charging.

It will penalise poorer people, as a greater percentage of their income is generally spent on travel.

It is against freedom of individual choice.

The air in London is cleaner than it has been for over a hundred years, and this should not be a reason for introducing such schemes.

Yours Faithfully

[personal information redacted for publication]

Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1896 |
|------------------|---------|

Just don't do it, an Orwellian state is not a free country.  
Do the right thing and give it up.

Smart road user charging.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1895 |
|------------------|---------|

Dear Sirs,

I wish to voice my opinion of the future of smart road user charging.

## Written Evidence from Individuals: Part One

It is my opinion and supported, I believe, in fact, that many many people and businesses would be severely penalised financially and, by default, with detrement to their freedoms and mental and physical health, by the expansion of the ULEZ and any pay per use of Londons roads or in fact any roads in the UK.

Most road users already pay Road Tax for their vehicles and we are all paying huge costs for fuel, along with increases in other related costs, such as insurance and garage bills, not to mention the increased, everyday, high costs of living. Additionally, people are struggling with the existing charge zones in London.

To me, not enough consideration has been given to how badly this will effect motorists whether for business, pleasure or indeed for carers of elderly or infirm. The advertised scrappage scheme is frankly laughable and insulting and as it turns out, not available to all. It falls an extremely long way short of being fair and honorable and will leave some people and businesses very much worse off. Some businesses will even close, losing much needed jobs and giving a knock on effect to other supplier businesses.

I feel honestly these proposals amount to a money grab or tax, rather than doing what is right by the people of London and the UK.

I propose that any form of further charging or restriction is scrapped, ideally along with the current ULEZ schemes and Congestion Charge.

Kind regards,

[personal information redacted for publication]

Fwd: Call for Evidence: The future of Smart Road user charging Feb 2023.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC2004 |
|------------------|---------|

----- Forwarded message -----

From: [personal information redacted for publication]

Date: Thu, 9 Mar 2023, 13:51

Subject: Call for Evidence: The future of Smart Road user charging Feb 2023.

To: <[scrutiny@london.gov.uk](mailto:scrutiny@london.gov.uk)>

Call for Evidence: The future of smart road user charging February 2023

AMMENDMENT !!!!! NO 11 \*\*\*\*\*

1. Do the current road user charging systems in London require reform? YES 100 %
2. How might smarter road user charging differ from the current dailycharges for driving applied in London? DON'T CHARGE THE COUNTRY MAN TO TRAVEL ON THE PUBLIC ROADS IN HIS OWN HOME COUNTRY.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? EXEMPTION FOR POOR/POOER WORKING FAMILIES.
4. What strategies and targets could smarter road user charging support?NONE /EXEMPTION.
5. What technology could be used to support smarter road user charging? NONE.LISTEN TO THE PEOPLE.

## Written Evidence from Individuals: Part One

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? THERE IS NO INFRASTRUCTURE ALREADY IN EXISTANCE OR IN CURRENTLY IN PLACE, THEREFORE CHARGING MONEY THAT ONE CAN NOT AFFORD WILL NOT TACKLE THE STATED CHALLENGES ONLY CREATE MORE ADVERSE FINANCIAL CHALLENGES TO FAMILIES.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? THERE IS NO BENEFIT, HOWEVER THERE WOULD BE MUCH MORE POVERTY TO THE HARD WORKING MAN AND WOMAN.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? THERE SHOULD BE NO CHARGE TO USE THE PUBLIC ROADS. IT IS A HUMAN RIGHT TO TRAVEL FREELY ON ONE'S OWN ROADS. IN ONE'S OWN COUNTRY.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? PEOPLE ON LOW INCOMES, WHO RELY ON THEIR VEHICLES TO EARN A LIVING SHOULD BE EXEMPT FROM THIS .

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? NO NOT AT ALL

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? NO CHARGES SHOULD BE MADE . PEOPLE ON LOW INCOMES CAN NOT AFFORD THIS.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? IT SHOULD BE PUT TO THE PEOPLE TO DECIDE.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? IT IS DRIVING HARD WORKING PEOPLE INTO POVERTY.

[personal information redacted for publication]

distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? MORE, MUCH MORE

12. Mayors and local

Smart road user charging call for evidence

|           |         |
|-----------|---------|
| Reference | RUC1723 |
|-----------|---------|

Dear Committee,

Definition of smart: stinging pain to body and or mind, to feel a smart: to be punished!

1. Yes abolish them.
- 2.No difference, just another title for taking money from the public.
- 3.Don't agree with any charges regardless of method.
4. No strategies or targets required to rip the public off. There is no benefit to the public, only to the government.
5. Surveillance IS UNNECESSARY and has minimal benefit to the public, again only benefit to government.
6. Unable to see how it can possibly help with traffic or air pollution, people and businesses still have to use the roads, it just means the government gets to charge more and more

## Written Evidence from Individuals: Part One

through different titles. (climate change/emergency is a made up model to try to scare the public and doesn't actually exist).

7. No benefit to public only to government.

8. There should be no charge to the public, they have already paid through all the other taxes.

9. Exempt the public and charge the top 1% that currently are exempt but are the worst offenders of pollution.

10. No!

11. No.

12. Mayor's and local authorities are way over their remit and do not work on behalf of the public that put them there.

13. Let's ask WEF, they are handing out the script for puppet governments to follow.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1890 |
|------------------|---------|

questions

1. Do the current road user charging systems in London require reform?

YES

currently there are the congestion charge and ULEZ zones (proposed to be extended) it would be sensible to combine and reform - to include CO2 in the definition of harmful emissions (indirectly through climate breakdown) and increase incentives for people not to drive but to use active travel/ public transport alternatives

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

To be charged according to

- distance driven
- time of day
- size of car (ie nuisance value - danger to other road users etc)
- pollution caused (all types including CO2)

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or - essential services?

There needs to be an assumption that all steps will have been taken to make public transport environmentally clean and attractive and available for most journeys and walking and cycling safe. Once that is in place - there will need to be exemptions for those who still need to use private vehicles for essential work/ carer journeys and incentives, encouragement to replace older more polluting vehicles.

4. What strategies and targets could smarter road user charging support?

- Replace revenue from fuel duty taxes to be used for improving local transport provision.
- Disincentivise people from owning large heavy vehicles which are intimidating for other road users eg cyclists, pedestrians, drivers of small EVs. As well as those emitting a lot of CO2 it would include larger EVs which cause more tyre wear and braking particulates.
- Incentivise people to not use their private cars (EV or otherwise) and use alternatives.

5. What technology could be used to support smarter road user charging?

I will leave the answer to this to the experts.

## Written Evidence from Individuals: Part One

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

As in my answer to question 4. Get people to use private vehicles significantly less and ensure alternatives are attractive and fit for purpose.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Ideally there would be a common national system - but there might be a very long delay before anything is implemented. Smaller City level schemes would be quicker to get off the ground and London could be a pioneer in this and be considered a testing ground. Hopefully 'best practice' will be arrived at which embolden other cities/ regions to adopt compatible schemes.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It should replace fuel duty, congestion charge, ULEZ charge.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

All efforts should be made to make the number of people who require possible exemptions as small as possible.

The groups referred to in this question still running old polluting vehicles should be able to benefit from a well funded scrappage scheme. For these people charges for driving under a new scheme should not exceed what they pay currently.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

YES as outlined in question 7.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

As mentioned in QUESTION 2 there needs to be a gradation so people are nudged into choices and behaviours good for the environment (air quality/ climate change). Less driving in smaller EVs would result in paying less. Larger heavier vehicles (even EVs) would incur higher charges than in the current system.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

It is probably best to rely on an electoral mandate. Any local referendum would be leapt on by culture warriors and conspiracy theorists. People who would be in favour are probably much less likely to vote being confused by the complexity of the question and intimidated by all the rage by a large minority on local social media.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

## Written Evidence from Individuals: Part One

There has been a scheme for Valetta (Malta) but I have not been able to get hold of the research paper on it.

[personal information redacted for publication]

Call for Evidence: The future of Smart Road user charging Feb 2023.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1727 |
|------------------|---------|

Call for Evidence: The future of smart road user charging February 2023

1. Do the current road user charging systems in London require reform? YES 100 %
2. How might smarter road user charging differ from the current dailycharges for driving applied in London? DON'T CHARGE THE COUNTRY MAN TO TRAVEL ON THE PUBLIC ROADS IN HIS OWN HOME COUNTRY.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? EXEMPTION FOR POOR/POOER WORKING FAMILIES.
4. What strategies and targets could smarter road user charging support?NONE /EXEMPTION.
5. What technology could be used to support smarter road user charging? NONE.LISTEN TO THE PEOPLE.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? THERE IS NO INFRASTRUCTURE ALREADY IN EXSISTANCE OR IN CURRENTLY IN PLACE, THEREFORE CHARGING MONEY THAT ONE CAN NOT AFFORD WILL NIT TACKLE THE STATED CHALLENGES ONLY CREATE MORE ADVERSE FINANCIAL CHALLENGES TO FAMILIES.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? THERE IS NO BENEFIT, HOWEVER THERE WOULD BE MUCH MORE POVERTY TO THE HARD WORKING MAN AND WOMAN.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? THERE SHOULD BE NO CHARGE TO USE THE PUBLIC ROADS. IT IS A HUMAN RIGHT TO TRAVEL FREELY ON ONES OWN ROADS. IN ONES OWN COUNTRY.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? PEOPLE ON LOW INCOMES, WHO RELY ON THEIR VEHICLES TO EARN A LIVING SHOULD BE EXEMPT FROM THIS .
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? NO NOT AT ALL

## Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? MORE, MUCH MORE

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? IT SHOULD BE PUT TO THE PEOPLE TO DECIDE.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? IT IS DRIVING HARD WORKING PEOPLE INTO POVERTY.

[personal information redacted for publication]

Response to: Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1719 |
|------------------|---------|

I am a retired individual. Here are my comments on the road charging proposals:

1. Do the current road user charging systems in London require reform?

**No. The ULEZ is bad enough. Cars are very low polluting these days and people are generally very hard-up these days. We already pay way too much tax to drive - so much so that even those who have to have a vehicle can often no longer afford it. There should be less regulation and tracking.**

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

**There are already systems in place. There is no need for smart charging tweak what exists if necessary but I fear that any move to smart charging will incur more restrictions and costs.**

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

**Just leave it alone - it all adds expensive complexity and Big Brother issues. This constant creep of requiring more personal information is drawing us close and closer to China-like control. You shouldn't be considering increasing costs for certain categories. How about reducing them for a change! People are broke enough as it is.**

4. What strategies and targets could smarter road user charging support?

**None. Instead of wasting tax payer money on such things, how about improving lives and happiness for people.**

5. What technology could be used to support smarter road user charging?

**We want less technology, not more. The encroachment on our freedoms and increase in living costs seems to be endless.**

## Written Evidence from Individuals: Part One

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

**This is already being done with ULEZ and through annual excise duty levied on emissions. Drivers are already taxed to the hilt.**

**Give it a rest please.**

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

**We already have road tax, fuel duty and VAT. We pay VAT on purchase price of cars. There is no need for any more surveillance - it's getting out of control. There is a push to get people to get newer cars - but a huge amount of carbon and other pollutants go into the manufacturing processes. I can see no benefits of the proposal. People who have to commute will be badly hit again.**

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

**Smart charging should never be introduced. You should not be always trying to price people out of their cars but rather focus on the improvement of people's wellbeing.**

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

**I can guarantee you that the vast majority of people do not want road charging extended or introduced. Hard working people are already taxed to the hilt to drive their cars. Smart road charging is a totally unacceptable approach to a non-existent problem. It is an unacceptable infringement on liberties.**

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

**No. There should be no trial or any smart road charging scheme. These proposals should be relegated to works of fiction - like those of George Orwell.**

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

**They would all have to pay more. This is all about increasing taxes, not helping people's well-being. Drop this idea immediately.**

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

**The public should be given a chance to vote on such issues. These proposals are likely to be restrictive and very expensive for the road user. We need more freedom, not less.**

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?



## Written Evidence from Individuals: Part One

**We the people had no say in the policy goals. Give the people a chance to vote on the policy and if the majority approve let the people vote on the road charging scheme. Otherwise this is a dictatorship.**

[personal information redacted for publication]

Comments - Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1718 |
|------------------|---------|

Please find below my comments on the road user charging Call for Evidence: The future of smart road user charging February 2023.

1. Do the current road user charging systems in London require reform?

No. This proposal should certainly not be the basis of any reform. It is tyrannical and have no consideration for the people, their lives, health and wellbeing and certainly not their finances.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

This proposal is much worse than any previous/current road charging system. It requires more surveillance, more charges and more control. I completely reject this proposal!

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Who decides what is 'essential'? No state, government or local council should make decisions on people's lives, their priorities and their chosen lifestyle. This would create a system of punishment and reward and further marginalise people. People should not be treated as children. There are ways to support and encourage people to make better and healthier choices but this proposal is doing the complete opposite. It wants to control, monitor and find ways to penalise people at every opportunity. I strongly disagree with the premise of this proposal.

4. What strategies and targets could smarter road user charging support?

I object to this proposal.

5. What technology could be used to support smarter road user charging?

We do not want more technology. Technology is taking over and controlling people's lives already. We do not need more monitoring and surveillance. We want a free society.

London is already considered as one of the most monitored cities in the world:

<https://www.verdict.co.uk/most-surveilled-city/>

Technologies like 5G has negative effects on human health.

Published Scientific Research on 5G, 4G Small Cells, Wireless Radiation and Health  
<https://ehtrust.org/scientific-research-on-5g-and-health/>

International Appeal to Stop 5G on Earth and in Space

Scientists, doctors, environmental organizations and citizens urgently call for a halt to the deployment of the 5G wireless network

## Written Evidence from Individuals: Part One

Over 296,400 signatories from 218 nations and territories to the UN, WHO, EU, Council of Europe and governments of all nations

<https://www.5gspaceappeal.org/the-appeal/>

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

I don't trust that this proposal would tackle air pollution or climate change. Both ULEZ and LTNs have failed completely as they only focused on social control mechanisms and making more money. Traffic is more congested than before. Rush hours are longer due to LTNs and increased amount of cycle lanes. People had to find alternative routes which created longer journeys. A complete failure, such as this new proposal.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

I do not want this scheme to be set up on any level.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

I object to the introduction of this scheme. It should not replace anything.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Who decides on the importance, priority and value of someone's life and their choices? No state, government or local 'authority' should decide on this. If people cannot make decisions on their travel, family visits, or working arrangements, then we no longer live in a free society. People should not be treated as children. We do not want a reward and punishment system. We shouldn't be using schemes that resemble the Chinese social credit score system. This proposal is unfair and it doesn't consider people at all. It is just another money-making scheme with no benefits to the people.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

We do not want any trial. I reject this scheme completely.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No one should pay more than they currently do. There is a cost of living crisis and people are suffering enough.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

No Mayor or local authority should have powers to roll out these schemes. We are not being listened to and represented anymore. This consultation is not legitimate and should be disregarded altogether as we never asked for these measures. The duration of the consultation is also extremely short (one month only) which is not sufficient. It is a clear sign that authorities are completely disconnected from the public and they no longer serve the people and their interest. Therefore their power should cease immediately. We, the people do not consent to this proposal.

## Written Evidence from Individuals: Part One

"Smart Road User Charging"

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1888 |
|------------------|---------|

To whom it may concern,

As a Londoner by birth I feel that I have the right to have my say on this plan by the Mayor (TFL) to expand the ULEZ zone out beyond it's current boundaries.

I would firstly like to point out that I have not seen any improvement in air quality since the introduction of the congestion charge and then the ULEZ. Any improvement in air quality that has managed to be monitored and recorded I would suggest is more likely due to improvements in cleaner fuels coupled with those of the internal combustion engine and the natural reduction of older vehicles from our streets as the public update their vehicles due to age, style, or being in a better financial position to purchase a newer car.

To suggest that expanding this further out to the M25 I believe has nothing to do with air quality and far more to do with money, surveillance of the general public, and ultimately the control of free movement. How long will it be before the citizens are rationed on the amount of miles they are allowed to travel in their vehicles before they are required to pay a "carbon tax" to pick their children up from school, collect shopping from the supermarket, attend the doctors, hospital, visit family and friends?

Perhaps the Mayor and his team should concentrate on reducing the crime on our streets that has ballooned since he took office so that the public will feel safer using public transport again in the near future.

As usual it will be the poorer in society that will suffer the most if this idea is taken forward as they will not be able to afford to run the small car that offers them the small luxury of freedom to travel when and where they wish at a time that suits them.

Do not allow this money grab, surveillance overreach in the name of "Net Zero", "Climate Crisis", "Clean Air Zones" or any other nonsense to go ahead as it is in no way to the benefit of the citizens of our great city.

With regards,

[personal information redacted for publication]

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1887 |
|------------------|---------|

I am very concerned about all the things the government are trying to do at the moment especially 'Smart Road User Charging'.

I totally disagree this is another thing government have made up to charge people on the back of the so called climate change lie. I don't agree to it and will not consent to it.

Regards,

## Written Evidence from Individuals: Part One

[personal information redacted for publication]

Suggestions for London transport

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1717 |
|------------------|---------|

1 Free public transport for all residents of the areas affected by ULEZ subject to living in a household with no cars.

2 High parking charges with no benefits for residents.

3 introduce Park and Ride centres on the London periphery and have a system showing where parking spaces are available in both the stations and the park and ride centres.

4 Incrementally Introduce daytime “traffic free zones” where only public transport is allowed.

Note: There would be no need for cameras

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It is a rich man who is happy with what he has.

Consultation answers

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1714 |
|------------------|---------|

Dear sir/madam,

Please find below my reply to the consultation questions.

I require acknowledgement of receipt and a reference number of my reply in return.

### **1. Do the current road user charging schemes in London require reform?**

a. Yes. They are not fit for purpose and need to be scrapped in their entirety. Ever since Mayor Livingston brought in the congestion charge and then rephased all the traffic lights to create congestion – prices in London have become ever more expensive to the point of ridiculous. Tied to the LEZ and then ULEZ scheme it is killing trade in

London. I was born, lived and worked in London all my life and have never seen so many empty units on roads such as Oxford Street and Tottenham Court Road to name but two.

### **2. How might smarter road user charging differ from the current daily charges for driving applied in London?**

a. **They should differ by being removed.** They are nothing more than a never-ending set of taxation brought in on those wishing to freely move around in London. Do not forget, drivers (ICE and EV) pay tax at the pump and the plug already – the current

## Written Evidence from Individuals: Part One

plans and these heinous per mile plans are just once again taxing motorists and those who rely on their cars (who tend to be the lower paid “key” professions) in an unrelenting fashion.

### 3. How might charges for driving in London be varied for different types of journeys such as travelling for work, caring responsibilities or essential services?

a. Mayor Khan has no interest in tariff charging. He wants to remove all vehicles from the road by 2041, per his **C40 manifesto**. He sees attack through revenue as the single simplest format of achieving this. The road user charging schemes have been worked on for well over a year to the best of my knowledge already, the ULEZ scheme is simply a rouse to get the infrastructure in place to target ALL modes of transport in due course. Quite simply there is no **legal, health or mandated reason for this scheme**. ALL his “evidence” has been **debunked** and he has himself chosen to **ignore consultation outcomes** – a consultation which is under investigation for being predetermined through the purchasing of the cameras before the consultation even went live.

### 4. What strategies and targets could smarter road user charging support?

a. The **ONLY** target that should be achieved is the total removal of all road user charging schemes and allowing the roads to flow freely per the key reason behind the highway code – the safe and effective throughflow of traffic.

The removal of LTN, 20 mph limits, bus gates and the building of unused cycle lanes all of which have been implemented to deliberately increase traffic congestion and inhibit the free flow of traffic would also help greatly.

### 5. What technology could be used to support smarter road user charging?

a. N/A – the millions currently being wasted on this surveillance and control tax should be reinvested into the Police to address the horrific rise in knife crime since Mayor Khan took office.

### 6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

a. It can't. The data on air pollution is **invalid** and all air quality monitoring in greater (and central) London shows it to be – in the norm – good to excellent. The only smart solution is to open the roads up to allow all vehicles, public and private, to

## Written Evidence from Individuals: Part One

move around more freely thus providing more efficiency of their engines.

**7. Are road user charging schemes best set up at a City or Regional level, or as a national system and what benefits or difficulties would you expect with either approach?**

a. **They are best removed**, and at a National level. We know Mayor Khan as the head of the C40 Cities initiative is keen to stop any and all motor vehicle usage apart from his own and is aiming to “sell” this scheme around the world, which is the only reason he is pursuing it so doggedly – when it will surely see him ousted from office next year, if he is allowed to rewrite the rules in his own favour and “go for a 3 rd term”. <https://www.c40.org/leadership/the-chair/>

**8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?**

a. **The scheme should never see the light of day.** We pay already per mile at the pump and the plug, so the only change should be a reduction in excise duty so that this country can actually function freely – as democracy enshrines.

**9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low income, those who need to drive for work or people who live in areas with low levels of public transport?**

a. What is interesting here is the admission that this scheme will hit the worse off the hardest. The simple answer is - The scheme should never see the light of day and as such, these requirements are irrelevant as people would still be able to move around freely without fear of being taxed into an early grave.

**10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?**

a. No. It is the Capital city and should have free-flowing roads which would reduce any amount of emissions there may still be. However, Oxford appears to be stepping up to do this, so once again, this is a biased question and is already in play.

**11. If distance based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving based charges, the same or more than they currently do?**

## Written Evidence from Individuals: Part One

a. They/I already pay more for the privilege of driving and parking where I live. This question once again tries to obfuscate the point of the scheme and set communities against each other. Quite frankly it, like the scheme it represents – is abhorrent.

### **12. Mayors and local authorities currently have powers to introduce new road charging**

**schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?**

a. **THERE IS NO MANDATE FOR THIS SCHEME!** The Mayor's manifesto of 107 pages commits 1 paragraph alone to road planning. That is not a mandate. Therefore Mayor Khan has **NO MANDATE** to continue with this **illegal scheme**. He also completely **ignored** the results of the consultation, having previously said he would stand by the outcome. So it appears this question is technically irrelevant as it does not fit his C40 narrative.

### **13. How are other cities and countries working on similar smarter road user charging ideas faring and what alternatives are they looking at for achieving similar policy goals?**

a. Hidalgo failed in France and got dumped out. Mayor Khan is the Chair of the C40 cities initiative and is keen to sell this to other countries. Not the other way round.

**THERE IS NOTHING RIGHT, JUST OR MANDATED ABOUT THIS SCHEME AND IT NEEDS TO BE STOPPED. NOW.**

I expect notification of receipt for this level of input - in reply.

Regards

London Borough of Sutton [personal information redacted for publication]

Smart Road User Charging - Evidence

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1713 |
|------------------|---------|

Please find my replies to the 'Call for Evidence: The Future of Smart Road User Charging February 2023':

1. Do the current road user charging systems in London require reform?

Absolutely they do, firstly ULEZ should be discarded and the expansion should be stopped. There should not be different charges for driving to different areas all around the

## Written Evidence from Individuals: Part One

country, this is simply unfair and confusing for the motorist and clearly just designed to rake in money due to fines. Whatever is implemented needs to be nationwide and fair. MP's/diplomats etc should also not be exempt from any charges or able to claim them as expenses neither should council vehicles like a London Borough currently requested be exempt.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Happy for a Pay Per Mile System that doesn't involve motorists still paying car tax and duty/VAT on fuel. There could be a basic charge of £1 per a day (to discourage unnecessary journeys plus a small charge per mile whatever they may be that rises each year in line with inflation).

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

There should be concessions for certain professions, such as carers, and also for those with weakened immune systems or the disabled who aren't currently at the highest level of PIP and therefore qualify for nothing. There needs to be a list of illnesses that exempt you from the charge or significantly reduce what you are charged. For instance I have [personal information redacted for publication] (which results in me constantly catching bugs and unable to defend against them like the average person can – getting on packed public transport is just not sensible for me – I had to stop getting the train to London and working 'up town' because of this – yet I get no help whatsoever and forcing me out of my car would be counterproductive – as it would for the other approximate 500,000 immunosuppressed living in the UK - data from the BMJ). I'm happy to draw up a list of medical conditions that should be exempt or receive a reduced charge if/when smart road user charging is introduced, the system just needs to be fair (something the ULEZ and proposed expansion simply isn't).

4. What strategies and targets could smarter road user charging support?

Reducing cars with higher levels of emissions and also improving the bus fleet. You could target those car sharing and offer discounts for doing so. Emission levels should be based on an MOT not what your log book does or doesn't state as it is then tested on a yearly basis.

5. What technology could be used to support smarter road user charging?

Difficult one as not everyone has a smart phone and I'm against the use of ULEZ cameras monitoring our every movement. Every vehicle could be fitted with a GPS tracker like a lot of company vehicles already are for example.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

First off you need to offer better public transport to even begin to suggest people should stop driving their cars, the transport infrastructure in many Outer London areas just isn't good enough or reliable. Take Biggin Hill for example, no trainline for 4 miles, no tram, buses that don't run on Sundays or late at night/early morning. I simply could not get to work on public transport from one end of Bromley to the other without my car, yet go 8 miles the other way and I'd have plenty of sensible routes I could take on public transport which would be quicker and cheaper than driving and having to park. Somehow you need to reduce the



## Written Evidence from Individuals: Part One

amount of unnecessary journeys without penalizing the low income families, workers, the immunosuppressed and the disabled.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

It can only be a national system, anything else is simply unfair, the money should also not go to TFL but be distributed at a council level. A city level would involve, like it's already beginning to, different charges and regulations dependant on where you drive, that is simply a money making exercise aimed at catching the motorist out. TFL should also not put the onus on the driver to make sure their car is compliant, many cars currently are (that TFL are unsure on) and having to obtain your own certificate of conformity is just wrong as in some cases the manufacturer doesn't exist so you can't prove your NOx levels. The difficulties I see is with regards to number plate cloning with the current system of using cameras, and also motorists getting incorrect fines, which is happening a lot already.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It should replace everything, road tax, duty/VAT on fuel.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme?

More people who are immunosuppressed and disabled (who don't currently get any assistance – i.e don't have a blue badge) should be exempt or receive a significant discount. As mentioned above forcing 500,000 immunosuppressed onto packed public transport will kill a lot more than the 4,000 lives Sadiq Khan 'claims' to be saving.

10. Government national distance-based scheme?

No London would not be a sensible place for a trial, I'd suggest using a much smaller town/city to trial this.

11. If distance-based charging was introduced should Londoners pay for or less than they currently do?

It should remain about the same but with the small daily initial charge of £1 that I suggested above to put off people from making unnecessary journeys.

12. Should Mayors have the power for road charging schemes?

Absolutely not, the power should be at national Government level, the position of Mayor should be dissolved entirely. If it really must exist the Mayors powers need significantly lowering and should not encompass road user charging or have funds from any system distributed directly to TFL.

13. Other cities and countries road charging systems? The charges are generally lower or fairer across Europe from what I've read and hear, the most polluting vehicles are banned altogether in some, why charge £12.50 if something really is causing 'toxic air'!? Sadiq Khans argument that ULEZ is like the smoking ban is quite frankly ridiculous, as Peter Fortune pointed out it's like stating you can still smoke in a pub but you have to pay £12.50 to do so and you need to buy the cigarettes from Sadiq

## Written Evidence from Individuals: Part One

Khan (TFL). The current Mayor seems incapable of listening to legitimate concerns and to kill the discussion throws out derogatory comments like 'a spade is a spade' and labels you 'far right'. This simply isn't acceptable from any politician. I must say I was extremely disappointed at all of the Labour members of the GLA voting down the amendments suggested last month.

Kind regards,

Responding to: Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1711 |
|------------------|---------|

Let me start by saying that I have lived in London my entire life. I have seen life for Londoners become increasingly difficult over a very short of time (in 2004 I remember getting on a bus for a mere 40p). The increasing costs of every aspect of life have driven many Londoners to leave. I am a music teacher and regularly need to drive through the city to transport instruments for teaching and concerts. I faithfully serve the community in Islington where I teach but cannot afford to live in the borough so have to commute from south London. This road charging scheme would probably mean I would be required to leave my job there and may have to leave the city as I would not be able to afford even more charges on my ability to move around the city for my work.

This call for evidence has not been publicised properly as you well know. Where is the discussion in the media? Why has the mayor not been honest and up front with Londoners about why he wants to increase the ULEZ scheme? It clearly was not merely for ULES but rather to bring in this smart road charging scheme by the back door. If anyone in the London assembly actually takes their role of REPRESENTING Londoners seriously this scheme should be abandoned immediately.

I hope there are still some people with a conscience left in the local administration who will listen to the poorest in society who are being increasingly left behind by these measures.

1. Do the current road user charging systems in London require reform?  
Yes absolutely. As a Londoner there are many charges that are required for simply living in the city. Public transport costs are constantly going up and now with the cost of living crisis and the massive increase in the cost of electricity, gas etc. life is becoming increasingly difficult especially for the poorest. The costs on owning a car and driving a car in London should all be thrown out as they have only made life more difficult for ordinary Londoners and have not added any value except to the accounts of the mayor of London.
2. How might smarter road user charging differ from the current daily charges for driving applied in London?  
The notion that the mayor would be able to charge ordinary Londoners for simply moving freely around their own city is totally undemocratic and liberticidal. Anyone who claims to care about Londoners whether they be 'Liberal' Deomcrats, Labour or Conservative, should oppose any moves to increase charges on London drivers with great force.

## Written Evidence from Individuals: Part One

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?  
There should not be any charges for any Londoners moving around their own city!
4. What strategies and targets could smarter road user charging support?  
No targets or strategies that would help Londoners. You are here to work for the people. Not to work against them. Stop inverting your own positions!
5. What technology could be used to support smarter road user charging?  
All existing Orwellian cameras for ULEZ should be dismantled.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?  
It is self evident that closing driving lanes has only increased emissions, pollution and general frustration all over the city. If you want to improve traffic get rid of all restrictions immediately.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?  
Neither should be used. Let the people live freely!
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?  
It should not be used and additionally the increasingly frustrating permit schemes all over the city should be abandoned.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?  
We should not have a tiered system where certain citizens are more free to drive than others. All citizens should be free!
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?  
No! Leave Londoners alone!
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?  
Ridiculous questions.
12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?  
You have no mandate to do this. This is not in any election manifesto. We have not given our consent to this. If you want to do this then there should be a London wide referendum. This Call for Evidence is not known by many in the city as you have not publicised it properly. Your lack of respect for Londoners is just astonishing.
13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?  
Don't know and don't care.

Road user charging consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1882 |
|------------------|---------|

Q1. Do the current road user charging systems in London require reform?

## Written Evidence from Individuals: Part One

No. Existing charging systems are adequate. All of the stated aims of this new system can be better achieved by traditional methods. There is no need for digital or technological systems, but instead it would be better to put resources into improving existing systems, for example reassessing speed humps, improved traffic light phasing, road surface maintenance, and signage. Poor quality in all these areas impacts on road congestion, journey times, and pollution from all sources. For example in ...

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject any such scheme. For example the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature ...

Q3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen. It also adds more complications and stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one's journey. For example when ...

Q4. What strategies and targets could smarter road user charging support?

There are no strategies and targets that smarter road user charging can support. Target-chasing always ends up incentivising perverse outcomes and does more harm than good. Target-monitoring is costly and effort should instead be put into quality of urban design. For example ...

Q5. What technology could be used to support smarter road user charging?

None. Human society already has too much technology in use, for example ...

Q6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead better quality road design is needed, along with reduced charges and support for local shops so that people can fulfil their routine needs without the need to travel. For example tyre dust is a significant source of pollution, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads, not by taxation and charges. Also ....

Q7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging should not be introduced anywhere.

Q8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

## Written Evidence from Individuals: Part One

Smarter road user charging should not be introduced because any advantages for each individual are outweighed by the disadvantages.

Q9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No such discounts or exemptions should be introduced. The concept introduces the need to justify one's journeys to the authorities, that is, to ask permission, something that should never happen. Instead the Blue Badge system already exists and can be widened in scope or reformed. The way to improve the lives of the groups mentioned here would be to reduce fuel charges by increased oil exploration and extraction.

Q10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. No such trial is needed. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be an increase in annual road tax on EVs.

Q11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No such distance-based charging scheme should be introduced.

Q12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities' powers to introduce these schemes should be removed immediately. We need a full and uncensored debate through all forms of public discourse. Dissenting voices should be fully attended to, and only after that specific referendums should be required to determine the will of the people.

Q13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate.

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[personal information redacted for publication]

Call for Evidence: The future of smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1880 |
|------------------|---------|

Q1. *Do the current road user charging systems in London require reform?*

No. Existing charging systems are adequate. All of the stated aims of this new system can be better achieved by traditional methods. There is no need for digital or technological systems, but instead it would be better to put resources into improving existing systems, for

## Written Evidence from Individuals: Part One

example reassessing speed humps, improved traffic light phasing, road surface maintenance, and signage. Poor quality in all these areas impacts on road congestion, journey times, and pollution from all sources. For example in ...

*Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?*

Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject any such scheme. For example the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature ...

*Q3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?*

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen. It also adds more complications and stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one's journey. For example when ...

*Q4. What strategies and targets could smarter road user charging support?*

There are no strategies and targets that smarter road user charging can support. Target-chasing always ends up incentivising perverse outcomes and does more harm than good. Target-monitoring is costly and effort should instead be put into quality of urban design. For example ...

*Q5. What technology could be used to support smarter road user charging?*

None. Human society already has too much technology in use, for example ...

*Q6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?*

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead better quality road design is needed, along with reduced charges and support for local shops so that people can fulfil their routine needs without the need to travel. For example tyre dust is a significant source of pollution, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads, not by taxation and charges.

*Q7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?*

Road user charging should not be introduced anywhere.

*Q8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?*

Smarter road user charging should not be introduced because any advantages for each individual are outweighed by the disadvantages.

## Written Evidence from Individuals: Part One

Q9. *What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?*

No such discounts or exemptions should be introduced. The concept introduces the need to justify one's journeys to the authorities, that is, to ask permission, something that should never happen. Instead the Blue Badge system already exists and can be widened in scope or reformed. The way to improve the lives of the groups mentioned here would be to reduce fuel charges by increased oil exploration and extraction.

Q10. *If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?*

No. No such trial is needed. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be an increase in annual road tax on EVs.

Q11. *If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?*

No such distance-based charging scheme should be introduced.

Q12. *Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?*

Mayors and local authorities' powers to introduce these schemes should be removed immediately. We need a full and uncensored debate through all forms of public discourse. Dissenting voices should be fully attended to, and only after that specific referendums should be required to determine the will of the people.

Q13. *How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?*

None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate. [This is a rare opportunity to elaborate about these goals. Good design and local shops for example.]

Proposals for Road user charging in London 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1709 |
|------------------|---------|

To whom it may concern.

I am appalled to hear that the Mayor of London is looking into ways in which to charge ANYONE to use London roads, which I am totally against.

I live just outside greater London; However, I frequent London for socialising on a regular basis, usually by car. My company frequents London on a daily basis for business purposes. A vehicle user in the London area, is already charged for congestion & ULEZ taxes, along with higher priced fuel and parking, which was all implemented to reduce congestion, and pollution, which there is no data to categorically state a significant improve has occurred due

## Written Evidence from Individuals: Part One

to these measures, especially as you have not banned vehicles but simply taxed them to do the same thing that they have always done, which I find hugely ridiculous and unfair.

There is no justification in taxing more people further, because you can! I am not getting into the surveillance aspects which are also a complete intrusion of a quiet & peaceful life.

The Government cannot ill afford in the current climate the huge amount of costs involved to instal the proposed cameras, signage, road painting, maintenance and enforcement.

The money would be better and more sensible spent on improving the quality of our roads and infrastructure, as It is obviously apparent (well to me and my 100 workforce) that public transport is generally NOT fit for purpose, and cannot be relied upon to get in and out of London, and around it.

Thank you for your time in reading my concerns, and that of others of whom I discuss this topic with.

Regards

[personal information redacted for publication]

Smart roads

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1877 |
|------------------|---------|

I am against road charging in London or any other city when it is controlled by camera surveillance.

It will mean the insidious creep of being able to control traffic/people by just fining people for lawfully going about their business.

It will all to easily lead to control of movement and a dangerous path of 15 minute cities.

[personal information redacted for publication]

Smart Road User Charging"

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1705 |
|------------------|---------|

Good afternoon, I would like to say I am not against trying to reduce traffic in London or any city as I do believe that we have made our cities traffic friendly rather than people friendly.

However I am against this method you have chosen to use "road charging and penalties" as this smacks of overzealous bureaucratic nonsense being used to raise money and penalise people mostly the poorest in society to enable your wild ideas to be imposed on us all.

If it wasn't for the overbearing power and uninformed ideas that many of you on the committee hold of global warming you would be trying to improve public transport making it cheaper and more convenient to use and allowing people to make their own judgement as to use a car or not which some will still be required to do.

I see this a simple money making exercise rather than a real attempt to reduce traffic.



## Written Evidence from Individuals: Part One

Better public transport running more frequently in more places and cheaper is a much more sustainable means to achieve your aim.

In short I do not agree with your proposal for Smart Road charging anywhere in London Inner or outer.

Regards,

[personal information redacted for publication]

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1871 |
|------------------|---------|

Please stop trying to cream money from people (especially during a cost of living crisis) based on faulty data.

Those most impacted will be those least financially able to upgrade their cars. Family friends, who have nine children, will be unable to leave the house. The sort of vehicle required for a family of this size will never be ULEZ-compliant, and walking/crying this many children is not an option.

There is no real evidence that these charges improve road quality, and air quality is already acceptable outside central London.

[personal information redacted for publication]

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1870 |
|------------------|---------|

Good afternoon

I am totally opposed to any extension of road user charging, anywhere in the country. It is control of freedom of movement coming in through the back door under the guise of 'environmentalism', and as can be seen from the way it is being rolled out across the globe, will not merely be restricted to London (see Oxford, Birmingham, Thetford, Colchester, etc. for its close links with the ludicrous and totalitarian 15 minute city proposals).

Local Agenda 2030 is about restricting free movement and peoples' access to the countryside through a thin veil of apparent 'environmental' considerations. These are greenwash, and will not help our environment in any shape or form. See the issue of the environmental impact of the production and disposal of the batteries for electric cars, for example. Lithium mining for the production of these has an appalling effect on the environment, and we are already seeing the toxins being released into the environment by the greater wear and tear imposed on car tyres by the extremely heavy and supposedly 'friendly' electric vehicles. Electric vehicles are also dangerous fire hazards. They are in no shape or form 'clean', since they need huge amounts of electricity to produce and run. Cleaner forms of diesel fuel are available, and could be made more affordable. Why aren't you looking at this as an option?

If you care about the environment and peoples' health, you should be looking into the banning of all GMO foodstuffs and crops, stronger regulations to control the ingredients and usage of agrochemicals, cleaning up our drinking water, and above all, an end to the global, wholesale destruction of the rainforests and tundra forests.

Any further restrictions to road use will penalise those with mobility issues who do not have obvious disabilities, and may be unable to walk very far, or cycle - ie most older people, so this is an ageist and discriminatory policy. More walking in cities is also going to be extremely hazardous to the safety of women and children, especially at night. Surveillance cameras cannot, and will not stop attacks and muggings.

## Written Evidence from Individuals: Part One

What about those with elderly or ill family members, who are not officially 'carers', but need to make daily visits to see and support their loved ones?

Those who choose not to have so -called 'smart' phone devices will be penalised. Again, this includes many older people. How are they supposed to participate in these nightmare future cities? They have a total right not to have these items if they choose.

Further to this, the new scheme is married to the roll out of the dangerous 5G system, which has been proven to damage the health of all living things, and is not in any shape or form 'friendly' to our natural environment or humankind.

Clearly, from the London assembly's 'Call for Evidence' document, the matter has already been decided upon. When were people asked if they wanted the new systems in the first place?

Kind regards

[personal information redacted for publication]

Future of Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1869 |
|------------------|---------|

Response to questions

Key questions

1. Do the current road user charging systems in London require reform?

YES. All digital road charging should end. It is a tax on poorer people as wealthier people have the ability to just pay more.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

A people centred process is needed. Further charging would cause further stress and mental health, financial and social difficulties.

Proper public consultation broadcast via radio, community organisations, such as libraries on TFL and road signs, should invite the public to talk about their journey needs. Then ways can be looked at to best serve those needs in a good way for least negative environmental impact.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

This concept is intrusive to people's rights to go lawfully about their business.

It also does not account for the dynamic changes that people make to their routines, from helping sick relatives in an emergency, to their boss asking them to work an extra day, due to staff shortages.

This concept does not take into account the vast data storage, staff to monitor, penalise and charge people.

Also, who weights and values what journeys are important.

Is a toilet cleaner's journey less important than a medical surgeon or his journey to the gym. Allay be integral to the hygiene needed for the operating theatre and the surgeon's mental health and physical dexterity to be able to work.

So a person may waste time, energy and resources arguing to justify, no charge or a lower charge.

This idea complicates simple life exponentially on a daily basis.

Stress causes diseases, so what cost to the NHS, journeys to and from.

4. What strategies and targets could smarter road user charging support?

5. What technology could be used to support smarter road user charging?

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It CANNOT. It is too simplistic, crude and does not look at major polluting factors.

## Written Evidence from Individuals: Part One

People will change their behaviour in unpredictable ways, that have not been factored in.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road use is a crude, simplistic and inaccurate gauge of drivers of climate change and or pollutants.

THIS SYSTEM SHOULD NOT BE SET UP IN ANY TOWN, CITY OR REGION.

Thousands of cameras, satellites, and the electronic infrastructure to run and monitor road charging is a visual and electromagnetic pollution.

There is much pollution by Electric power stations, fueled by coal, gas. Rubbish dumps emitting toxins from manufacturers plastic packaging etc. Road charging will not decrease that.

The knock on effects of multiple businesses closing, increase in poverty in real terms, will increase environmental pollution in London, with dilapidated properties. In this cost of living increase, empty properties are likely to attract squatters, due to homelessness etc. This will increase crime, vermin infestations, quality of life for housed and homeless people.

The financial and environmental impact of this proposal has not been thoroughly examined. It needs to look at the knock on econometrics of it, not just projected crude estimates of capital gain. Or simplistic guestimates of reduction in car emissions.

Reduced car emissions and journeys can be gained in a myriad of ways.

Research countries that have cheaper, subsidised public transport.

Invest in greener buses and trains.

Rather than reduce freedom pass hours, Learn from the facts that many older people reduce their car use drastically and use public transport instead, once they have the freedom pass.

Ask the public what they want and need. E.g many would agree to lobby the government for higher subsidies to make public transport cheaper. Thereby reducing car use.

The income tax system is already weighted according to income, so charges less at source for all will be subsidised more by higher earners via taxation.

Since 2020 online video calls, working from home and similar facilities has cut journeys.

Using road charging disproportionately disadvantages lower income families and those with mortgages etc. Also it is looking at the symptoms only of a problem, not the causes or driver's.

Policies need to consider people as we are an integral part of city environment.

The issue of car use is can be more effectively tackled with a different approach.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

This 8s creating a bureaucratic monolith, which would not reduce car use much if there are no viable affordable, efficient alternatives. It will just cause extreme hardships to individuals and is likely to irreparably damage businesses and communities in London

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Definitely NOT. What happens to day visitors, deliveries. This is an unnecessary creation of administration to go from A to B.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

All at use road charging should be scrapped. Car users pay road tax, fuel tax etc, TFL and the Mayor's office should lobby government for that money to be spent on roads.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a

## Written Evidence from Individuals: Part One

local referendum)?

Their powers to bring in road charging schemes should be removed.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

In 2023, the UK needs to look at other methods to improve the environment. Not just charging more money.

[personal information redacted for publication]

Ulez and smart road charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1704 |
|------------------|---------|

Dear Madam/ Sir ,

I am totally against Ulez and the expansion of Ulez and Smart road charging .

Yours

[personal information redacted for publication]

“Smart Road User Charging”

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1868 |
|------------------|---------|

I do not have time to answer all the questions.

In general, I am opposed to this scheme with its monitoring cameras which seem to be disrespectful of privacy, and totalitarian.

--

Thank you,

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1867 |
|------------------|---------|

In response to the above I would like to strongly object to any further taxes on my right of freedom of movement. Any further surveillance cameras will not solve the congestion or so called air pollution problem, only impose further taxes on people without any obvious benefits.

A National referendum should be mandatory as most people do not even know about this “call of evidence”

Motorists already pay for the maintenance of roads and traffic networks through vehicle tax.

So smart road user charging is not wanted and not necessary. Simply another tax and surveillance for every motorist.

Yours sincerely,

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1863 |
|------------------|---------|

Hi,

The smart road user charging initiative sounds like a surveillance nightmare, grossly encroaching on privacy and freedoms. It is something I would expect to see in China or North Korea, not in a supposedly democratic country, and has to be resisted at every step.

Regards,

[personal information redacted for publication]

'Smart' Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1703 |
|------------------|---------|

This would mean that wealthy people could travel as far and as often as they liked, whilst poorer people would be hugely constrained in their ability to travel, limited only to public transport destinations. Whilst this is an existing inequality, yet another tax would increase it to the point (which is presumably the Mayor's goal) of confining poorer people to their immediate areas.

We already have road tax and all the LEZ/ ULEZ/ Congestion charges. To add another on top of this is inequitous and both morally and environmentally extremely dubious.

Faithfully,

[personal information redacted for publication]

Call for evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1862 |
|------------------|---------|

Please find below my answers regarding your questionnaire.

Kind Regards

[personal information redacted for publication]

Key questions:

Answer to question number

## Written Evidence from Individuals: Part One

1. No, I believe the current road user system doesn't require any reform, as anyone with the car pays for his / her road tax, and those who do not have cars, don't have to pay. So the reason for having Smart Cities and Smart Roads is to control the population and deprive them of their freedom of movement.
2. You are already suppressing freedom of movement for people using the congestion charges, now you really want to lock down people inside their neighbourhoods, making using their cars unfordable, with destructive and nonsensical climate agendas as an excuse.
3. Road tax is a better answer without necessity of exemptions. Introducing exemptions would certainly not benefit normal people and families.
4. Irrelevant question, as I do Not support this smart road proposals.
5. Irrelevant question, as I do Not support your smart road proposed plans, and I do not want Chinese state surveillance system in place in U.K. on the roads, and in our lives in general.
6. The answer is not to limit the freedoms of people, but invest in development of new technologies like hydrogen for air pollution, governments must stop their fear mongering and using climate change as an excuse, people are not the problem. As far as the traffic congestion goes, there are other solutions available, which would not require charging people extra money. You can not implement policies that destroy people and are clearly designed to make rich people richer. Charging more money should never be a solution as the ones who will benefit are definitely not the working class people. Specially, not those who have to check every penny before spending it.
7. Should not be set up at all, you should use public money in a better way... like in Bristol... why spend hundreds of thousands of pounds for cameras, instead of using them for the benefit of those who really need help or improving public spaces ( Bristol has decided to use this money to build Toilets in the city ... for which all the community will benefit.  
  
And for sure... Public Money should Not be used for implementing Chinese system of cameras everywhere and monitoring people 24/7. We do not want such a system in place in U.K.
8. The Road Tax is the only sensible and fair solution and way forward.
9. Again, Road tax is the answer here, not 'smart roads' because you can not take away people's fundamental right of free movement with offering exemptions and discounts.
10. I prefer not to answer this question, as I find implementing the project of smart roads without asking what we Citizens think "Criminal".
11. Of course it will be less, just because you are blackmailing your Citizens, and would make it unaffordable for many, many people.
12. How can Mayor Khan have this authority? We citizens have to be questioned with a referendum any of the elements that are not clearly written down in the program. If a Mayor does not ask his electors, he has secondary agendas, hence he is clearly unfit for public service.
13. Not sure what other countries do, however, this is not a question to ask, as every country acts differently and must act accordingly to their democracy and individual constitutional rights of their people.

## Written Evidence from Individuals: Part One

Ultimately it has to be citizens that decide... and not the authorities, which now hide themselves behind the "greater good for society" to push World Economic Forum billionaires sinister agendas.

### Road User Charging

|           |         |
|-----------|---------|
| Reference | RUC1861 |
|-----------|---------|

1. Do the current road user charging systems in London require reform?

**No. The ULEZ has already impacted people greatly. More charges will simply hinder people going about their daily business so additional ones are not required as this will only exacerbate the existing inequalities and hardships that the cost of living crisis has intensified.**

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

**What would be smart is if a journey goes from late night to early the next morning it incurs a single charge rather one for each separate day.**

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

**It is grossly unfair to charge people for caring responsibilities and essential services (and even work where it overlaps). So concessions should be made here to made the system more equitable for all Londoners.**

4. What strategies and targets could smarter road user charging support?

**As a bare minimum it should look at the economic impact of charges on families and it affects, influences behaviour. If it cannot achieve this it is largely redundant.**

5. What technology could be used to support smarter road user charging?

**Any additional technology to what already exists (which is extensive) profoundly intrusive. The overreach in surveillance doesn't appear to increase the safety and security of communities.**

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

**If smarting charging doesn't take into account the ability to pay in relation to the need to travel then it is not smart just an additional tax. Economic status is as much a factor in people's living environment as traffic, air pollution and climate change.**

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

**We already have a road user charging at a national level, it's called ROAD TAX and FUEL DUTY. We do not need any more. Why not reduce the road tax on older vehicles that have been around for many years and have paid their own carbon dues by remaining in use instead of being replaced by another brand new car (most of the carbon in cars is in the BUILD).**

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

## Written Evidence from Individuals: Part One

**It shouldn't. The people writing this report should focus on the health of the nation, not on more ways to price people out of driving their cars and visiting family.**

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

**Discounts based on ability to pay and necessity of travel. Also it is odd that at a time when more road use charges are being considered not only public transport fees are increasing, children over five are having to pay (on the Overground). Surely, efficient and affordable public transport is an incentive to reduce driving.**

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

**There have been fees in London for quite some time. Rather initiate another trial, just analyse the data that has been collected.**

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

**The charging, were it to be introduced should be based on need and ability to pay with an independent body establishing the criteria.**

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

**These powers should be reduced as they can be slipped in among a raft of manifesto pledges. Any specific direct revenue raising proposals should be voted on by the public.**

13. How are other cities and countries working on similar smarter road user charging ideas, and what alternatives are they looking at for achieving similar policy goals?

**The framing of this consultation is based on the assumption of (additional) charging as an unmitigated good. There needs to be more emphasis on infrastructure (e.g. public transport, built environment, etc.) as a means to help people live better lives. It's a pyrrhic victory to brag about cleaner air whilst overseeing the rise in poverty, destitution and social decay. The people's voices need to be taken into account, not just 'consulted' and go ahead anyway.**

Answers to road charging consultation questions

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1700 |
|------------------|---------|

Dear sir/madam,

Please find below my reply to the consultation questions.

I require acknowledgement of receipt and a reference number of my reply in return.

**1. Do the current road user charging schemes in London require reform?**



## Written Evidence from Individuals: Part One

a. Yes. They are not fit for purpose and need to be scrapped in their entirety. Ever since Mayor Livingston brought in the congestion charge and then rephased all the traffic lights to create congestion – prices in London have become ever more expensive to the point of ridiculous. Tied to the LEZ and then ULEZ scheme it is killing trade in London. I was born, lived and worked in London all my life and have never seen so many empty units on roads such as Oxford Street and Tottenham Court Road to name but two.

### **2. How might smarter road user charging differ from the current daily charges for driving**

**applied in London?**

a. **They should differ by being removed.** They are nothing more than a never-ending set of taxation brought in on those wishing to freely move around in London. Do not forget, drivers (ICE and EV) pay tax at the pump and the plug already – the current plans and these heinous per mile plans are just once again taxing motorists and those who rely on their cars (who tend to be the lower paid “key” professions) in an unrelenting fashion.

### **3. How might charges for driving in London be varied for different types of journeys such as travelling for work, caring responsibilities or essential services?**

a. Mayor Khan has no interest in tariff charging. He wants to remove all vehicles from the road by 2041, per his **C40 manifesto**. He sees attack through revenue as the single simplest format of achieving this. The road user charging schemes have been worked on for well over a year to the best of my knowledge already, the ULEZ scheme is simply a ruse to get the infrastructure in place to target ALL modes of transport in due course. Quite simply there is no **legal, health or mandated reason for this scheme**. ALL his “evidence” has been **debunked** and he has himself chosen to **ignore consultation outcomes** – a consultation which is under investigation for being predetermined through the purchasing of the cameras before the consultation even went live.

### **4. What strategies and targets could smarter road user charging support?**

a. The **ONLY** target that should be achieved is the total removal of all road user charging schemes and allowing the roads to flow freely per the key reason behind the highway code – the safe and effective throughflow of traffic.

## Written Evidence from Individuals: Part One

The removal of LTZ, 20 mph limits, bus gates and the building of unused cycle lanes all of which have been implemented to deliberately increase traffic congestion and inhibit the free flow of traffic would also help greatly.

### 5. What technology could be used to support smarter road user charging?

a. N/A – the millions currently being wasted on this surveillance and control tax should be reinvested into the Police to address the horrific rise in knife crime since Mayor Khan took office.

### 6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

a. It can't. The data on air pollution is **invalid** and all air quality monitoring in greater (and central) London shows it to be – in the norm – good to excellent. The only smart solution is to open the roads up to allow all vehicles, public and private, to move around more freely thus providing more efficiency of their engines.

### 7. Are road user charging schemes best set up at a City or Regional level, or as a national system and what benefits or difficulties would you expect with either approach?

a. **They are best removed**, and at a National level. We know Mayor Khan as the head of the C40 Cities initiative is keen to stop any and all motor vehicle usage apart from his own and is aiming to “sell” this scheme around the world, which is the only reason he is pursuing it so doggedly – when it will surely see him ousted from office next year, if he is allowed to rewrite the rules in his own favour and “go for a 3 rd term”. <https://www.c40.org/leadership/the-chair/>

### 8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

a. **The scheme should never see the light of day.** We pay already per mile at the pump and the plug, so the only change should be a reduction in excise duty so that this country can actually function freely – as democracy enshrines.

### 9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low income, those who need to drive for work or people who live in areas with low levels of public transport?

## Written Evidence from Individuals: Part One

a. What is interesting here is the admission that this scheme will hit the worse off the hardest. The simple answer is - The scheme should never see the light of day and as such, these requirements are irrelevant as people would still be able to move around freely without fear of being taxed into an early grave.

### **10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?**

a. No. It is the Capital city and should have free-flowing roads which would reduce any amount of emissions there may still be. However, Oxford appears to be stepping up to do this, so once again, this is a biased question and is already in play.

### **11. If distance based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving based charges, the same or more than they currently do?**

a. They/I already pay more for the privilege of driving and parking where I live. This question once again tries to obfuscate the point of the scheme and set communities against each other. Quite frankly it, like the scheme it represents – is abhorrent.

### **12. Mayors and local authorities currently have powers to introduce new road charging**

**schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?**

a. **THERE IS NO MANDATE FOR THIS SCHEME!** The Mayor's manifesto of 107 pages commits 1 paragraph alone to road planning. That is not a mandate. Therefore Mayor Khan has **NO MANDATE** to continue with this **illegal scheme**. He also completely **ignored** the results of the consultation, having previously said he would stand by the outcome. So it appears this question is technically irrelevant as it does not fit his C40 narrative.

### **13. How are other cities and countries working on similar smarter road user charging ideas faring and what alternatives are they looking at for achieving similar policy goals?**

a. Hidalgo failed in France and got dumped out. Mayor Khan is the Chair of the C40 cities initiative and is keen to sell this to other countries. Not the other way round.

## Written Evidence from Individuals: Part One

**THERE IS NOTHING RIGHT, JUST OR MANDATED ABOUT THIS SCHEME AND IT NEEDS TO BE STOPPED. NOW.**

I expect notification of receipt for this level of input - in reply.

Regards

London Borough of Sutton [personal information redacted for publication]

Smarter roads

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1699 |
|------------------|---------|

Key questions

1. Do the current road user charging systems in London require reform? No
2. How might smarter road user charging differ from the current daily charges for driving applied in London?  
Track and monitor cars on a daily basis and incurring fines, loss of privacy through mass data collection
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? I'm sure.
4. What strategies and targets could smarter road user charging support? It should be scrapped for a democratic society

Kind Regards

[personal information redacted for publication]

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1858 |
|------------------|---------|

Hello,

I have read the proposals for charging to use roads and these fill me with horror.

You may as well ban cars - or is that the ultimate intention?

There has already been a significant move to cleaner emissions. Gone are the days of smog filled London (thank goodness).

I no longer think that the Mayor is acting for those he is supposed to represent.

These proposed measures are authoritarian, draconian and will destroy businesses and livelihoods.

I am totally against many of the existing measures. These new ones will not help the people or businesses of London.

Kind regards,

## Written Evidence from Individuals: Part One

[personal information redacted for publication]

Response Future of Road Charging.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1698 |
|------------------|---------|

Hello Committee.

I have just submitted a response but would like to make an additional comment:

Road Charging is an extremely important question for all Londoners. This "consultation" should therefore require maximum publicity. If notice of the proposed ULEZ Expansion can enjoy so much media publicity why cannot this "consultation" in order to elicit a wider public response?

I am sure that you will understand my scepticism and why I believe that the system of governance in London must be changed to be more responsive and accountable to the public that it is supposed to represent.

[personal information redacted for publication]

Consultation of Road Use in London

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1697 |
|------------------|---------|

This is NOT a cut and paste.

We are defending our right to say how the laws and regulations are made as a citizen of London and the UK.

Our logic encourages us to express ourselves against forced nonsense rules and must be heard and taken every voice into account.

1 Do the the current road user charging systems in London require reform?

No. We already have the ULEZ which has already impacted people enormously and which Mr Khan wishes to expand all over London. We do not need any more CHARGING for MOTORISTS TO GO ABOUT THEIR DAY. People are already stressed and impoverished enough thanks to the state of the economy and the impact of the last few years and as such we need LESS regulation and monitoring.

2 How might smarter road user charging differ from the current daily charges for driving applied in London?

We do not need new systems - the old systems are already taxing us to the hilt and giving the government masses of money per car. With a few small exceptions the current system is more than adequate.

Fix public transport alternatives first...

3 How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

You should not have to pay extra whether you are travelling for work, for caring or if You are a tradesman. We already pay fuel duty, which is a cost per mile as you pay more

## Written Evidence from Individuals: Part One

if you drive more. We don't need any more road charging systems. People are already paying massively high road taxes.

4 What strategies and targets could smarter road user charging support?

None.

5 What technology could be used to support smarter road user charging?

None. This sort of technology is overly intrusive, and could lead abusive use of it.

6 How could smarter road user charging assist with tackling current challenges such as traffic air pollution and climate change?

A freedom of information request revealed that traffic pollution in London is negligible. Furthermore ULEZ is already doing this cutting out the most polluting who les in London. We are taxed via VED on emissions, electric cars have been incentivised, walking and cycling is increasing. Enough is enough!

7 Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have a national road user charge called ROAD TAX and FUEL DUTY and these taxes are significant. We do NOT need any further regional or city taxes.

8 If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

The current charges or taxes should not be replaced without a full public consultation. Any decisions made outside a public consultation should be deemed undemocratic.

9 What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We DO NOT WANT OR NEED any new road charging schemes. Why would we trust Sadiq Khan who is currently promoting a ULEZ expansion under the guise of climate change whilst HE hypocritically takes his dog for a daily walk with a 3 car convoy - one of which does 13 miles per gallon?

10 If the Government were interested in a national distance user charging scheme, would London be a sensible place for a trial?

No. Nowhere is a sensible place for this kind of trial...

11 If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

## Written Evidence from Individuals: Part One

Noone should pay any more than they are paying now. The disadvantages will far outweigh the advantages and the costs will cripple many drivers. Why would a democratic government seek to do that?

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers for example a local referendum?

All of these new schemes should be put to a public vote - we still claim, after all, to be a democratic country. Failure to consult the public would be the act of totalitarian state.

13 How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Firstly, the men and women of the UK did not have a say on the setting of policy goals - these were chosen by the government who should themselves have done their research and should be aware of what other countries are doing before coming back to us men and women with options and all the appropriate information so that we can make an informed choice on policy and plans.

Sincerely yours,

[personal information redacted for publication]

Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1855 |
|------------------|---------|

I understand that the aim of Smart road user charging is reducing traffic congestion and increasing revenue for road maintenance and improvement. However, there are several arguments against the implementation of this system:

1. Unfair to low-income individuals: Smart road user charging would disproportionately affect low-income individuals who may have no other option than to drive their cars to work or school. These individuals would end up paying more for their daily commute, which would ultimately result in a reduction in their disposable income.
2. Punishes those who live in rural areas: Smart road user charging would be particularly challenging for those who live in rural areas with fewer transportation options. These individuals would have to pay more for their daily commute, despite having fewer alternative modes of transportation available to them.
3. Could discourage carpooling: Smart road user charging could discourage carpooling, which is one of the most effective ways to reduce traffic congestion. If each person in a carpool is charged for their road usage, it could be more cost-effective for individuals to drive alone, rather than share the cost with others.
4. May not be effective in reducing traffic: There is no guarantee that smart road user charging will effectively reduce traffic congestion. It is possible that the costs associated with driving may not be high enough to deter individuals

## Written Evidence from Individuals: Part One

from using their cars, especially if there are no viable alternative modes of transportation.

5. Difficult to implement and maintain: Implementing smart road user charging would require a significant investment in infrastructure and technology, including the installation of sensors and cameras to track road usage. This would be a significant financial burden on local governments, and ongoing maintenance costs could also be substantial.

In conclusion, while smart road user charging has the potential to generate revenue for road maintenance and reduce traffic congestion, I do not believe it to be the best solution for achieving these goals. Its potential negative impacts on low-income individuals, rural residents, carpooling, and the feasibility of implementation and maintenance make it a questionable solution. Instead, policymakers should focus on investing in public transportation infrastructure and incentivizing the use of alternative modes of transportation.

### Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1854 |
|------------------|---------|

Several “challenges” below have been cited for a need for these proposed additional road regulations and taxes. Have the ‘authorities’ provided references to the independent studies AND data that support these new schemes. Without these, the reasons offered by the ‘authorities’ amount to handwaving and possibly an undisclosed agenda.

“... address the triple challenges of toxic air pollution, the climate emergency and traffic congestion.”

Sincerely,

[personal information redacted for publication]

### Answers

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1696 |
|------------------|---------|

1. Yes, the add-on charges need to be reduced to allow free movement of people. Its their Human Right. Current Road Tax revenue is not being spent on road/environment improvements.
2. The likelihood of increased charges will be implemented.
3. A system to differentiate between one driver and the next and who is doing what, would be an administrative & costly nightmare to create computer systems to deal with this.
4. Loaded question assuming ‘smarter’ would be better.
5. Loaded question, assuming that there is already technology to do this. Or very strange question if you haven’t got any idea already.
6. If you make it impossible for people to pay for the charges you will reduce the traffic...and allow the wealthier Londoners to drive on empty streets.
7. I’m sure the push for ‘Smart’ would be desired by any authority due to the amount of revenue this would create.
8. Loaded question assuming that ‘Smart’ is coming in no matter what the opposition is as people will naturally say that want all other road related taxing removed.
9. Loaded question. Another indicator that ‘Smart’ will be introduced indefinitely.
10. No. The Mayor of London is a huge advocate of this scheme and will obviously be biased towards it. It would be very easy to ‘massage the figures’ to create a favourable result.



## Written Evidence from Individuals: Part One

11. How would this 'distance-based' driver be monitored? Is this a separate poly to spy on all drivers and record their every movement? Which opens up another can of worms.
12. Referendums would be ideal as it would highlight the huge amount of disapproval of these schemes.
13. Unaware of any popular/successful schemes in other countries.

### Road Charging Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1692 |
|------------------|---------|

Dear Sir/Madam,

I am writing regarding your your proposed road charging system changes. I have answered your questions as below:

1. Do the current road user charging systems in London require reform?

No. If anything, we should have less restrictions on driving such as abolishing the congestion charge due to the difficult economic situation to help local businesses.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

They would further destroy local business inside and outside London by increasing their costs.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

I do not believe there should be any charges at all and it is too costly and invasive of peoples' privacy to ask them their reasons for travel.

4. What strategies and targets could smarter road user charging support?

None. This is a disruptive and invasive program.

5. What technology could be used to support smarter road user charging?

None as above.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Such a system may cause people to drive to other cities and areas further away to avoid charges therefore increasing the burden on the environment.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

## Written Evidence from Individuals: Part One

I think either city or regional schemes should not be implemented as the difficulties would include:

Huge cost of implementation;  
Infringing on citizens freedom of movement ;  
Infringing on citizens privacy;  
Negative impact on business;  
Negative impact on environment;  
Negative impact on communities and families who cannot meet easily.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It should not be implemented.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

All UK citizens should be exempt.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No as this is the most important UK city

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Less

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

There should be a comprehensive referendum so that all citizens could vote.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

The other cities have seen widespread protests. It is clear the people do not want any of these schemes.

Yours faithfully,

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1853 |
|------------------|---------|

### Response to Key questions

1. Do the current road user charging systems in London require reform?  
Yes – it is grossly unfair to people who NEED to use motor vehicles for travel into London – The Mayor has NO right to apply charging. The use of roads is a national issue and set by government via the road vehicle license fund (i.e car tax).
2. How might smarter road user charging differ from the current daily charges for driving applied in London?  
Other countries I have lived in us charging on major motorways but NONE on other roads as it causes people to us “rat runs” there is NO evidence that charging leads to increased use of public transport
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?  
How could you possible differentiate, especially given that some journeys are multi purpose?
4. What strategies and targets could smarter road user charging support?  
None – just make public transport free (like Luxembourg) this will maximise use and minimise road use
1. What technology could be used to support smarter road user charging?
2. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?  
None it will make it worse.
3. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?  
Needs a national approach not from local government.
4. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?  
None it should NOT be implemented.
5. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?  
None – it should not be implemented.
6. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?  
No – it should be motorway based only.
7. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?
8. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

They must consult the public via a local referendum – they were NOT elected on this mandate.

## Written Evidence from Individuals: Part One

9. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Luxembourg have FREE public transport to encourage people off the road. Dubai has charging on MAJOR motorways ONLY, not local roads.

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1852 |
|------------------|---------|

Hello,

As a resident of Greater London I wish to respond to the first question in your call for evidence:

### **1. Do the current road user charging systems in London require reform?**

Yes. Any RUC only operates equitably and efficiently if there are viable transport alternatives for those that need to use their car or van and, in the case of ULEZ, cannot afford to upgrade their vehicle. However, there has been a decline in the quality and frequency of bus services across the UK over many years, and the same is also true for London over the past decade, a situation that must be reversed. There also needs to be a significant increase in investment for active travel infrastructure, including secure cycle parking, to enable groups that are underrepresented in the cycling population the opportunity to view cycling as a transport mode of choice, There has been an increase in the number of people cycling regularly in London over the 20 year period from 2000 to 2020, but the demographic mix of those cyclists has remained largely static, and is still dominated by white, affluent males. Unfortunately, despite all the talk from the central government and other bodies (including TfL) about the need to reach carbon zero and increase levels of active travel amongst the populace, there has not been enough meaningful activity besides expanding ULEZ, which hits the poorest hardest. With the expansion of ULEZ, why is it OK for affluent people who own a fleet of vintage and classic cars to avoid paying for their emissions, whereas a person who has little choice but to commute by car in areas of low public transport accessibility (PTAL), which is a situation critical to outer London, not central or inner London, has to pay?

With many dedicated bus and cycle lanes across the Capital it's hardly surprising that the average speed of cars and vans have dropped, leading to an increase in emissions: can the Mayor honestly say that everything been done to ensure that bus and cycle lane deployment has been phased in most effectively guard against causing even greater congestion and therefore poorer air quality?

Furthermore, the call to roll out ULEZ to cover the whole of Greater London is specious: it is not supported by TfL's own air quality modelling, yet this analysis, although available to the public, is not easy to find: why is this? It is felt by many that the forthcoming expansion of the ULEZ zone is nothing more than an unfair, costly and unnecessary step towards further road user charging, which is going to do little positive but raise revenue for the Mayor and TfL.

Many thanks

[personal information redacted for publication]

Future of Smart Road Users Feb 2023

## Written Evidence from Individuals: Part One

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1690 |
|------------------|---------|

Dear Sirs,

As a resident of Greater London I would like to protest strongly against the implementation of Smart Roads in London.

The road charges do not require reform, we are being charged enough already through road tax, the congestion charge and Ulez.

I object to the idea of being tracked by the government, we will be easy targets for scammers and crooks. This is another money making scheme, a tax on motorists who need their vehicles for work, hospital appointments and visiting relatives. I visit an elderly man in Finsbury Park and the road closures there have made it very difficult for me. I do not like using public transport to go there, I do not feel safe walking around such an area.

I'm sure if this scheme was implemented it would soon be extended out to the suburbs. I would be restricted to my home, paying to use my car to do my shopping would be yet another thing I couldn't afford in these very difficult economic times. Already, my friends just outside London are worried about the Ulez charge. We are all pensioners and not in a position to buy new cars so they won't be able to visit if they have to cross the M25 boundary.

I object to having Apps on my phone, they are easily hacked and not everyone has one. If the transport system was improved, you wouldn't have to consider this action. Moving around my North London suburb is not easy, there are long waits for buses and they do not travel from west to east in the borough. Travelling on the underground is an unpleasant experience, the seats are filthy and the air is polluted.

Yours faithfully,

[personal information redacted for publication]

[personal information redacted for publication]

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1689 |
|------------------|---------|

What strategies and targets could smarter road user charging support?

The strategy that should be further investigated is more, better and cheaper use of public transport

smart ROAD user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1851 |
|------------------|---------|

I object to the implementation of this on the grounds that it will negatively impact road users who are not rich. The upshot will be many of us will be unable to use the roads because it will be too expensive. The roads will continue to be congested by the rich/ those who get funding. It is an attack on our individual rights of freedom and to own a car. I completely

## Written Evidence from Individuals: Part One

disagree and think it should be scrapped. How much is it going to cost to implement? What about the negative impact on the environment?

Smart road charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1850 |
|------------------|---------|

Dear Mr Mayor

I feel the need to express my opinion on the future use of smart road charging.

What an absolutely atrocious plan this is which will penalise the neediest workers and tradesmen.

These include nurses, firemen, electricians, plumbers etc.

Please reconsider this proposal, I believe it is madness to pursue such a scheme where only the very wealthy will be able to afford to travel.

It is common knowledge that this is the long term plan of build back better but only for the rich.

This will not end well I can assure you.

Public opinion is turning fast.

Kindest regards

[personal information redacted for publication]

objection

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1687 |
|------------------|---------|

I [personal information redacted for publication] would like to challenge TFL's and the government vision of road charging. I would like my objection to be duly noted and registered before the deadline date 10.March 2023.

Do the the current road user charging systems in London require reform...

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1945 |
|------------------|---------|

1. Do the the current road user charging systems in London require reform?

I wish to remain anonymous.

No. We have the ULEZ which has already impacted people enough. The last thing we need now is more charging motorists to go about their day. People are stressed and impoverished enough thanks to the state of the economy and the impact of the last few years. We need LESS regulation and monitoring.

2 How might smarter road user charging differ from the current daily charges for a new driving applied in London?

We do not need new systems full stop. Apart from the anomaly of someone who is visiting between 10-2am paying twice the current system has worked in part also due to the amount of alternatives available I.e. public transport system.

3 How might charges for driving in London be varied for different types of

## Written Evidence from Individuals: Part One

journeys, such as travelling for work, caring responsibilities or essential services?  
You should not have to pay extra whether you are travelling for work, for caring or for tradesmen and essential services. We already pay fuel duty, which is a cost per mile as you pay more if you drive more. We don't need any more road charging systems. People are already paying high enough road tax.

4 What strategies and targets could smarter road user charging support?  
None.

5 What technology could be used to support smarter road user charging?  
I do not agree with increasing technology as it is overly intrusive and unnecessary and could lead to abuse of our freedoms.

6 How could smarter road user charging assist with tackling current challenges such as traffic air pollution and climate change?  
The ULEZ is already doing this in the city. FOI has revealed that traffic pollution in London has already reduced significantly and any further intervention is unnecessary. We are taxed via VED on emissions, electric cars have been incentivised, walking and cycling increasing so enough is enough!

7 Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

There is already a road user charge at a national level, it's called ROAD TAX and FUEL DUTY, which is significant and more equitable. New Regional and national schemes are likely to just complicate the system.

8 If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It shouldn't and most certainly not without a full public consultation. any decisions made outside such would be deemed democratic.

9 What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We neither want or need any new road charging scheme. Also why would we trust Sadiq Khan, who is promoting a ULEZ expansion under the guise of climate change whilst hypocritically taking his dog for a walk in a 3 car convoy, one of which does 13 miles per gallon.

10 If the Government were interested in a national distance **user** charging scheme, would London be a sensible place for a trial?

No. Nowhere is a sensible place for a trial...

11 If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Current charges are sufficient and difficult to make any fairer. Distance pricing would cost many, many people dearly but be especially disadvantageous to those who live in rural settings and rely even more on their own transport.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers for example a local referendum?

All such new schemes should be put to a public vote nationally and regionally - anything else would be the work of a totalitarian state.

13 How are other cities and countries working on similar smarter road user

## Written Evidence from Individuals: Part One

charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Firstly, the ordinary man in the street did not have a say on setting of policy goals. These are chosen by the government who should be more aware of how other countries are responding and able to furnish us with all the appropriate information so we can vote on the overall policy and plans then its be given informed decisions details in other countries.

1 Do the the current road user charging systems in London require reform?

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1684 |
|------------------|---------|

I wish to remain anonymous.

1 Do the the current road user charging systems in London require reform?

No. We already have the ULEZ which has already impacted people enormously and which Mr Khan wishes to expand all over London. We do not need any more CHARGING for MOTORISTS TO GO ABOUT THEIR DAY. People are already stressed and impoverished enough thanks to the state of the economy and the impact of the last few years and as such we need LESS regulation and monitoring.

2 How might smarter road user charging differ from the current daily charges for driving applied in London?

We do not need new systems - the old systems are already taxing us to the hilt and giving the government masses of money per car. With a few small exceptions the current system is more than adequate.

Fix public transport alternatives first...

3 How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

You should not have to pay extra whether you are travelling for work, for caring or if You are a tradesman. We already pay fuel duty, which is a cost per mile as you pay more if you drive more. We don't need any more road charging systems. People are already paying massively high road taxes.

4 What strategies and targets could smarter road user charging support?

None.

5 What technology could be used to support smarter road user charging?

None. This sort of technology is overly intrusive, and could lead abusive use of it.

6 How could smarter road user charging assist with tackling current challenges such as traffic air pollution and climate change?

A freedom of information request revealed that traffic pollution in London is negligible.

Furthermore ULEZ is already doing this cutting out the most polluting who les in London.

We are taxed via

VED on emissions, electric cars have been incentivised, walking and cycling is increasing.

Enough is enough!

7 Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have a national road user charge called ROAD TAX and FUEL DUTY and these taxes are significant.

We do NOT need any further regional or city taxes.

8 If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

The current charges or taxes should not be replaced without a full public consultation. Any decisions made outside a public consultation should be deemed undemocratic.



## Written Evidence from Individuals: Part One

9 What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We DO NOT WANT OR NEED any new road charging schemes. Why would we trust Sadiq Khan who is currently promoting a ULEZ expansion under the guise of climate change whilst HE hypocritically

takes his dog for a daily walk with a 3 car convoy - one of which does 13 miles per gallon?

10 If the Government were interested in a national distance **user** charging scheme, would London be a sensible place for a trial?

No. Nowhere is a sensible place for this kind of trial...

11 If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Noone should pay any more than they are paying now. The disadvantages will far outweigh the advantages and the costs will cripple many drivers. Why would a democratic government seek to do that?

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers for example a local referendum? All of these new schemes should be put to a public vote - we still claim, after all, to be a democratic

country. Failure to consult the public would be the act of totalitarian state.

13 How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Firstly, the men and women of the UK did not have a say on the setting of policy goals - these were chosen by the government who should themselves have done their research and should be aware of what other countries are doing before coming back to us men and women with options and all the appropriate information so that we can make an informed choice on policy and plans.

Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1847 |
|------------------|---------|

Absolutely No need for this.

The funding necessary could be much better used elsewhere. Where would the funding come from anyway ?

[personal information redacted for publication]

Road User charging

## Written Evidence from Individuals: Part One

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1845 |
|------------------|---------|

Current charging Systems do not need changing. We pay road tax and fuel duty. No one should have to pay extra to get to work, to care for relatives, or to make Essential journeys. People are already at their Limit financially. Human beings want less technology intruding in their lives not more. We the people do not want a road charging scheme. Sadiq Khan should not be taking his dog for a walk in a 3 car convoy, one of which only doesn't 13 miles to the gallon, what hypocrisy. Even if He can afford it. We are a democratic country any New scheme should be put to a public vote, the result Held to and not manipulated by discounting dissenting votes, as the afore mentioned Person has done. We are a democracy, a free country, with freedom of movement, not a dictatorship.

Not welcome in London?

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1680 |
|------------------|---------|

Here's my NO NO NO to your idea of charging us for road use by surveillance cameras. Abhorrent thinking and very off putting. Regards  
Norfolk [personal information redacted for publication]

smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1844 |
|------------------|---------|

I am completely against this. I cannot see a single argument as to why this would be a good idea. This nothing more than big brother watching a person's every move.

As a pensioner who increasingly relies on a car for hospital appointments, this will not just hit me hard, but is making me re-evaluate whether I will be able to live in the city I was born in, raised in and live in.

Add this to the 3 people I have spoken to this week who will be leaving London if this comes in, then the London I have known and loved is dead.

The 3 people are a window cleaner, oven cleaner, and a nurse, who are all now leaving London. The nurse is about to quit London and the NHS and move to Aylesbury.

Why are you destroying London!!?  
[personal information redacted for publication]

ULEZ

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1842 |
|------------------|---------|

## Written Evidence from Individuals: Part One

1 Do the the current road user charging systems in London require reform?

No. We already have the ULEZ which has already impacted people enormously and which Mr Khan wishes to expand all over London. We do not need any more CHARGING for MOTORISTS TO GO ABOUT THEIR DAY. People are already stressed and impoverished enough thanks to the state of the economy and the impact of the last few years and as such we need LESS regulation and monitoring.

2 How might smarter road user charging differ from the current daily charges for driving applied in London?

We do not need new systems - the old systems are already taxing us to the hilt and giving the government masses of money per car. With a few small exceptions the current system is more than adequate.  
Fix public transport alternatives first...

3 How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

You should not have to pay extra whether you are travelling for work, for caring or if You are a tradesman. We already pay fuel duty, which is a cost per mile as you pay more if you drive more. We don't need any more road charging systems. People are already paying massively high road taxes.

4 What strategies and targets could smarter road user charging support?

None.

5 What technology could be used to support smarter road user charging?

None. This sort of technology is overly intrusive, and could lead abusive use of it.

6 How could smarter road user charging assist with tackling current challenges such as traffic air pollution and climate change?

A freedom of information request revealed that traffic pollution in London is negligible. Furthermore ULEZ is already doing this cutting out the most polluting who les in London. We are taxed via VED on emissions, electric cars have been incentivised, walking and cycling is increasing. Enough is enough!

7 Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have a national road user charge called ROAD TAX and FUEL DUTY and these taxes are significant.  
We do NOT need any further regional or city taxes.

8 If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

## Written Evidence from Individuals: Part One

The current charges or taxes should not be replaced without a full public consultation. Any decisions made outside a public consultation should be deemed undemocratic.

9 What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We DO NOT WANT OR NEED any new road charging schemes. Why would we trust Sadiq Khan who is currently promoting a ULEZ expansion under the guise of climate change whilst HE hypocritically takes his dog for a daily walk with a 3 car convoy - one of which does 13 miles per gallon?

10 If the Government were interested in a national distance user charging scheme, would London be a sensible place for a trial?

No. Nowhere is a sensible place for this kind of trial...

11 If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Noone should pay any more than they are paying now. The disadvantages will far outweigh the advantages and the costs will cripple many drivers. Why would a democratic government seek to do that?

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers for example a local referendum?

All of these new schemes should be put to a public vote - we still claim, after all, to be a democratic country. Failure to consult the public would be the act of totalitarian state.

13 How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Firstly, the men and women of the UK did not have a say on the setting of policy goals - these were chosen by the government who should themselves have done their research and should be aware of what other countries are doing before coming back to us men and women with options and all the appropriate information so that we can make an informed choice on policy and plans.

Call for Evidence: The Future of Road Charging Response.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1677 |
|------------------|---------|

Hello Committee.

## Written Evidence from Individuals: Part One

A) Like it or not, after decades of social evolution daily life for both rich and poor in most areas is strongly based around local car use to go to work, shop, go to hospital appointments, provide informal care, etc. Any blanket charge will hit both rich and poor equally. The poor will suffer more when trying to go about their normal daily lives. This, for me anyway, is unfair. So I believe that road charging at a local level is wrong.

B) Local Road Charging is punishing people to make them change rather than making change the sensible and viable option. Encouraging this option would mean providing a greater coverage of public transport both in area and times of day, low fares and better security (if the public believes that travel in buses and trains is actually dangerous, they will not use it). Clearly this would require time and big investment in multiple areas, so where would the cash come from?

C) Charging private individuals for exceptional rather than local daily journeys seems fairer. Moreover, the whole country is interlinked. For example, the Expanded ULEZ charge will hit not only those living within the GLA Area but the many who live just outside it but need to enter the Expanded ULEZ on a daily basis (they also contribute to London's wellbeing). Therefore local charges seem completely unfair. To this end I believe that National Motorway (not city ring road motorways) Tolls for individuals and businesses as in Europe should be the way forward and this money used by Central Government exclusively to upgrade local transport systems including in places like London.

D) Therefore, Local Authorities should not have the power to impose local charges although may have the power to restrict some private vehicle use to local areas (as in Oxford Street and various shopping hubs) to encourage the use of public transport. I object strongly to the way in which the ULEZ Extension is being rolled out at such speed despite overwhelming public objection (ignored!) and questionable conduct of the "consultation" and presentation of evidence of Expanded ULEZ benefits by the Mayor. It seems very much like a device to raise money to fill a hole in local public finances. It is so obviously a "cash grab" and this at the expense of the less well-off who are more likely to own non-compliant vehicles. It is a "tax on the poor for being poor"...and this at a very difficult time for all. This must not be allowed to happen again. The Mayor's and Local Authority's powers over transport charging must be curbed to become only advisory in response to National Government.

E) I believe that the role of Mayor should be abolished to be replaced by a Triumvirate (as the Romans originally had to avoid abuse of power by any one individual).

F) Any Local Road Charging Scheme must be supported by a binding referendum if it is decided that Local Charging is the way ahead. Furthermore, given the unique size of the Capital, I do not believe that London is the correct place to trial any scheme. After all, drug trials involve only small numbers of people: you do not try a new drug out on the whole population to see if there are negative side effects first!

There are no simple quick-fix answers to traffic and traffic-caused problems but Local Road Charging is not a fair solution. For me, a National Motorway Toll Scheme to finance local Public Transport Schemes and administered by National Government with Local Government in a purely advisory and ancillary role is the way ahead.

As more vehicles become ULEZ compliant receipts to TFL will inevitably decline, no doubt to the level where the cost of administering ULEZ becomes unprofitable. For this reason I cannot help but think that the placement of cameras is already intended as a step towards Road Charging in London.

Given the Mayor's shabby conduct over the Expanded ULEZ question you will understand why I suspect that a Road Charging decision has already been made behind closed doors and that "consultations" (even, regrettably, this one) are no more than a box-ticking exercise and a nod towards local government regulations. A sad day for local democracy. Please prove me wrong!

Thank you for your time.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

## Written Evidence from Individuals: Part One

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1841 |
|------------------|---------|

I oppose proposals for 'smart road user charging'.

It is becoming clear that congestion zones, ULEZ in London and 15 minute city proposals around the UK are all geared towards a move to road charging and traffic control. They provide the infrastructure - i.e. camera surveillance of all - to allow this to be introduced quickly and easily.

I am now living in a world where my every move is filmed, recorded and monitored. A world of compliance easily and immediately enforceable by a network of surveillance systems and computers thinking for themselves. Travelling anywhere now involves my car registration being recorded and monitored - charges can be applied as councils or govt wishes & these can be adapted instantly. It allows for 'nudging' to be applied and to penalise road users who do not comply with whatever policy is the flavour of the day. If I am walking or using public transport I am also filmed and tracked continuously. I do not wish to see this surveillance increased.

Proposals for so called smart roads and charging is unnecessary and deeply disturbing in an already camera swamped UK and marks a further move towards complete control of citizen's lives. The manipulation of Covid has demonstrated how completely untrustworthy those in charge of such command and control systems are.

Smart road user charging is a step too far and must be halted.

[personal information redacted for publication]

### Road User Charge Response

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1676 |
|------------------|---------|

Do the current road user charging systems in London require reform?

No. Existing charging systems are adequate. All of the stated aims of this new system can be better achieved by traditional methods. There is no need for digital or technological systems, but instead it would be better to put resources into improving existing systems, for example reassessing speed humps, improved traffic light phasing, road surface maintenance, and signage. Poor quality in all these areas impacts on road congestion, journey times and pollution from all sources. For example at most busy junctions.

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject any such scheme. For example the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature ...

Q3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never

## Written Evidence from Individuals: Part One

happen. It also adds more complications and stress, more rules and regulations, more bureaucracy.

Q4. What strategies and targets could smarter road user charging support?

There are no strategies and targets that smarter road user charging can support. Target-chasing always ends up incentivising perverse outcomes and does more harm than good. Target-monitoring is costly and effort should instead be put into quality of urban design.

Q5. What technology could be used to support smarter road user charging?

None. Human society already has too much technology in use, for example ... a simple parking meter is needlessly technology cumbersome.

Q6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead better quality road design is needed, along with reduced charges and support for local shops so that people can fulfil their routine needs without the need to travel. For example tyre dust is a significant source of pollution, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads, not by taxation and charges.

Q7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging should not be introduced anywhere.

Q8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging should not be introduced because any advantages for each individual are outweighed by the disadvantages.

Q9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No such discounts or exemptions should be introduced. The concept introduces the need to justify one's journeys to the authorities, that is, to ask permission, something that should never happen. Instead the Blue Badge system already exists and can be widened in scope or reformed. The way to improve the lives of the groups mentioned here would be to reduce fuel charges by increased oil exploration and extraction.

Q10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. No such trial is needed. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be an increase in annual road tax on EVs.

Q11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No such distance-based charging scheme should be introduced.

Q12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities' powers to introduce these schemes should be removed immediately. We need a full and uncensored debate through all forms of public discourse. Dissenting voices should be fully attended to, and only after that specific referendums should be required to determine the will of the people.

Q13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

## Written Evidence from Individuals: Part One

None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate.

Thank you

Smart road user charges

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1944 |
|------------------|---------|

To Whom it may concern,  
Please find below, my answers to the questions asked.

1. Do the current road user charging systems in London require reform?

Yes, they should be scrapped as they are nothing but legalised extortion. We pay road fund licence to drive our vehicles.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

If they go ahead, it will be yet further dictatorship and legalised extortion; where it is not wanted!

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

They should be scrapped as they should not exist at all! Life is not about ONLY doing what we 'need' to and no one has the right to tax us because we wish to make use of every modern facility, to enjoy life! Life is to be enjoyed. No one is forced to drive their vehicles if they don't wish to. If people don't want to drive a vehicle because they're concerned about the planet, they don't have to and no one is forcing them to do so!

4. What strategies and targets could smarter road user charging support?

The removal of all charges and cessation of legalised extortion!

5. What technology could be used to support smarter road user charging?

None is necessary! Once again, no one is forced to drive a vehicle if they don't wish to! Those who want to ride bicycles or walk; can do so, without impacting those who choose not to! Rich hypocrites that use their private jets to enjoy life, have no right to tell us how we must not use modern technology to enjoy our lives!



## Written Evidence from Individuals: Part One

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It can't. We all either need or want to drive when we choose to do so! Extorting money from those who can't afford it is nothing but despotism. It simply prices the average person out of being able to live and enjoy life freely, whilst the rich simply pay whatever is demanded; because they are able to do so and will continue their fabulous lifestyles!

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

No, they should be scrapped! I do not wish to be dictated to as to when and where I can drive my vehicles or live my life! All that is required; if at all, is advice about what could be done by those who wish to do so!

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It shouldn't be introduced but I don't doubt it will, despite all protests! The excuse being used to introduce the additional extortion is a lie.

The climate is always in a state of change.

We pay road fund licence to fund the provision of the roads so that we can use them. We should not then be charged because we actually want to use what we have funded! Just as we shouldn't be being charged to park on the very roads that we have paid for; because immoral business person has done a deal with some equally immoral bureaucrat to charge us for parking on the very streets we have paid for!

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

There should be no 'smart' road user charging scheme!

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

We pay already to fund the road network so that we can use it; as little or as much as we wish to.

The current system is I believe adequate and fair. Larger vehicles that cause greater impact require higher road fund licence fee.

## Written Evidence from Individuals: Part One

The error by the Government, was the bribing (temporarily) people to use ULE & EV by excluding them from paying road fund licence. If we wish to have a good road network, we all need to fund it adequately.

We do not need or want big brother surveillance to monitor our every move. Fuel is taxed already and therefore, the more fuel we use because we drive further, the more the taxes can be used to provide better roads and fund the provision of air cleaning filters.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

If distance-based road user charging is introduced, then all other charges should be scrapped. No one should be paying anymore than anyone else for the same type of vehicle.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

The key problem seems to be, that when the populace protest against unjustly imposed measures, they are ignored. We not here to be dictated to! Local and even national referendum should be considered when an introduced measure triggers protest.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Clearly, the complicit in many cities and countries are all working (conspiring) to achieve the World Economic Forum (WEF) and World Health Organisation (WHO), Great Reset agenda and are not in the least interested what the populace think! This is why I believe this questionnaire will be purely rhetorical and nothing more than lip service to democracy but can hope otherwise!

Respectfully,  
[personal information redacted for publication]

Smarter Roads objection

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1675 |
|------------------|---------|

Dear Sir or Madam

All your questions are aimed at introducing 'smart' roads in London with payment to deter people from using their own vehicles.

## Written Evidence from Individuals: Part One

Whilst I understand the roads are congested daily and pollution is a problem I do not feel hitting the motorist with more taxes (payment to use smart roads) in an attempt to alleviate the problem is the way forward.

Many people still live in London, work in London, visit family in London, visit London for pleasure and many businesses are based in London and require services including builders. If you penalise people for driving in London or its suburbs you will create new problems. People do not want 15min cities and do not want 24hr surveillance and do not want to be controlled. It is important to have the freedom to go where you want to and when you want to.

I hope you do not try to instigate 'smart' roads as it would cause more problems than it ever solved and could rebound on you in unexpected ways.

Yours faithfully

[personal information redacted for publication]

Smart Road User Charging - Call for evidence

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1840 |
|------------------|---------|

TO WHOM IT MAY CONCERN

I would like to register my objection to Smart Road User Charging in London and UK wide.

**I am against more taxes and controls on movement, facilitated by 'smart' technology.**

I am also against expansion of ULEZ.

These programmes are all undemocratic and you really ought to do a vote on these matters or at least take into account all the opposition in consultations and abandon all of these measures.

1. Do the current road user charging systems in London require reform? NO

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

MORE EXPENSIVE FOR USERS, MORE CONTROL ON MOVEMENT, AND MORE GOVERNMENT OVERREACH.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

THERE SHOULD BE NO FURTHER CHARGES FOR DRIVING IN LONDON PLEASE STOP CHARGING EVERYONE FOR EVERYTHING EVERY CHANCE YOU GET.

4. What strategies and targets could smarter road user charging support?

NONE

5. What technology could be used to support smarter road user charging?

NONE

## Written Evidence from Individuals: Part One

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

HOW ABOUT STOPPING WATER COMPANIES DUMPING SEWAGE IN OUR RIVERS AND SEAS? OR STOPPING BIG COMPANIES PRODUCING SINGLE USE PLASTICS?

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

NOT AT ALL.

I WOULD EXPECT THE DIFFICULTIES WITH ALL APPROACHES TO BE AN ATTACK ON PEOPLES FREEDOM OF MOVEMENT.

LACK OF ACCESS TO THE COAST AND COUNTRYSIDE FOR LONDONERS – TRY TRAVELLING TO THE WOODS OR BEACH FOR THE DAY WITH CHILDREN AND LUGGAGE ON (3 MODES OF) PUBLIC TRANSPORT AND BACK AGAIN AT THE END OF A LONG DAY?

OR NIPPING TO THE SHOP QUICKLY TO GET SOMETHING YOU NEED – 10 MINUTES IN THE CAR OR 35 MINUTES ON FOOT. BUSY PARENTS DON'T HAVE TIME FOR THIS.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

ULEZ FOR GREATER LONDON SHOULD BE SCRAPPED.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

AND PARENTS

AND PEOPLE WHO NEED TO CARRY ANYTHING ANYWHERE

EVERYONE SHOULD BE EXEMPT FROM THIS

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

NO

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

LESS

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

YES!

NATIONAL AND LOCAL REFERENDUMS

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I'M SURE THAT LOVERS OF STATE CONTROL EVERYWHERE ARE WORKING ON SIMILAR PROGRAMMS. THERE ARE MUCH MORE IMPORTANT THINGS PEOPLE CAN BE DOING IF THEY REALLY CARE ABOUT THE NATURAL ENVIRONMENT AND IMPROVING CITIZEN HEALTH OUTCOMES.

Thank you.

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

Call for Evidence: The future of smart road user charging February 2023

|           |         |
|-----------|---------|
| Reference | RUC1839 |
|-----------|---------|

To whom it may concern,

My answers in **blue** beneath your key questions. I hope you will read them carefully and consider the answers that I have given.

sincerely,

[personal information redacted for publication]

### Key questions

1. Do the current road user charging systems in London require reform?

**No, they should all be removed.**

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

**It doesn't it steps further into an authoritarian dystopia.**

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

**They should not be.**

4. What strategies and targets could smarter road user charging support?

**None.**

5. What technology could be used to support smarter road user charging?

**None, the whole scheme is nonsense.**

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

**It wouldn't, it would simply penalise the poorest in society. The scheme is politically driven. Climate change is a worldwide hoax.**

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

**They should not be set up at all.**

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

**It should not be introduced to begin with and current taxes and charges need independent investigation with a view of scrapping them too.**

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

**see above. these charges should not be introduced to begin with.**

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

**This idea should be discontinued immediately, it's immoral. People have the right to free movement.**

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more

## Written Evidence from Individuals: Part One

than they do currently?

**see above. This should not be introduced.**

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

**They simply don't, the people have the power and Mayors are public servants.**

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

**It's immaterial how other countries are working on similar ideas. These are simply put, unjust and unenforceable.**

Smart Road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1837 |
|------------------|---------|

Dear sir

Firstly for something that is going to have a huge impact on people's lives this should have been sent to everyone living in London.

I and most people strongly object to this. Along with ULEZ this is a huge tax grab.

We do not want either, an independent paper has shown that the results are negligible. I also strongly object to the increasing surveillance creep.

We do not want:

ULEZ

SMART user charging

Lens

15 minutes cities.

Just because we do not agree with you and your policies, it does not make us Right Wing, or anti Vaxer's.

You are here to serve the people of London, and you need to start listening to them and stop ruining our City.

Regards

[personal information redacted for publication]

Road charges

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1836 |
|------------------|---------|

There is no substantial evidence that the pollution is killing the public, a lot of respiratory deaths are pure defects of natural health.

This is just another stealth tax to bail out incompetence of councils across all of the UK.

Regards

[personal information redacted for publication]

'Smart' Road Pricing

## Written Evidence from Individuals: Part One

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1669 |
|------------------|---------|

Frankly I believe this to be an unfair and extremely unpopular proposal.

Members of my family often work in London but are unable to use public transport due to the extremely unsociable hours that they work. For example, one member of the family is a sound and lighting engineer, whose work often involves setting up systems in the very early morning and de-rigging the following very early morning. The buses and trains do not operate throughout London at 2 am! The ULEZ expansion will have a major impact on his ability/willingness to work in London, as he would be paid for one job and yet potential have to pay the ULEZ charge several times. Even if buses and trains were running 24 hours a day he would still not be able to travel on them, as his equipment is simply too large and heavy to carry.

Many of those who work very unsociable hours are the low paid - people who clean offices, hospital workers, restaurant and theatre staff etc. They are essential workers and yet this proposal would, I'm sure, see many of them unable to afford to continue working in London.

Smart Road User Charging: Feedback

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1665 |
|------------------|---------|

Dear London Assembly,

I am writing to oppose the smart road user charging scheme.

This appears to be yet another unwarranted and unwanted measure that the London mayor seems to be bringing in "under the radar", I have only today heard about the request for feedback.

Like many of these policies that are being introduced - 15 minute cities for example and LTNs - this concept appears to be being promoted by naive metropolitans (most of whom are only living in London temporarily) who are young and well enough to cycle or use public transport, and have absolutely no understanding of the consequences: the negative and inevitable impact on businesses, the negative impact on Londoners and those who work in London, and the lives of all those who will be impacted by the further creep of the surveillance state.

Three main reasons to oppose:

1. This is yet another tax on London and those working in London that will disproportionately impact the poor, the older, the less able, women travelling alone, those with caring responsibilities, those working unsocial hours - but of course will make no discernible financial difference to the affluent - just as in the pandemic the "zoom" classes enjoyed the disastrous lockdowns by working from home
2. There will be unintended consequences on London businesses and employment
3. Moves the UK further towards an increasingly surveillance state with all the potential unwanted consequences of the inevitable power of and failures of surveillance; hacking, bad actors, other uses etc. that cannot, in reality, be protected against

I thoroughly oppose this scheme.

## Written Evidence from Individuals: Part One

Best

[personal information redacted for publication]

My objection to the unsupported ULEZ expansion and unsupported or evidence based proposed charging for mobility

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1829 |
|------------------|---------|

Dear Sirs

I am writing to make you aware of my objection to both the unsupported ULEXZ expansion (and yes it is clear this is not supported by the majority in London as confirmed via the polling data) and the proposed charging for mobility in London. Both draconian measures which have no place in a free society and are based upon the lies being told by TFL and the London Assembly neither have any proven ability to reduce congestion or pollution. In fact the measure that have been brought in by both parties to include traffic slowing measures, massive cycle lanes many not even used have actually caused these issues. No independent official data (not data conveniently made up by both TFL C40 cities (Mr Khan) and the London assembly) supports any of these measures.

These must be suspended until there is a fair and unbiased legal review.

**[personal information redacted for publication]**

Smart Road User charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1828 |
|------------------|---------|

The Government, Mayors and Local Authorities do NOT have the power to implement draconian measures, schemes, regulations, mandates or financial penalties which will cause HARM to the people of London or the country as a whole.

They are 'elected' to represent and work FOR the benefit of the people but do not have power over them or the right to dictate how they live any aspect of their lives. They seem to have forgotten this.

There should be no implementation of this scheme or any further expansion of the Congestion charge, LEZ and ULEZ without a full referendum with the people being given ALL the accurate and provable information, not a few soundbites that only support the Government/Mayor etc desired outcome, so that the people can make an informed decision on whether they want this, or other schemes and so that they fully understand the impact they will have now and in the future on their lives.

This scheme along with all of the other schemes already in place and being implemented, congestion charge LEZ, ULEZ etc DOES HARM to the people by limiting their inalienable right to freedom - freedom of movement, freedom of choice, freedom from intrusion into their private lives, freedom to earn a living, freedom from being penalised for exercising their right to freedom.



## Written Evidence from Individuals: Part One

The Government and all the associated government bodies has no right, in any circumstances, to limit or control where people travel, the distance they travel or how they travel. Or to impose financial sanctions, restrictions or penalties on them.

They already overstepped their authority by imposing the lockdowns and other illegal mandates and have used that time of restricted oversight by the people to insidiously implement these other measures.

The implementation of all of these schemes and this proposal will continue to restrict the freedom to travel around London (and eventually the country) it will unnecessarily and severely impact and destroy businesses that rely on transport to get to/from work and to transport goods and services but also those that rely on people getting to them.

They will prevent people from going about their day-to-day activities and socialising.

They will cause a much greater financial burden and harm on anyone that still has to use their vehicle.

This is being done without the implementation or any significant improvement to the public transport system that has been reduced so significantly over the decades and can hardly now be viewed as fit for current purpose let alone the increased demand these schemes will create. It is unreliable, expensive and would require significant investment to increase its availability to a level that would replace private transport.

These schemes are also based on dubious science and the so-called 'climate emergency' has not been proven to exist. These schemes are akin to the lockdowns which were equally illegal, unsupported by real science (and common sense) and have already been proven to have had a disastrous and harmful impact on the people, socially, financially, on health and education.

I do not support the implementation of this proposed scheme or the continuation of the LEZ and ULEZ in London or any part of the country and do not support the continued attempts by the Government, Mayor etc to restrict my or anyone else's freedom.

[personal information redacted for publication]

Smart user charges

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1664 |
|------------------|---------|

Dear London assembly ,

The new smart camera proposal to penalise ordinary people going about there daily lives is just wrong , and is simply a power grab .. stop it now .

Cars , trucks etc do not contribute to the lie and myth that is climate change.

This is just a tax , yet another tax alongside total surveillance and total control .. it must stop by any means . The people are the power not government .. we do not consent and will not comply .

[personal information redacted for publication]

Smart Road User Charging

## Written Evidence from Individuals: Part One

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1827 |
|------------------|---------|

To whom it may concern.

I am very concerned to hear that not only is Mayor Sadiq Khan utterly desperate to expand his ULEZ camera network but in fact is wanted to use this to encroach even further on our freedoms by extending this out to “smart road user charging”

The idea of cameras and surveillance systems reporting my every move into a Government computer so that they can penalise, “nudge” and force me into compliance with their disgraceful demands is absolutely NOT the kind of world that I want to live in, and certainly not that for my children and grandchildren. In the words of the climate stooge Greta Thunberg “HOW DARE YOU!!!”. I have absolutely no faith that the Government will even take care of my personal data as they have already trashed their reputation as trustworthy as has Mayor Sadiq Khan.

We all know that what “smart road user charging means” is even more taxes and controls on our movements, which you are looking to implement using “smart” technology. In addition to this disgraceful encroachment on our freedoms it is incredibly anti-car too and with many people utterly dependent on their cars this is disgusting and if you’re looking to try to push us all onto our utter shambles of a public transport system you might want to invest in that before that’s even a viable option. I would also be very interested to see how Mayor Sadiq Khan will be affected by this will he be unable to leave his 15 minute city or as we expect his life will continue as normal. As usual its a case of “Do as I say” not “Do as I do”.

Although this is currently only in London we can see with how you are trying to expand the 15 minute cities around the country it’s a near-certainty that this is going to repeated all around the UK.

I do not consent to your encroachment on my freedoms as a British Citizen. I DO NOT CONSENT!!!

[personal information redacted for publication]

smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1826 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

The ULEZ, LTN and all other low traffic 'smart' schemes should be scrapped as they are causing untold grief to the public with no discernible benefit to their lives. The ONLY benefit is the extortionate money pouring into the London Mayor's accounts to promote his pet projects and replenish the coffers due to his dreadful handling of public monies.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

NO CHARGES NEEDED! Traffic will naturally moderate itself without charges. The traffic worsened in London once all the various charging schemes, road modifications to 'reduce' traffic were installed, and so has the pollution! Look at the unbiased data.

## Written Evidence from Individuals: Part One

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

NO CHARGES NEEDED! Life is unpredictable, so one's requirements vary day to day, week to week, etc. Having ANY requirement to apply for concession is penalising the public, and denying them the right to carry out their lives as they see fit as free citizens.

4. What strategies and targets could smarter road user charging support?

No to Smart Road User Charging! Therefore no support needed. Let the free citizens carry out their daily lives without these crushing limitations on normal life.

5. What technology could be used to support smarter road user charging?

No to Smart Road User Scheme! Therefore no need to spend public funds to buy, install and maintain technology that costs millions.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It will NOT help! All of the current measures have already worsened London's air quality via the insane traffic control measures. Also, looking at data, there is NOTHING London can do to change the climate, especially as China and India are the greatest polluters in the world by tenfolds with the UK's input minicule, 0.03% of the manmade emissions by the last data I've seen. The UK as a whole could be wiped from the earth today and not affect CO2 levels one iota. P.S. CO2 is needed for plants to grow, and NASA images prove that the world is getting more plant life, therefore more hospitable to human flourishing.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

No to ROAD USER CHARGING!!!!!!!!!!!! Controlling people's lives by this scheme is tyranny, oppressive and discriminatory!!!!

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

No to ROAD USER CHARGING!!!!!!!!!!!! Current taxes are more than enough if managed properly without destroying people's lives and liberty.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

NO TO ROAD USER CHARGING!!!!!! Lives and transportation woes of the disabled, low income, elderly, and families are already hard enough without this money grabbing scheme to make lives even more miserable.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

## Written Evidence from Individuals: Part One

No place in the world is a good place to install this oppressive, liberty-depriving scheme. It's like charging people to go down the hall to the bathroom or bedroom, charging people for carrying out their daily lives is totally WRONG!

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

NO TO THE ROAD USER SCHEME! Londoners are already detrimentally impacted by the high cost of living in London and the worsening crime/murder rates, without destroying their lives more by this money grabbing, freedom thieving scheme.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

NO TO ROAD USER CHARGING SCHEME! All current traffic control schemes around the country have been imposed on the public without regard to the residents' valid concerns and objections, impacting their daily lives and livelihoods. Unless every resident is asked and agrees, then it is an oppressive move to install these schemes.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

If you look at the real world data (not models), overwhelmingly these type of schemes have oppressed the poorest, caused the business sectors to decline or collapse, and had **NO** effect on the climate or lessened pollution.

**These schemes are tyranny. Controlling peoples daily lives by these oppressive, discriminatory measures negatively impacts each person, their families, communities, businesses and indeed the country as a whole.**

Smart road charging consultation

|           |         |
|-----------|---------|
| Reference | RUC1824 |
|-----------|---------|

This initiative represents an attack on the people's right to freedom of movement. In addition imposing financial penalty to control traffic flow will make no difference to overall pollution from cars, particularly with the roll out of "Electric" cars. It will however disproportionately impact the financially vulnerable and small businesses. This despite London air, for example being much cleaner than in 1950's. Further road charging will cause uneven, artificially distributed traffic, forcing traffic volumes and congestion into specific areas whilst increasing many journey times. The increased and disproportionate use of surveillance, with threat of fines, is a further abuse of the people's right to travel.

## Written Evidence from Individuals: Part One

Drivers already pay "Road Tax" to use the roads, which are fairly poorly maintained. Despite this the London Assembly Transport Committee wants to charge more for unproven, spurious reasons. Road user "charging schemes" are becoming increasingly more about revenue collection.

There should be a proper open and transparent debate, with the majority consulted in all areas before this is allowed to proceed.

Transport for London consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1823 |
|------------------|---------|

Key issues:-

1. Do the current road user charging systems in London require reform? NO
2. How might smarter road user charging differ from the current daily charges for driving applied in London? NOT NECESSARY AND IMPACT ON PRIVACY
3. How might charges for driving in London be varied for different types of journeys? SHOULD NOT BE ALLOWED
4. What strategies and targets could smarter road user charging support? NONE.

I AND MANY OF MY FRIENDS, FAMILY AND ASSOCIATES HAVE EVER AGREED TO ANY OF THE ABOVE. THIS IS AN OUTRAGE !

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1822 |
|------------------|---------|

To whom it may concern

I strongly object to Smart Road User Charging and to the ULEZ camera network proposals. I do not consent to either.

Regards

[personal information redacted for publication]

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1821 |
|------------------|---------|

Dear consultation Committee,

There is a perception amongst some that this is being forced upon the citizens of the UK. That concern should be adequately assessed.

This should be a national referendum not discussed as a local vanity project/narrative - London is not an independent 'State' - London is part of and proportionally funded and owned by, the people of the United Kingdom. Everyone in the UK should have their say.

You should define what you mean by 'climate emergency' and provide independently verified evidence.

What legislation gives you the right to charge citizens for using a road they, not you, own.

## Written Evidence from Individuals: Part One

You should clarify how the revenue you extract from this scheme will be used, what proportion for example, will be used to maintain the road network and how much will be paid to private contractors.

Kind regards,

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1819 |
|------------------|---------|

Road pricing consultation

1. The current road user charging systems need to be abolished. They are merely a scam to extort money from people, they do nothing to improve air quality and they are entirely undemocratic and cause huge financial harm to the poorer members of society. They have introduced a level of surveillance that is completely unacceptable in what is meant to be a free country. Air quality would be improved more easily by removing speed bumps as they increase tyre dust pollution, removing variable speed limits and allowing traffic to move according to the traffic volume, improving road surfaces and signage.
2. Smarter charging means more surveillance which has multiple ethical issues: for instance, it is intrusive and cannot obtain consent from each individual; it is open to mission creep and abuse; and it involves the use of rare minerals such as cobalt and lithium the mining of which is highly polluting and is generally done by children in dangerous conditions.
3. All charges should be abolished. No-one should need to justify their journey to anyone else. It is obvious that people will normally use the best method of travel and this will vary depending of who and what is being transported. Life should be simplified by the reduction of rules and regulations, not more layers of difficulty added. Road charging has added a huge layer of bureaucrats who are paid to control and restrict our lives without our permission, rather than being gainfully employed in making things we need.
4. There should be no strategies or targets for smarter road user charging or any charging or any surveillance of the population. In a free country all these strategies and targets should be abolished. We already pay extremely high taxes which cover the cost of road building and maintenance, now you are trying to use our taxes to stop us using the roads we have already been forced to pay for from exorbitant taxes. The machinery is expensive and created using highly polluting materials such as cobalt and lithium as explained above. It would be better to spend the money on improved facilities and town planning.
5. No technology should be used. There is too much technology interfering in our lives already. We should be free to travel as, if, how and when we choose without control by others. Facial recognition is entirely unnecessary and is unwanted by the vast majority of the population.
6. Smarter road user charging will do nothing to tackle issues of traffic, air pollution or climate change. Traffic issues are related to urban planning – putting too many people into too small a space, for instance, and putting houses where there are no jobs so people have to travel a long way to work. Air pollution would be improved by removing speed humps that degrade tyres and other road obstructions; opening roads that have been shut off, so that traffic is not all shunted onto a few roads; allowing traffic to flow at the speed possible rather than with constant changes in speed restriction; change in the climate is caused by the sun, not by pollution or CO2

## Written Evidence from Individuals: Part One

- emissions, and there is no climate crisis. This is all propaganda to create panic and bring in ever more severe restrictions on our liberty.
7. Road user charging should not be set up anywhere, and current systems should be dismantled.
  8. Smarter road user charging should not be introduced. Any so-called advantages are outweighed by the multiple disadvantages. The whole scheme is a scam designed to fleece the public and restrict our freedom of movement which is our God-given right.
  9. There is no need to offer discounts or exemptions because the schemes should not be there in the first place. Any such discounts or exemptions introduce a hierarchy of need and a requirement to justify our journeys – that is, to ask permission to travel. This is an infringement of our right to freedom of travel and no such infringement should be allowed as it is unlawful.
  10. No trial of a national distance-based road user charging scheme is necessary so nowhere would be a good place to start. In the old days people paid to use a toll road built by a private person or company. That was replaced by road tax, paid by all vehicle owners, and by use of income taxes to build roads, and by extortionate fuel tax which is effectively a distance-based road user charging scheme. Therefore we are already being taxed massively for travelling in private vehicles.
  11. No such distance-based charging scheme should be introduced.
  12. Mayors should be stripped of their powers to introduce any road charging schemes or to introduce any laws and regulations whatsoever immediately. They have shown that they ignore public consultations, and therefore they act undemocratically in introducing these highly unpopular schemes. They hold the people in contempt and should all be removed from office. Debate on these schemes has been stifled and dissenting voices ignored.
  13. The policy goals need to be explained openly and transparently before any assessment can be made. For instance, the whole C40 cities plan, of which Sadiq Khan is a part, should be revealed to the populace so that they can understand that these bit-by-bit traffic schemes which are sold as 'for your health' are in fact part of a plan to stop the use of private cars by ordinary people and to keep us within small areas known as '15-minute neighbourhoods' or '20-minute cities' or 'low-traffic neighbourhoods', all of which are presented as offering goods while ignoring the fact that they are in fact highly surveilled open prisons.

My objection to the unsupport ULEZ expansion and unsupported or evidence based proposed charging for mobility

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1662 |
|------------------|---------|

To whom it may concern,

I am writing to make you aware of my objection to both the unsupported ULEZ expansion (and yes it is clear this is not supported by the majority in London as confirmed via the polling data) and the proposed charging for mobility in London. Both draconian measures which have no place in a free society and are based upon the lies being told by TFL and the London Assembly neither have any proven ability to reduce congestion or pollution. In fact the measures that have been brought in by both parties to include traffic slowing measures, massive cycle lanes many not even used have actually caused these issues. No independent official data (not data conveniently made up by both TFL C40 cities (Mr Khan) and the London assembly) supports any of these measures.

These must be suspended until there is a fair and unbiased legal review.

## Written Evidence from Individuals: Part One

Kind regards

[personal information redacted for publication]

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1818 |
|------------------|---------|

Sirs,

I am totally against the expansion of ULEZ as proposed by the Mayor as this has nothing to do with cleaner air and everything to do with revenue raising for TfLs pension scheme and financial mismanagement.

This has been confirmed by the Mayors own report that emission improvement would be negligible.

I do think that some form of charging could work, however given the amount of tax that the motorist pays at the pump I feel we already shoulder too much of the burdon and the treasury should release some of the billions in revenue and contribute far more to making our roads more accessible, reduce "bottlenecks" and LTNs which can actually increase emissions and pollution.

I also think that if road user charging is brought in, it should be the same charge for all vehicles and not incremental (size of engine, age etc) the existing Road Tax should then be abolished. Then there should be more traffic patrols instead of cameras who can stop and remove offending vehicles from the roads instead of a "blanket" approach.

It is obvious that the new legislation coming in to charge electric vehicles for using the roads is being introduced as the government are losing revenue so let's be honest about it and stop using climate control to tax the motorist out of existence.

Regards

Smart roads

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1816 |
|------------------|---------|

An excuse to tax more working folks and to force more working class people off the roads, wrapped in a cloak of even more surveillance on our movements...NO NO NO--  
[personal information redacted for publication]

"Smart Road User Charging"



## Written Evidence from Individuals: Part One

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1814 |
|------------------|---------|

I would like to show my distaste in the so-called "smart road user charging" schemes. These are nothing but a disgrace and only serve to tax the public even more than there are now and as already proven, the pilot schemes have started to destroy businesses and increase pollution in other areas.

The great government con to get us into electric vehicles with the initial premise of zero taxation also seems to be preplanned and the sceptics were right to be suspicious. I am glad to see that these rip off schemes are being brought to public debate, however I am more concerned that the mayor took it upon himself to proceed with his plans despite public protest.

Regards

[personal information redacted for publication]

So called smart road user systems in London

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1660 |
|------------------|---------|

Good morning

I am a very concerned road user. I have watched the introduction of 15 minute cities with dismay and shock that our government would allow this to happen.

I do not wish to live in a country where peoples every move is recorded by camera.

I believe that the systems that are already in place is enough to gain revenue to look after the roads etc for all users.

This would restrict car use as people would not be able to afford to use their cars in London and this will affect all road users, families wishing to travel or get to work or see relatives etc.

This is not what London or other parts of the United Kingdom need. We need great public transport but not to be photographed everywhere going about our normal daily lives.

I am also shocked to see the Mayor of London talk the way he has by suggesting that anyone can not make a choice to not have a vaccine and that if this choice is made, you are somehow a person to be avoided.

Transport for London needs to be very careful what it does now - and many citizens of our beautiful country will be watching.

Freedom to travel as we choose is what we must consider and protect for all.

Yours faithfully

[personal information redacted for publication]

Start Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1659 |
|------------------|---------|

Dear Sir,

I strongly object to any form of charge to drive my vehicles where and when I want.

Your justification for the charges are to prevent / reduce pollution, reduce congestion and reduce the climate crisis but your own studies show that the ULEZ has neither reduced pollution (improved air quality) or reduced congestion.

## Written Evidence from Individuals: Part One

The overwhelming evidence from ALL scientists, not the just ones selectively selected to support the climate change narrative, agree there is no man made climate crisis. The latest report by the UN which was leaked only a few days ago show the Earth's temperature has remained constant for the last 15 years, an inconvenient truth for the climate crisis believers. The Earth is in a vary slow natural warming cycle from exiting the last ice age. This means your justification for reducing / stopping climate change is also irrelevant. The majority of people, as shown in your own studies and polls do not want the ULEZ, the ULEZ expansion or any smart user charging system. I therefore strongly object to any type of charge scheme to drive in London or anywhere in the UK.  
Best Regards  
[personal information redacted for publication]

toll charges

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1657 |
|------------------|---------|

another money grabbing idea. so after paying road tax drivers cannot use the roads unless we pay again. can we park freely on the roads were paying fees on are they going to carry on fining motorists for illegal parking if so why? i think these schemes are going to cost london a lot of money the new ulez will prove fi im right or wrong.

Smart Road user Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1812 |
|------------------|---------|

Dear Sir or Madam,  
This concept is totally unacceptable. It is an attempt to price ordinary people off of the roads. In other words it is blatant discrimination in favour of the wealthy.  
It is unacceptable because many people need to have a car whether for work, for their family, for their business or many other reasons. What would smart road user charging do to these people if they can no longer afford to run a car?  
Good public transport is vital but it cannot replace all private journeys. I have a car which I do not use very much - I prefer to use public transport where this is possible. But when I need the car it is essential.  
In terms of fairness there is no case for the introduction of this measure. In practical terms it will be very unpopular. We still have just about enough democracy to vote out politicians who try to do this. If you try to do this in more underhand ways you will only stir the kind of resistance that we would prefer not to see in our society. If you wish to claim that the charges will be low, how could you possibly guarantee that the rates will not rise exponentially once the system is in place?

## Written Evidence from Individuals: Part One

This is not just a totally unfair and impractical idea, it will be highly destructive of our society if you attempt to implement this. Perhaps this is your ultimate aim? If so, you will not succeed although you will cause a great deal of damage to ordinary people in the process.

Yours faithfully,

[personal information redacted for publication]

Smart road user charging

|           |         |
|-----------|---------|
| Reference | RUC1811 |
|-----------|---------|

To whom it may concern,

Many of the plans being proposed take a fundamentally authoritarian approach. One of punishment, tracking and charging in order to force compliance.

There are many challenges that face our country and the world but to tackle them we must not resort to this kind of approach.

I am entirely in favour of replacing private car usage with something that is **better, cheaper and faster for ALL drivers**. Any measures of this sort would not fines or other forms of coercion as they would be the natural choice for all. This is the benchmark that proposals must meet.

But at this time public transport does not serve even a fraction of the needs of the typical driver and does not serve as a viable alternative. It is more expensive than private car ownership and does not offer the flexibility and options of private car ownership.

As with all things, using fines and charges to drive acceptance of new measures will disproportionately affect the poor and those least able to make the changes. From personal experience the current plans for ULEZ expansion would leave my 70 year old parents unable to drive to their local supermarket as their car is not compliant and cannot afford a new one. They will be forced to drive **further** in the opposite direction to avoid a daily charge that they cannot afford.

We must not succumb to 'easy solutions'. Often those options which appear simple and effective have the greatest detrimental effect on the fabric of our society.

Government has a duty to serve its people, not to coerce them. By all means we should create a better transport network but we must not take the lazy route of fines and charges.

Yours Sincerely

[personal information redacted for publication]

SMART ROAD CHARGING

|           |         |
|-----------|---------|
| Reference | RUC1809 |
|-----------|---------|

Dear Sirs

I am totally opposed to this, it is just another money making scheme, and a grab on our liberty under the guise of making thing "better for us", we do not need the over arching

## Written Evidence from Individuals: Part One

control of central government to police our lives and take away our liberties, it would appear the Pandemic gave the government etc the impression that we work for you and are here to be controlled, as we are too stupid to look after ourselves.

I would like to stress, you work for us, and we do not want any of this!

Kind Regards

[personal information redacted for publication]

Ideas

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1655 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

Yes. Other major cities don't charge to drive within, but instead discourage the need to enter by having highways that travel over and through the capital city. Look at Tokyo for an example.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It will give you more money, but make real people's lives more difficult.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Work travel throughout the day shouldn't be charged.

4. What strategies and targets could smarter road user charging support?

More money for the government, but an equally more angry population.

Kind regards,

[personal information redacted for publication]

Road user charging/opposition

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1651 |
|------------------|---------|

Dear who it may concern.

I am writing to you to register my disagreement with all your proposals for smart / Road user charging in London and around the country.

I think all your proposals are extremely bad ideas. That basically constitute making everyone's lives more difficult and complicated.

The idea of having to use an app to travels, to log payments , to have all our travel details linked apart from being Orwellian is a recipe for a massive headache.

Having to do everything online is not a beneficial way to live, there is so much stress involved in logging on, passwords , paying, bank cards. I for one do not want to be pushed

## Written Evidence from Individuals: Part One

into living like this and I am sure there are millions of people who feel the same. You probably haven't heard from them as they can't face the thought of having to send another email.

The fact that you are proposing that we pay for each milage of travel, all app linked and tracked. (Something that is a basic human right, to move freely within our country.) The idea that we have to think to pre pay or set up an account to drive or cycle is horrendous.

I do not agree with any of your proposals in any shape or form.

Again it is another form of elitism, even calling your proposals a regime for travel, should strike massive concerns. National distance based road user scheme? Again so people with expensive up to date cars would be charged less than someone with and older car, as well as being charged per mile. It's a horrible idea, thinking that you are going to make people upload all the details of their movements, every time they travel . Together with the fact that not everyone has a smart phone, wifi or the capacity to use one, some people are computer illiterate, having to use a computer or smart phone is impossible for them.

I am completely opposed to this idea. We are human beings, not some kind of desensitised robots. Please realise that these proposals will just make people's lives stressed and unhappy. Ask yourselves is this what you want for the people?

Regards

[personal information redacted for publication]

Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1808 |
|------------------|---------|

Dear London assembly team,

I strongly oppose 'the Smart road user charging' scheme as this is unjustifiable and unnecessary for Londoners and others.

This scheme is an attack to the freedom of movement and it is undemocratic. As humans we have the right to move& travel wherever we need to without any restrictions from our elected representatives or others.

This is not China, a dictatorship, but we live in a democracy: The United Kingdom where these authoritarian abuses are not acceptable.

We have already too many restrictions and charges imposed on us which already making our life very hard, especially that we have to drive from one place to another, as builders we need our mobility carrying tools and materials in order to finish the jobs on many properties.

We need to carry out repairs, building extensions, digging for services and many other jobs that the building industry requires, many jobs that only small & medium builders can do affordable. We don't need anymore pressure on businesses as we are trying really hard to keep the rates affordable for everybody. Public transport is impossible for builders !

We are asking you, please Scrap the so called scheme"smart road user charging".

Self-employed builder [personal information redacted for publication]

## Written Evidence from Individuals: Part One

Smart Road charging ULEZ expansion

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1647 |
|------------------|---------|

I wish to comment on the proposals by Khan for more charges, more restrictions on people's freedoms to move around London without being molested by Government.

These proposals discriminate as always against those who can't afford the already numerous charges of having a car. Cars are the only feasible form of freedom given the countries public transport infrastructure is appalling, expensive and dangerous.

Let's not forget that Khan has made London and incredibly dangerous city for crime. This means the use of public transport for anyone can be extremely dangerous.

We already pay, road tax, insurance, fuel tax, and there are already schemes to take more money from motorists trying to move around.

These proposals are elitist, they only serve a very communist view of society and not those we should have in England, which is supposed to be a free country.

[personal information redacted for publication]

My objection to the unsupported ULEZ expansion and unsupported or evidence based proposed charging for mobility

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1807 |
|------------------|---------|

Dear Sirs

I am writing to make you aware of my objection to both the unsupported ULEXZ expansion (and yes it is clear this is not supported by the majority in London as confirmed via the polling data) and the proposed charging for mobility in London. Both draconian measures which have no place in a free society and are based upon the lies being told by TFL and the London Assembly neither have any proven ability to reduce congestion or pollution. In fact the measure that have been brought in by both parties to include traffic slowing measures, massive cycle lanes many not even used have actually caused these issues. No independent official data (not data conveniently made up by both TFL C40 cities (Mr Khan) and the London assembly) supports any of these measures.

These must be suspended until there is a fair and unbiased legal review.

**Kind regards**

[personal information redacted for publication]

The future of smart road user charging

## Written Evidence from Individuals: Part One

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1806 |
|------------------|---------|

Dear Sir/Madam

Your scheme is both unnecessary and unwelcome

The oppressive nature (excessive monitoring, camera's, controlled area's) of your plan towards the motorist will all but remove private vehicles except for the super wealthy, this cannot be allowed to happen

The ability to move/travel around our once great city without oppression is a basic human right

This scheme proposal seems only to serve bureaucrats and fat cats whilst the peasants are left to depend on your appalling mis-management of TFL

You will all, rightly judged on your record

Yours sincerely

[personal information redacted for publication]

“Smart Road User Charging”

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1805 |
|------------------|---------|

Dear Sirs,

I vehemently oppose further increases in road user charging.

London already has a number of road user charging schemes in place, including the Congestion Charge, the Low Emission Zone (LEZ) and the Ultra Low Emission Zone (ULEZ) none of which are backed by peer reviewed science and are just disguised taxes.

Smart road charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1804 |
|------------------|---------|

Hi,

I think drivers pay more than enough already. The air is cleaner than ever.

The roads are not maintained and drivers are exploited.

Public transport is very poor.

It invades privacy.

Please leave drivers alone.

Thanks.

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

Call for Evidence: The future of smart road user charging

|           |         |
|-----------|---------|
| Reference | RUC1803 |
|-----------|---------|

**Call for Evidence: The future of smart road user charging**  
**Please send evidence by email to: [scrutiny@london.gov.uk](mailto:scrutiny@london.gov.uk)**

### Key questions

1. Do the current road user charging systems in London require reform?

**Answer: Yes remove them altogether, road tax/charging should be equal countrywide. I pay my vehicle tax so I can drive on any road anywhere in the land.**

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

**Answer: how can a trade's man afford to drive his van into London and still charge the honest price for the job he would charge any other little old lady in the land? remove road charges for all.**

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

**Answer: loss of customers for local/regional businesses. I am not paying to travel to your shop if the shop in the next county is on a free road.**

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

**Answer: No new taxation is ever neutral; it always hits those with very little worst, just look at history**

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

**Answer: Yes put it to the people in Swiss style referendum.**

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

**Answer: travel and movement restrictions are currently causing controversy and protest in Oxford?**

**<https://www.oxfordstudent.com/2023/01/25/15-minute-city-plans-cause-controversy/>**

**Best Regards, [personal information redacted for publication]**

The Future of Smart Road Charging

|           |         |
|-----------|---------|
| Reference | RUC1640 |
|-----------|---------|

Q1. Do the current road user charging systems in London require reform?



## Written Evidence from Individuals: Part One

I do not believe so. Existing charging systems are already excessive. All stated aims of this new system can be better achieved by traditional methods. There is no need for digital or technological systems, I contend it would be better to put resources into improving existing systems, for example reassessing speed humps, improved traffic light phasing, road surface maintenance, and signage. Poor quality in each these areas adversely impacts on road congestion, journey times, and pollution from all sources. For example in the centre of London where traffic is needlessly disrupted by poor quality traffic management.

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter charging inevitably requires the use of increased technology which brings attendant privacy and data issues. A key issue is the use of scarce resources, particularly lithium and cobalt, which is mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature ...

Q3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen. It also adds more complications and stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one's journey. For example the existing ULEZ has mitigated against poorer people whilst having minimal beneficial impact. Essentially it has become a means of discrimination.

5. What technology could be used to support smarter road user charging?

I would contend that technology is not what is needed, indeed proposals of this nature invariably highlight a need for control of movement. Surely a better approach would be to ask what community facilities are required to reduce the need for travel. If we review the current paucity of GP services within London investment in increased local GP services would be a positive contributor to reduced traffic volumes.

- 6.  
How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
- Road charging will not reduce pollution. Investment in local greening will consume emissions
- 7.  
Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?
- Personally I see no benefits from controlling movement and would prefer to see local investment aimed at hearts and minds
- 8.  
If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?
- Without in-depth knowledge of current schemes and the resources required to manage them this is an impossible question to answer.
- 9.  
What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?
- Without charges there would be no need for incentives.
- 10.  
If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?
- No

## Written Evidence from Individuals: Part One

- 11.  
If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?
- The taxation burden is already too high
- 12.  
Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?
- Any changes should be subject to local referendum
- 13.  
How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?
- Predictive traffic technology, lights and routing are used to great effect in Gothenburg without any charging systems

### Future road pricing

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1637 |
|------------------|---------|

Dear Sir / madam

Am writing to object as a citizen of London any future Road pricing scheme. First it would make it very expensive to move around ( we are already paying far too much for fuel, car Rd tax, congestion charge & ULAS). Second it will be an infringement on human rights to be constantly tracked & monitored and fined for every minor mistake that we can sometimes make!

The high cost of living is making it almost impossible for us to leave our lives of normal. With hard choices between heating and eating, minimise on food shopping & services.

Thirdly this will surely push the price of food materials and services right across the board for having to pay by mile just to get around!

There is a great discontent amongst the public about this (including LTN & 15-minute Citys) & I hope the government does NOT go-ahead with this and consider the public's opinion & exercise their democratic right to say NO!

Yours sincerely

[personal information redacted for publication]

### London Road Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1800 |
|------------------|---------|

Dear Team,

London does not need a new system of road charging.

The current one takes care of the pollution where it is worst, i.e. in the Thames Valley, bounded by the rows of hills to the North and South where the railways run through in tunnels. Outside the Thames Valley the air is very much cleaner. If the Mayor wants to improve air quality in London, then he should instruct TfL to modify its bus fleets to run on LPG, electricity or hydrogen instead of dirty diesel.

## Written Evidence from Individuals: Part One

Expanding ULEZ to outer London will at best be a marginal improvement, but at horrendous costs of installation and to users, many of whom are struggling to keep their heads above water. It will kill small businesses. Road pricing will hardly "improve" climate change and air quality, so cannot be sold to the population as such a measure. It is another invidious move by the authorities to control, control, control the people. We have a right to keep our freedoms and object strongly to having Big Brother log every move we make. This Country is not the USSR under Stalin.

Regards

[personal information redacted for publication]

Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1799 |
|------------------|---------|

Smart road user charging will penalise those people who need to travel to work (particularly essential workers) or see relatives, who can't afford the cost. Pensioners and the disabled will be particularly affected as they are unlikely to be able to cycle or walk very far, where public transport is not available.

Eg we are pensioners and to visit our daughter there is no direct public transport to her house, which is in the ulex expansion zone - it is a 15 min walk to the nearest train station, then we would have to travel up to London to travel back down again to her nearest train station, then it is too far to walk to her house. It takes 20 mins to drive, and we already pay to do this by way of tax on fuel and the road fund licence fee.

Please do not implement smart road user charging as it will affect the most vulnerable very badly.

Thank you

[personal information redacted for publication]

Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1798 |
|------------------|---------|

Smart road user charging is a thinly veiled attempt to further control the movement of and increase taxes on the population of the UK. The ULEZ scheme was slid in on the back of the Covid lockdowns and now the ridiculous idea of the 15 minute city and Low traffic neighbourhoods are proposed. These schemes are being rejected by the public and dissent against these tyrannical measures is increasing.

As we are still supposed to be living in a democracy it is the constitutional right of every constituent in this country to vote either for or against the implementation of ALL proposals and schemes like this including smart road user charging.

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

### Smart Road Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1797 |
|------------------|---------|

I would like too contribute my opinion to the debate concerning Smart Road Charging.

This is move that would significantly affect the lives of people who live in London and those who visit London. It is so signifiant, it requires a democratic vote from those involved and should be removed from the powers attributed to the Mayor of London.

I consider the basis for this change to be flawed. The assertion by the Major that the extension of ULEZ will save 4,000 lives is not based on analysis or data, and is not demonstrable in any way. This assertion is a lie. Whilst the ULEZ is not the debate taking place here, it is a connected issue and therefore relevant.

Whilst we all want clean air and that respect is given to our planet, this policy will deliver more harms to the working people and families of Londoners than it will provides benefit. At a time when the average Londoner is facing a significant drop in their standard of living due to the 'cost of living crisis', this policy will entrench suffering further. The impacts will be so deep that it will be possible to demonstrably measure the entrenchment of poverty and ultimately the death and suffering of the poorest sectors of London's diverse society. Middle class and the rich will be relatively unaffected and the poor will get poorer. This policy will exacerbate the divide between rich and poor even further than it already is.

It has been shown clearly that ULEZ zones do not achieve the goals they strive to deliver. They do not deliver less traffic and they do not deliver less air pollution; they simply move it to other areas, whilst delivering monetary gains for TFL. These gains are not being delivered back to Londoners in terms of better public transport. This is still shockingly unreliable, unhygienic and expensive; far from the world-class standards that one of the leading cities in the world should enjoy.

Finally, smart road charging aims to capitalise on an increasingly authoritarian use of technology for surveillance purposes. Londoners are already amongst the watched, tracked and monitored people on earth. Londoner's do not want policy decisions that mirror those of the Chinese Communist Party. Londoners value their freedom, it is a sovereign and democratic right that should be protected.

[personal information redacted for publication]

### Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1796 |
|------------------|---------|

Dear Sirs,

As a visitor to London as I have family in London I object to your proposed ULEZ and traffic scheme changes in London and elsewhere in the country. From the investigations I have done the changes are not justified and the threat from 'climate change' pollution and the environment sound as trumped up as the Covid threat has now been proven to be.

Regards

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1795 |
|------------------|---------|

Dear Sir

You have called for evidence and views on this subject.

1. There is no democratic mandate for the developments being proposed.
2. The proposals are widely rejected by most Londoners, and those who fear that London will act as the test bed for wider national roll out.
3. You state in the preamble to this consultation that "journeys must shift away from private car use." The issuing of mandates to effect such social engineering does not fall within your remit. Elected officials paid from the public purse act on the instructions of their electorate, not vice versa. This is overreach of the most egregious kind.
4. If elected officials from the Mayor downwards believe in these proposals, they will be happy to submit themselves to the same restrictions on movement, not to seek blanket exemptions (as we have already seen); or are these restrictions only necessary for "everyone else"?
5. The sort of society you envisage - restrictions on free citizens' movement, constant state surveillance, reduced car ownership, the conduct of society via smartphone, the issuing of sanctions (in the form of, eg, 'withdrawal of privileges') to those who have 'disobeyed' - represents the most morally repugnant form of totalitarianism and micromanagement of individuals' lives. None of these measures fall within your gift to impose or to withdraw, nor do they have any place in a supposed liberal democracy.

Yours faithfully

[personal information redacted for publication]

Restriction of freedom by road charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1634 |
|------------------|---------|

Its not only immoral but again he magna carta to restrict the free movement of British citizens and must be stopped immediately

feedback on Smart Rd User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1633 |
|------------------|---------|

I would like the following feedback on Smart Rd User Charging.

I was born in London in 1953 and have lived both North and South of the river.

I have witnessed huge changes.

## Written Evidence from Individuals: Part One

I advise strongly against bringing in smart road user charging - if you wish to keep London as a vibrant mixed community.

Already many of the changes brought in, such as cycle lanes, LTNs, vehicle charges and other measures have and will further damage the "village" and "community" aspects of many parts of the city I was born in.

I am leaving as a result of some of the changes that have been implemented.

They have made London a place I can no longer safely negotiate .

An ever larger section of London- especially where I live in L B Camden is being designed to appeal solely to tourists, students, the technocracy and the criminal gangs.

You will reap what you have sown-except that it will be the poor , the elderly, those with a property but no income and more who will suffer.

Those making the decisions are always insulated from the adverse impacts.

In one respect, even the rich "everywhere" from across the globe, will find it hard to get window cleaners, self employed builders and contractors and all those who service your daily needs.

All the contractors I have known for the last 40 years will no longer venture into London- your various measures have made it too expensive, too time consuming and too complicated.

You at City Hall will be fragmenting my cit, creating an ever widening gap between the haves and have nots, those with and without families and dependents.

Whether in active work or as a busy volunteer in my community I have given a great deal and you will lose much of this kind of community input .

Always consider all possible consequences of decisions and actions- not just the ones which bring in income to pay for more decisions and change.

[personal information redacted for publication]

ULEZ / Smart Road Use

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1632 |
|------------------|---------|

Dear London Assembly...

As a resident of Hillingdon, one of the Outer London Boroughs, I am alarmed and passionately opposed to any proposed plans to extend the ULEZ madness or indeed a smart road use policy.

The dangerous and outrageous intentions by the discredited and dreadful Mayor of London to introduce such measures will be strongly and democratically challenged by a growing number of residents in and around London and beyond.

## Written Evidence from Individuals: Part One

This anti motorist agenda is yet another form of Cultural Marxism that must be exposed and challenged and resisted by the majority and not to be controlled by a dangerous and pernicious minority.

Many businesses and lives of ordinary people are under threat by this insane madness and must halted before it is too late.

Yours in anticipation

[personal information redacted for publication]

A very concerned resident

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1792 |
|------------------|---------|

Dear Scrutiny at London,

I think "Smart Road User Charging," is a terrible idea. People should be allowed to drive where they want, how they want, when they want, as many miles as they want without being penalised. This has nothing to do with improving carbon footprint and everything to do with profit, police state control infringing on human rights, their freedom and free will. People should be able to travel where they wish whether by car, or public transport. It is just another scheme to rob people further of their miserly earnings which now don't even cover food, rent, bills, leisure etc ... It is an absolute disgrace.

If there is so much concern about carbon footprint and climate change then perhaps G5 masts should be removed as their radiation is poisoning the environment and its inhabitants including wildlife, plants and trees . Mobile phones are harmful and toxic as are computers. There are industries and factories which are far more damaging to the atmosphere than cars. Especially as most vehicles produced from 2005 onwards are ULEZ friendly. We pay enough taxes as it is, and don't really see much benefit as a result.

I oppose, as do others, this ridiculous scheme which will further destroy local businesses, the ability to visit friends and family that live a distance away causing more isolation, poverty, misery, mental illness and depression. This scheme is destructive, dangerous and psychopathic.

Regards

[personal information redacted for publication]

Smart Road User Charging

## Written Evidence from Individuals: Part One

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1789 |
|------------------|---------|

Hello

This proposal is unjustifiable simply because if you're implementing a charging system for pollution and too much road use by car users, how come it isn't a problem if a fine is paid? Simply, it's not about the environment or congestion, it's purely about yet another tax being levied on the public because local, regional and national governments are incompetent at running public services and to alleviate this problem, they tax and fine people, rather than having better policies. This is a money grab, pure and simple. Political representatives no longer represent nor listen to their constituents, they represent, themselves, corporate lobbyists and their interests.

Shameful.

Regards

Smart user road charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1628 |
|------------------|---------|

Dear Sir / Madam,

I am against smart user road charging because it means giving up my privacy to drive.

[personal information redacted for publication]

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1786 |
|------------------|---------|

As someone who is approaching 68 I am so glad that I have lived through a life of freedom for the individual. Over the last few years we have seen our personal freedoms being attempted to be removed from us by the liberal elites. Smart Road user charging is just another excuse to attempt to control and disrupt the individual, to penalise the ordinary man and women and to create as much disruption to the general public as possible. As someone who uses my car very regularly to interact with my young grandchildren who live locally I will oppose this draconian anti democratic and anti freedom proposition with and by any legal means at my disposal. A final message for the liberal elites is that we are the many and you are the few.

Regards

[personal information redacted for publication]



## Written Evidence from Individuals: Part One

Road pricing in London

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1627 |
|------------------|---------|

Dear sirs,

I am completely against pricing motorists out of London and indeed all UK roads in general. Like it or not the car is an essential tool to make the country function in the way it should. Following a system whereby the proletariat are herded onto public transport and Only the rich can afford to drive will be doomed to disaster. Transport policy should be handled on a national level and not by fly by night local politicians . We are not all superfit cycling enthusiasts and the majority of the population now is well over 60 so let us live our retirement years in peace and comfort. We already pay enough in road tax and energy taxes for the use of our roads it's time to rethink your transport policy Scrap inefficient cycle highways on which so much money has been wasted scrap the local traffic zones which cause so much bottlenecks and pollution in adjoining streets.

[personal information redacted for publication]

charging systems in London

|                  |                      |
|------------------|----------------------|
| <b>Reference</b> | RUC1626 <sup>1</sup> |
|------------------|----------------------|

To whom it may concern

It is disturbing to find out how our freedom of travel is being stopped and being controlled by the government. We are now being dictated to how and where we can travel so our freedoms are gradually being eroded. A government dictatorship, democracy has been removed and we are systematically controlled. It is a pity that since the onset of the Covid scam people in fear in hiding are now so unthinking, Communism, totalitarianism is here. The public are either too asleep too fearful to question.

1. Do the current road user charging systems in London require reform?
2. How might smarter road user charging differ from the current daily charges for driving applied in London?
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?
4. What strategies and targets could smarter road user charging support?

I look forward to your response.

[personal information redacted for publication]

<sup>1</sup> Incorrectly marked in previous publication as RUC1627, amended to correct reference RUC1626

ULEZ expansion and smart road charging

## Written Evidence from Individuals: Part One

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1624 |
|------------------|---------|

Dear Sir, Madam,

It is very clear that the ULEZ expansion is, in principle, a tax on the poor first and a misguided attempt to score green points second. For a Labour supported Mayor to support such a policy is unjust and unfair.

Eventually the golden goose of motorists tax will die and the true financial state of TFL will be revealed.

In the meantime, employ a better accountant who understands the words true and fair in all aspects of business.

Best regards

[personal information redacted for publication]

Smart road user

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1702 |
|------------------|---------|

I am totally against this as are every other person I speak to. This is just ANOTHER form of taxation on the people and motorist. Our liberty and freedom of movement is being taken away from us using carbon emissions as a cloak.

People on low incomes cannot afford to upgrade cars that comply with these unreasonable charges.

It is like big brother watching and taxing you for moving

It will cost people to visit family and friends

Peoples mental health ms will be effected if they can't afford to drive and pay

Are the people going to be provided with ongoing evidence that politicians will personally be charged for use?

Is Transport going to be cheaper?

Are you listening to the people or basing decisions on "your own findings"

A national vote should be held for the people to decide or better still an online vote which is live so no skulduggery can occur.

The UK is small and whilst we can all help to reduce the effect on the environment the governments only way to do so is to take more monies from the peoples the fact that Labour ministers have already applied from exemption from the ULEZ charge just confirms this.

Packing, sea fracking for minerals are all ok as long as money can be made it's very hypercritical!

## Written Evidence from Individuals: Part One

Politicians no longer listen to the people they are meant to represent and continue to serve only themselves to line their own pockets. FACT. We already pay a road tax to drive our car over roads that are full of pot holes, we pay to drive through the Dartford tunnel when this was billed as being free to users once the tunnel was paid for. The reason there are so many many cars is because the towns are overcrowded and there are too many people living in one place. TFL is the most expensive and uncomfortable form of travel in Europe. And how is the tax payers money budgeting for the HS2 going????

Stop charging us, the people and look to educating Asia and the USA on carbon emissions rather than using global leader meetings as another jolly up funded by the people.

### Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1621 |
|------------------|---------|

Hi,

I am contacting yourselves regarding the 'Smart Road User Charging' scheme, I am urgently asking you to totally scrap this idea/proposal, as this is just another way to tax the working class for no other reason than to profit from a made up scheme, which is preposterous, and with the cost of living going up but our salaries not rising with inflation to cover the difference, it's ridiculous to even consider this. As with most things it doesn't affect the highly paid MP's or anyone else other than us working class, what with the misinformation and lies around Covid and lockdowns, I believe as do millions of the public, that this scheme is just another way to track and monitor our every movement. We are supposed to have freedom and privacy, but that seems that this is not the case, as the next draconian schemes are Digital ID, CBDC's, 15 minute cities etc, all of these schemes are in the pipeline and should never be allowed, and I and the many millions will not stand and allow this to happen, we have rights (or so we thought), and what all MP's should remember is we pay for them (us the taxpayer), and they would not be in their job without us, yet all they want to do is tax, control and dictate as to what we can and can't do, where we go and what we can spend. They don't even offer a referendum on any of these topics, they change legislation when it suits them, it's Draconian. As for the the main topics that the Mayor of London is trying to use to push this Smart Road User Scheme and ULEZ are lies, for example the air pollution in London, he says is go to cause respiratory deaths to children, if you look into this which others have under the freedom of information, you will see that from 2001-2021 there was ONE possible death of a child and that wasn't conclusive of air pollution, so that's a lie and I can forward a video of someone who requested this information and spoke about the response, and this person also speaks about Mayor Khan's position within the C40. Trying to use false information and made up schemes to try to justify the reasons to tax and charge us more, are really just a way of the Mayor trying to get money back from the millions lost.

The Mayor should be relieved of his position immediately, but the least you can do as a committee is Discard the Smart Road User Charging, and ULEZ, it's not fair and not right.

+

## Written Evidence from Individuals: Part One

### Smart roads

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1618 |
|------------------|---------|

Dear Sirs,

I am opposed. I strongly disagree. Smart roads are not desirable. It is just another way to clobber the motorist. London's infrastructure is not yet at a level that we can have smart roads - Sutton has appalling public transport; Battersea only just got a Tube and that is in zone 1! People drive because the public transport is inadequate. Also, your building regs are absurd - build underground car parks so the roads are clear. In Canada, for example they have several stories of underground car parks. This does not encourage car use; it merely accommodates the motorist and keeps cars off the road.

We need joined up thinking, not more surveillance, more cameras and more restrictions. We do not live in China, so please can we not borrow their conventions.

[personal information redacted for publication]

### Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1617 |
|------------------|---------|

I think the implementation of "Smart Road User Charging" should not be allowed. For most of us, the idea of cameras and surveillance systems reporting our every move, and logged into a Government computer to penalise, 'nudge' and prod us into compliance is NOT the kind of world we want to live in. This is allowed to happen in Mainland China and should not be allowed here! We as the people, which is a majority who is informed does not want this.

This "smart" technology means more taxes and control of freedom of movement.

Even though I don't live in London I believe this will expand to other areas and should be stopped now.

### Call for evidence

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1615 |
|------------------|---------|

1) Do the current road user charging systems in London require reform?

They need to be abolished. The way to make road users use their car less is by providing better cheaper transport options that are reliable, not by penalising those that have little option but use the road. Of course this isn't about using cars less, it is about taxing more.

5) What technology could be used to support smarter road user charging?

No technology should be used to change people's behaviour, people should not have their movements tracked and recorded. If the transport systems worked in major cities there would be less road congestion and less road use. Again this is about stealth taxes.

## Written Evidence from Individuals: Part One

6) How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Most cars don't pollute that much now, most pollution is coming from log burners and general burning of material for recreational uses such as BBQs and bonfires, and industry. I seldom smell traffic pollution anymore, but the air now smells of burning wood and coal in the winter, and BBQs and fire bits in the summer.

11) If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

We already have distance based charging, have had for decades in the form of taxes on fuel, people pay more the further they travel in taxes now! Of course the issue is electric cars and how to recover the lost tax revenue from fuel sales, this is the real issue which is being disguised as a way to reduce pollution, to obfuscate the fact that driving electric cars will not be any cheaper to run.

12) Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

They have far too many powers, they need abolishing.

13) How are other cities and countries working on similar smarter road user charging ideas, and what alternatives are they looking at for achieving similar policy goals?

Why not be honest for once and tell the truth about why these schemes are being introduced, they are needed to recover lost revenue from the sale of heavily taxed fuels as we move to electric. Let people decide how this money should be recovered rather than introducing stealth taxes under the guise of the environment.

We the people do not want to be controlled and nudged into stealth taxes and having our behaviors recorded.

Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1614 |
|------------------|---------|

Hello

I am writing to express concerns in relation to "smart road user charging" which I believe is being considered for most if not all areas of the UK at some point.

As a support worker who provides a vital service to members of the community in their own homes I have real concerns on the cost of this and the difficulties this will present. For me to be able to do my job I need to be able to travel cost effectively within local area to clients homes. With the ability to change direction, avoid roads where possible congestion or road works are without worrying about being charged for this.

With the raising cost of fuel, insurance, road tax and vehicle maintenance this is a real and worrying concern not only for myself but also the vulnerable adults I support.

Yours sincerely

[personal information redacted for publication]

Smart Road User Charging

## Written Evidence from Individuals: Part One

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1613 |
|------------------|---------|

This is a national disgrace considering the pressure people are already under with the cost of living.

Nobody wants it,nobody voted for it,stop it now.

[personal information redacted for publication]

Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1942 |
|------------------|---------|

Our freedoms and liberties must not be taken away with this scheme!

We must always have our freedom to visit family and friends without being charged for it!

Our whole way of life is being slowly degraded by these so called climate change schemes !

I am totally against these changes to our way of life and these schemes must be rejected at all costs.

[personal information redacted for publication]

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1611 |
|------------------|---------|

Att: London Assembly Transport Committee

I am opposed to any introduction of the Smart Road User Charging scheme because it represents an invasion of privacy to have every movement monitored.

Sincerely,

Croydon [personal information redacted for publication]

Extending road Charging Schemes - smart road charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1610 |
|------------------|---------|

Dear Committee,

I am responding briefly about the consultation ending tomorrow concerning this matter.

1. If you do get want to introduce smart road charging i.e.by distance travelled using cameras, then you should have a referendum of Londoners to decide this.  
Representative democracy is fine in theory and, mostly, in practice. However, with something as radical as this the voices of everyone should be canvassed.
2. Surveillance: I fear that we are fast becoming a society which is watched and monitored constantly. This proposal adds another way of corralling the people. Most of us want government, whether national, or local, to 'get off our backs'. Traditionally, we have been a freedom-loving people and it goes against that deep-seated feeling to be introducing yet another way of controlling us.
3. Your current charging schemes are killing London as a business centre. The wholesale expansion of those current schemes to this all-encompassing system will

## Written Evidence from Individuals: Part One

speed-up the process. You'll finish up with a green city but with poverty everywhere and with decreasing funds to pay for public works.

4. Whatever happens, if you introduce such a scheme, those who need their vehicles for their work e.g. tradesmen and their tools, disabled people, carers etc. must be totally exempt from it.

Yours sincerely,

an irregular car driver in London[personal information redacted for publication]

[NO SUBJECT]

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1609 |
|------------------|---------|

I so object to these road changes.

Being a carer the neighborhood friendly schemes have made my life 100% more difficult. I use to be able to jump in the car and get necessary provisions and be back for my caring duties. That is no longer possible. The journey takes me 40 mins longer as i am not allowed entrance to the main road but am diverted onto another main road which is completely jammed. I have to wait in a polluting queue to get onto the main road and then have to travel far further to the shops.

This vision of a car free town is not feasible.

I now try to order my groceries online but this means that my road is now full of white delivery vans queuing spewing fumes, waiting to get on the jammed main road which all the cars/vans/lorries are pushed down. Instead of the quiet street we had before our pollution levels have substantially risen. It is NOT working. The questions you use in surveys are completely biased..for example do you want a clean environment...of course we all want it but not to the deriment of our mental health and to the physical health of those who live on the linking roads.

The elderly, the infirm, the carers the mothers and for the most part it is women who do the caring have totally suffered and will suffer more in the future because of these un thought through unpractical plans.

Sincerely

[personal information redacted for publication]

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1605 |
|------------------|---------|

With reference to the online questionnaire.

Q1. No existing charging systems are adequate. By improving established traditional methods aims can be met.

Q2. I think tthat smarter charging would increase the need for other devices and therefore scarce resources for example lithium.

## Written Evidence from Individuals: Part One

Q3. Charges should not be varied for different types of journey. Infact the concept introduces the need to possibly have to justify a persons journey, which i find unacceptable.

Q4. There are no strategies and targets that smarter road user charging can support. Target watching does more harm than good.

Q5. None. Society already has too much technology in use, especially surveillance.

Q6. Instead better quality of road signage and road maintenance would be preferable.

Q7. Road user charging should NEVER be introduced anywhere.

Q8. Surely the advantages of smarter road charging would be outweighed by the disadvantages.

Q9. No such discounts or exemptions should be introduced. Again it suggests the need to justify a persons journey to the authorities. That should never happen. Possibly reduce fuel charges for disadvantaged groups.

Q10. No. No such trial is needed. Does fuel tax already act as a distance based road user scheme? Possibly increase annual road tax on electric vehicles.

Q11. Again no such distance based charging scheme should be introduced at all.

Q12. I find it disgraceful that Mayors and local authorities have such powers to introduce these schemes. They should be withdrawn immediately. I think public debate is necessary and possibly referendum to discover what the people want.

Q13. How can these schemes be assessed until the goals themselves are examined and challenged in open debate.

Yours sincerely

Road User Charging.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1604 |
|------------------|---------|

I do not live in London so that unless I visit they will not effect me but I fear that this will be the thin end of the wedge with road charging potentially being rolled out across the country. This policy is being rolled out at least partly because of the drive to Net Zero. This is a thoroughly undemocratic policy which is being foisted on the public by all the major parties at the behest of the W.E.F.. It also is another funds gathering scheme for government which aggregates more and more power in their hands. I would not be opposed to road pricing if roads were privately owned and we did not pay road tax and fuel taxes. I believe policy is deliberately aimed at decreasing the mobility of the general public. The ability to go where one likes when one wants to go without having to rely on the vicissitudes of public transport which even at it's best can never replicate the independence of personal transport. For all these reasons I object to these proposals.

Smart Road User Charging



## Written Evidence from Individuals: Part One

|           |         |
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| Reference | RUC1601 |
|-----------|---------|

I think that this is an absolutely terrible idea, and easy to see that it is just another tax grab which will impact mainly on the lower income members of society wherever it is rolled out. It is a way to lock us plebs into our boxes, affecting also the many thousands who drive daily for work, business even pleasure from outside into the charging zone. I know of nobody who is in favour of this, we are already charged to use the roads with car and fuel tax. This is just rubbing our noses in a world made increasingly unlivable by those like you who are supposed to have our best interests at heart.

I look forward to hearing your reply.

[personal information redacted for publication]

Call for Evidence - The future of smart road user charging February 2023

|           |         |
|-----------|---------|
| Reference | RUC1599 |
|-----------|---------|

Hi there,

Please see below for my answers

1. Do the current road user charging systems in London require reform? – Yes, the proposed expansion of the ULEZ should be scrapped. It discriminates against the poor who cannot afford new cars/vans and is against the views of the majority as expressed through the mayor's consultation which he conveniently decided to ignore. Is this democracy? The expanded ULEZ will further damage small businesses and potentially cut off population within the ULEZ of goods and services due to lack of supply or increased cost.
2. How might smarter road user charging differ from the current daily charges for driving applied in London? – the obvious answer is that it will charge per mile and again penalise the poor. There seems to be no real aim or likelihood of delivering substantially less traffic, it is all about raising revenue.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? – who knows? As with all camera based "policing" there is no real way of mitigation for journey type, reason or the individual's ability to pay. I used to work nights so driving to work was essential due to no viable public transport alternative, cost, journey time and personal safety – that will be the same for many night workers today.
4. What strategies and targets could smarter road user charging support? – the elephant in the room – restriction of individual freedoms.
5. What technology could be used to support smarter road user charging? – the sky's the limit. On street cameras are merely the start – I'd expect car tracking devices that report you as soon as you turn on the ignition, tech that determines how long your engine runs before you set off etc. This yet another step on the slippery slope to a Big Brother society. Is this what any democrat wants?
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? – LTNs already demonstrate the shortcomings of these policies under the law of unintended consequences. Climate change has always happened and always will – reducing traffic on London streets but making it slower is hardly likely to make much of a difference. Indeed, the congestion charge has been in place for years and the fee prohibitive – what difference has that made?
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? – no road

## Written Evidence from Individuals: Part One

user charging schemes should be set up – they discriminate against the poorer in society and in rural areas discriminate against those with little or no access to public transport. London must remember that a large chunk of it is well served by frequent tubes and buses unlike the rest of the country. That said you can't transport a weekly shop, your tools or a new furniture item on the tube or a bus – in this respect the elderly and infirm will be discriminated against.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? – road tax should be the same for electric cars now – they are twice as heavy due to the batteries and thus damage road surfaces disproportionately. They also disseminate far higher levels of dangerous particulates into the air from their tyres and due to their heavier braking. Smarter road charging should not be introduced.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? – I don't believe anyone should be subject to smarter road charging. It is anti-democratic and discriminatory. If, for example, there were discounts or exemptions for those on low pay there'd always be a tipping point where for £1 a year of extra pay the charge kicked in making that person worse off than a person on £1 a year less. I think the amount of exemptions that would be due and fair would make the whole idea pointless.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? – No. Nowhere is.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? – I would have thought you couldn't have ULEZ, congestion charge and distance based charging, surely? But with this mayor....

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? – there should be a local referendum but that should be repeated say, every 5 years, regardless of the result. We saw with the Brexit vote and the Scottish referendum – politicians who don't get the result they desire want to either ignore the result or call for another referendum. In short politicians cannot be trusted – they continually believe they know better than us mere plebs (they don't) – so a regular periodic referendum would guard against such "we know better" excesses. Losing the freedom to travel is losing a freedom. Full stop.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? – in this country the story seems to be the same – despite local opposition, mayors/council chiefs will push on regardless. As referenced in Q.12 it is anti-democratic, anti-freedom and highly reflected of a "we know best" attitude among our political masters whatever their level.

Thanks for reading my input,

[personal information redacted for publication]

Response to the proposed ULEZ charging schem

## Written Evidence from Individuals: Part One

|                  |         |
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| <b>Reference</b> | RUC1597 |
|------------------|---------|

Dear Sir / Madam,

I live outside London but I do occasionally drive into the city. I try to use public transport whenever possible and appreciate the need to control the pollution caused by car exhaust toxins.

However, the proposed introduction of ultra low emission zones and smart charging systems to discourage driving, is a step too far. My particular concern with this proposal is not that it discourages car travel but that it imposes a massive surveillance and control system on the traveling public. A far better approach would be to incentivise public transport by subsidising fares. This would also be a saving and not require the huge capital infrastructure spending needed for surveillance and charging systems.

Please consider these concerns and abandon this proposal.

Yours

[personal information redacted for publication]

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1596 |
|------------------|---------|

Just a quick email to make it known that I am against the smart road user charging, I am making it known I am against it and that I do not consent to it. I do not consent to being constantly monitored. I am also reminding you that as our elected government you answer to we the people and you are there to serve us, you are not there to control us and enslave us with draconian measures.

Regards

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

Smart charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1590 |
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To whom it may concern,

It's a total resounding no from me regarding the above subject, the common citizen is charged too much and road tax is there for us to use vehicles on roads.

Enough penalisation of the taxpayer, we pay far too much tax which ends up spent on rubbish like this to tax you even more.

Best wishes,

[personal information redacted for publication]

Call for evidence: The future of smart road user charging February 2923

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1588 |
|------------------|---------|

To the Committee,

My responses to your questions are:

*1. Do the current road user charging systems in London require reform?*

No. They should stay as they are and not be extended in geographic scope.

*2. How might smarter road user charging differ from the current daily charges for driving applied in London?*

I do not know. They simply should not be introduced. Road users already pay quite enough through road tax/vehicle licensing and fuel duty.

*3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?*

There should be no difference.

*4. What strategies and targets could smarter road user charging support?*

It could support government strategies and targets to limit individual freedom of movement, such as enforcing travel restrictions linked to lockdown. It should therefore not be introduced, so that this facility is not available to government.

*5. What technology could be used to support smarter road user charging?*

Inevitably it would be some variation on camera based number plate recognition and tracking of individual movements. However implemented, it would enable government to limit individual freedom of movement, such as enforcing travel restrictions linked to lockdown. It should therefore not be introduced, so that this facility is not available to government.

*6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?*

Considering that the existing proposal to expand ULEZ to the M25 has been based on highly selective and misrepresentative data on pollution and health, selected to suit the Mayor's agenda of bringing in more cash, we can have no confidence in any data presented as sound models of these factors and supposed benefits.

## Written Evidence from Individuals: Part One

*7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?*

They should not be set up at any such level. We pay for road use through road tax/vehicle licensing and fuel tax plus a few tolls for bridges and toll motorways. That should be enough. We have already seen massive investment in so-called smart motorways, which turn out to be death traps and should not have been introduced. Road user charging must not be introduced.

*8. If smarter road user charging is introduced, which charges or taxes should replace and how should the current taxes and charges be changed?*

Not applicable. Road user charging should not be introduced.

*9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?*

Not applicable. Road user charging should not be introduced.

*10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?*

This is where the mask slips and the mission creep starts. A scheme is introduced somewhere "as a trial". It brings in useful revenue to the local authority and the data are rigged to prove it was a success. That is used as the basis to roll it out nationally. Within a short time, we have a national system of movement surveillance and road charges that can be deployed to control, monitor and restrict individual movement. It must not be permitted.

*11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?*

Not applicable question. Londoners don't pay more/less for fuel and road tax at the moment (apart from the national pricing policy of fuel companies). No reason why a new system should be introduced in order to bring in such a premium of discount.

*12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?*

This is a rigged question. Mayors and local authorities probably have lots of powers that are not exercised at the moment. If such a body decides to start using such power, it should make known their intention and give the public a voice before finally deciding what action to take.

*13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?*

Not applicable.

[personal information redacted for publication]

Smart Road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1587 |
|------------------|---------|

The whole idea of tracking individual mobility and charging for journeys smacks of surveillance and control. It is a dangerous precedent and a stealth tax. The London Assembly is looking at the problem of congestion and pollution through the wrong end of the telescope. Your focus should be on making public transport cheaper and more reliable - not charging (i.e. fining) people for every journey we make. The choices for traditional Labour voters are to vote Tory, to stop this madness, or not to vote at all. You are backing voters into a corner with these initiatives. You need to go back to the drawing board - people will not stand for it.

## Written Evidence from Individuals: Part One

Smart cities and road restrictions

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1585 |
|------------------|---------|

Dear Sir/Madam

For most of us, the idea of cameras and surveillance systems reporting our every move, burp and fart into a Government computer to penalise, 'nudge' and prod us into compliance is NOT the kind of world we want to live in, but... that's exactly the kind of world some seem to imagine for us.

It seems one big reason London Mayor Sadiq Khan has been so desperate to expand his ULEZ camera network is not ULEZ at all, but the far bigger game of 'smart road user charging...'

which, in his world, means more taxes and controls on movement, facilitated by 'smart' technology. Naturally, this will be very anti-car too. You thought buying an electric car would save you? Oh no, no, no!

Please, don't for a moment think this is a "London-only" issue. It's a near-certainty that what happens in London will be repeated in other cities and then the rest of the UK.

We the people do not consent to this.

Yours sincerely

[personal information redacted for publication]

Call for evidence: The future of smart road user charging February 2923

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1584 |
|------------------|---------|

To the Committee,

My responses to your questions are:

*1. Do the current road user charging systems in London require reform?*

No. They should stay as they are and not be extended in geographic scope.

*2. How might smarter road user charging differ from the current daily charges for driving applied in London?*

I do not know. They simply should not be introduced. Road users already pay quite enough through road tax/vehicle licensing and fuel duty.

*3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?*

There should be no difference.

*4. What strategies and targets could smarter road user charging support?*

It could support government strategies and targets to limit individual freedom of movement, such as enforcing travel restrictions linked to lockdown. It should therefore not be introduced, so that this facility is not available to government.

*5. What technology could be used to support smarter road user charging?*

## Written Evidence from Individuals: Part One

Inevitably it would be some variation on camera based number plate recognition and tracking of individual movements. However implemented, it would enable government to limit individual freedom of movement, such as enforcing travel restrictions linked to lockdown. It should therefore not be introduced, so that this facility is not available to government.

*6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?*

Considering that the existing proposal to expand ULEZ to the M25 has been based on highly selective and misrepresentative data on pollution and health, selected to suit the Mayor's agenda of bringing in more cash, we can have no confidence in any data presented as sound models of these factors and supposed benefits.

*7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?*

They should not be set up at any such level. We pay for road use through road tax/vehicle licensing and fuel tax plus a few tolls for bridges and toll motorways. That should be enough. We have already seen massive investment in so-called smart motorways, which turn out to be death traps and should not have been introduced. Road user charging must not be introduced.

*8. If smarter road user charging is introduced, which charges or taxes should replace and how should the current taxes and charges be changed?*

Not applicable. Road user charging should not be introduced.

*9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?*

Not applicable. Road user charging should not be introduced.

*10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?*

This is where the mask slips and the mission creep starts. A scheme is introduced somewhere "as a trial". It brings in useful revenue to the local authority and the data are rigged to prove it was a success. That is used as the basis to roll it out nationally. Within a short time, we have a national system of movement surveillance and road charges that can be deployed to control, monitor and restrict individual movement. It must not be permitted.

*11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?*

Not applicable question. Londoners don't pay more/less for fuel and road tax at the moment (apart from the national pricing policy of fuel companies). No reason why a new system should be introduced in order to bring in such a premium of discount.

*12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?*

This is a rigged question. Mayors and local authorities probably have lots of powers that are not exercised at the moment. If such a body decides to start using such power, it should make known their intention and give the public a voice before finally deciding what action to take.

*13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?*

Not applicable.

[personal information redacted for publication]

Re. Smart road user charging

|           |         |
|-----------|---------|
| Reference | RUC1583 |
|-----------|---------|

## Written Evidence from Individuals: Part One

Dear members of the Transport Committee,

I would like to respond to your call for evidence, answering the key questions you outlined. In summary, I think the idea of smart road user charging is an authoritarian idea that will impose more costs on people and will grant even more power to administrative bodies. I was born in a communist country and have seen with alarm how the UK is adopting so many measures implemented in the country of my birth, and other communist dictatorships.

Now, a detailed response to your key questions:

1. Do the current road user charging systems in London require reform?

Not necessarily.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

If implemented it could moderate the steep costs for a single return journey vs the congestion caused by people driving continuously such as delivery drivers or cabs / minicabs.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

This idea of 'essential' services or even 'key workers' is inherently unfair. While we all need nurses and doctors, every person contributes to society and dividing people into 'essential' and 'non essential' groups is arbitrary, creating a caste system with favoured and unfavoured groups. I would not support discrimination on the basis of the opinion of a handful of administrators. There is more complexity to society than 'key workers' and the rest. The whole of society needs each other, from lower paid to higher paid people. It is dangerous to divide society.

4. What strategies and targets could smarter road user charging support?

Targets that are against freedom such as more power by administrative bodies. Targeting vehicles is not a panacea for pollution issues. Most the major pollution incidents in London have been caused by air coming from Europe, generally linked to coal power plants.

5. What technology could be used to support smarter road user charging?

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

5 - 6 - These both assume the person supports smart road user charging. I do not, for I see that it will reduce freedom of movement for the people.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have Fuel Duty. That is a simple proxy for road user charging. It protects privacy and is very clear: more driving = more fuel consumed = more tax into the Treasury. I do not think it is safe to amass data on the movements of millions of individuals. This is the kind of data that allows some dictatorships today to crush dissent and prevent any opposition to their policies. Once the system is in place, it is very easy for a future government to exploit it to stamp out dissent.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

If implemented it should replace Fuel Duty, Road Tax, Congestion Charge, ULEZ, Clean Air schemes, and similar.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Beside the ones listed above, if implemented there could be a tier with minimum or no cost at all. Working, visiting relatives, helping friends in need, volunteer work, etc. are not only done by people on low incomes. Adding costs to these things will harm society as people will work less and help others less.



## Written Evidence from Individuals: Part One

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Road user charging is a dystopian idea that will change the UK for the worse. Nothing good had ever resulted from such these reductions of freedom from the populace and enhanced power for the State. Do not follow the path of dictatorships.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

If implemented, it should be less, as the tax burden is already very high.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

A referendum to impose a dictatorship is null and void. The majority has no right to impose evil on a minority.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

N/A

With genuine concern,

[personal information redacted for publication]

### SMART ROAD CHARGING

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1580 |
|------------------|---------|

To the Committee,

I would like to raise a very strong objection to the proposal. I lived in London for 60 years before recent moving to Kent and my parents still live in London where I continue to visit them.

At what stage did the residents/businesses ever agree to the CC charge or ULEZ charge these have been imposed on us without any consultation and when they did was completely ignored- I refer to the ULEZ charge in particular. What we appear to have are individuals with their own personal beliefs and opinions -Councillors/Mayor - treating us like children with a 'we know what's best for you 'attitude.

There is no conclusive evidence to prove the combustion engine pollutes and kills significant amounts of individuals- if so these peer reviewed studies should be provided forthwith.

The way we are currently proceeding in this country which I will loosely call a 'democracy ' is a police state where we are under surveillance constantly under the guise it is protecting us!! Oh no no this is about controlling the population in to doing what those who have been elected by the 'plebs' under the premise we know best again.

This is about getting more money off of the motorist because an 'elite' believe we shouldn't drive around in cars and decide where we go and when. Who has the right to dictate to another what is for the greater good we can all do that.

I believe what is going on in this country is an excelerated walk by those elected to 100% state control and that is Communism.

This must stop, the CC charge and ULEZ charge should be removed immediately and pay as you go road charging should be ditched before it goes any further as always the 'elites' are always unaffected but the 'plebs' always pay the price, literally.

## Written Evidence from Individuals: Part One

I find it quite terrifying we will be like the film 'minority report' where life imitates art we are all born/live/die under surveillance by the state and if you think I am paranoid it's already happening ULEZ/CC Charge cameras everywhere filming motorists every move who decided we were criminals! Get the picture.

We are living not through another industrial revolution as some would like us to believe but a complete restructuring of our lives to be at the mercy of individual(s) own agendas.

Thank you for your time remember you are going to be instrumental in accelerating the surveillance state no bones about that.

[personal information redacted for publication]

Smart Road User

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1578 |
|------------------|---------|

Dear Sirs

Luckily today this has come to my attention that you are meeting to discuss the above.

It is an absolute disgrace that this scheme was even thought of let alone introduced.

It is typical of government to act on something prior to having any infrastructure in place to deal with these stupid and senseless schemes.

Wasting again tax payers money for something that won't work.

Just because at the moment many local people are not made aware of proposed plans in their area. Once they have been carried out they won't be happy as this scheme won't work.

London for instance isn't a place where you can buy everything in one place. A garden

centre might be 20 mins or more one way. B&Q 20 mins the other. Your nearest supermarket which has run out of veg then you need to go to another. Not everyone shops on line. Not everyone can afford flash electric cars. Yet you still want people that can't afford it to work in low paid jobs but all this will do is prevent them from getting to it.

You've made our young society so dependent on smart phones and make it so easy to purchase on line but what about all the delivery drivers you've added to the roads in the last 15 years.

The ability and the right to drive and move around freely in our society is being questioned.

What gives any of you the right to do this to me my children and my grandchildren.

What a terrible world my poor grandchildren are probably going to be subjected to and rules that they will have to conform to.

What a dreadful shame.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1576 |
|------------------|---------|

As a frequent car driver in London I am writing to object to the concept of *smart road use*, *congestion charging* and *ULEZ* and its expansion and am providing you with evidence below:

1. Flawed Methodology:

The blocking of roads to prevent traffic use leads to greater congestion in other roads and not less congestion overall. (reference: systems methodology)

If you learn about how any system works effectively, including a flow of traffic, a system to see patients in healthcare, filling water into a tank etc etc etc.... you would be familiar with the concept of "systems methodology". This is widely understood and well researched to

## Written Evidence from Individuals: Part One

show that a healthy balance (homeostasis) in an established system is achieved through enabling a flow to exist which does not put artificial blocks, barriers and controls into a natural system.( References: Stafford-Beer etc)

The designers of the “smart road idea” have clearly not understood that their theory cannot successfully be introduced into an already established system. It will always create a bottleneck or flood or problem elsewhere in the system.

The only way the concept of “car free roads” has a chance of working (and I believe from where the current evidence is being incorrectly extrapolated) is when a new town is designed from scratch.

Where is the evidenced based research on *systems* included in the proposals, to show the pushers of this *smart road user idea* have understood what they are proposing? It is not there!

2. consequential economic loss to existing communities and businesses where cars can no longer access them.

3. Social exclusion and isolation for individuals and communities where visitors can no longer access them by car.

Please widen the use of your research tools, to include well established and long standing existing *systems theory*, before making another very expensive and ill thought out idea cause consequential disasters in established old towns and cities.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023 - My views

|           |         |
|-----------|---------|
| Reference | RUC1575 |
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To whom it may concern,

I live in the Reading area but will be impacted by any decisions take here, so below are my views on the questions.

1. Do the current road user charging systems in London require reform?

**Yes - the ULEZ and LEZ zones should be abolished altogether. They certainly do not be altered to include variable road usage charging.**

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

**Go question. I suspect smarter road changes will result in more inconvenience and higher prices to all UK consumers to make up for smart road charges paid by transport companies.**

**Rather than go with the tyrannical surveillance route, why not measure vehicle road mileage as part of the road tax payment cycle each year? Charge people/business more if they use the roads more? Also - do it nationally through the DVLA.**

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

**If you put a distance tax on vehicle usage, market pricing would take care of this. Also, if you make the public transport affordable and more convenient people will use it.**

4. What strategies and targets could smarter road user charging support?

## Written Evidence from Individuals: Part One

5. What technology could be used to support smarter road user charging?

**Very little if you went with my approach.**

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

**Let's forget smart road surveillance and instead invest in vertical lift technology and hydrogen powered vehicles.**

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

**National - you need a single set of rules if you are to do this.**

**Whilst you are at it, perhaps you could stop local councils from lowering the speed limits everywhere without good cause to do so.**

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

**Swap for current road tax, and prorate the new charge by vehicle weight and emissions.**

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

**Not sure, but I am 100% against the idea of surveillance based smart systems.**

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

**No - why risk London? It is a worst case scenario in the event of failure. Also, you can hardly drive anywhere there now so this will not be a valid test site.**

**Also, if you take my approach, it just needs to be implemented and checked via MOT certifications. If you want to test it, start tracking mileage now and then assess the data collected before setting this up.**

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

**Go national - same scheme for all. Urban, suburban and rural areas may have different discounts, but one set of rules should apply everywhere.**

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

**There is a lot of public anger around the implementation of 15m cities and LEZs. At a minimum, the local public should decide whether their freedoms and local business should be curtailed/hindered by these schemes. There is also evidence that local councils are pushing these policies through without proper consultation and, in at least one occasion, fixing the results of consultation outcomes.**

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Thank you for issuing the call for evidence, and I hope you will give my thoughts due consideration. The current path is over engineered and adds to our growing surveillance-based culture.

Kind regards,

-[personal information redacted for publication]

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[personal information redacted for publication]

## Written Evidence from Individuals: Part One

Fwd: Road User Charging Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1574 |
|------------------|---------|

### ROAD USER CHARGING 'CONSULTATION'

1. Do the current road user charging systems in London require reform?

A. NO. ULEZ has already unfairly impacted people enough. There should be NO CHARGING MOTORISTS going about their normal days. These motorists have already been stressed and impoverished with cost of living rises and the impact of Congestion and other current road charging systems. What is actually needed is the immediate removal of these "cash grabs".

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

A. See answer to 3 below.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

A. Motorists already pay fuel duty, which is a cost-per-mile "tax" and Road Tax. They also in common with every other citizen pay council tax. Local authorities are responsible for highway upkeep in their boroughs.

4. What strategies and targets could smarter road user charging support?

A. Making more money for local authorities?

5. What technology could be used to support smarter road user charging?

A. As mentioned above motorists are already charged for using the roads.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

A. Unless the aim is to price people out of motoring they won't reduce traffic or air pollution at all.

7. Are road user charging schemes best set up at a city or regional level, or as a national system and what benefits or difficulties would you expect with either approach?

A. I would not expect any benefits only people being unable to afford to run cars anymore. Probably those that need them most.

## Written Evidence from Individuals: Part One

8. If smarter road charging is introduced, what charges and taxes should it replace and how should the current taxes and charges be changed?

A. It should NOT be introduced in the first place. The authors of this report should focus on ways of getting traffic running more smoothly and not on ways of monetising delays caused by these cash-grabbing-schemes, thereby unfairly penalising those on the lowest wage scales.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work or people who live in areas with low levels of public transport?

A. No discounts and exemptions would be necessary for any of these demographics if "smarter" road charging schemes are NOT implemented.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

A. If you want to cripple the capital fine.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same or more than they do currently.

A. I'm getting a little bit tired of these loaded questions.

12. Mayor and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for those bodies to use those powers (for example a local referendum)?

A. What a dangerously insidious question dropped in towards the end of a dangerously insidious "survey". The only referendum I'd vote in is one to remove the office of London Mayor. So, I'm going with "NO" on that question.

13. How are other cities and countries working on similar smarter road user charging ideas faring and what alternatives are they looking at for achieving similar policy goals?

A. I suppose the answer would depend on who is reporting on other road charging schemes and their political agenda.

What is done elsewhere is not necessarily relevant to what is done in a large City like London. My taxes are paid locally and what other cities and countries have to contend with, has no bearing on London roads.

Smart Road User Charging

## Written Evidence from Individuals: Part One

|                  |         |
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| <b>Reference</b> | RUC1572 |
|------------------|---------|

Do you think people drive cars in London or other cities for fun? They drive because they have to, for work, family, appointments etc. Road charging is just another revenue-raising anti-car scam like the so-called 15 minute cities aimed at controlling people under the pretence of managing climate change or air quality.

And I don't want my life under surveillance by local or national governments in which trust has now been destroyed after three years of economic and psychological warfare.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1570 |
|------------------|---------|

Dear sirs,

If Sadiq Khan is so confident in his mandate to radically reform transport in London, it is not unreasonable to expect him to stand for re-election so that his mandate is crystal clear rather than assumed as seems to be the case currently.

Without the endorsement of the public, these measures would be imposed in a way that is more akin to the workings of Communist China. Why? This is not acceptable in a democratic process. The voice of the people must be listened to. The system, will fail if it imposed... government after all is by consent. Without consent, you will have placed yourselves on a collision course, not just with the people of London, but with anyone who needs to travel to the capital.

Please reconsider this draconian change. Smart motorways have been a complete disaster, literally costing people's lives. There is no reason to believe the last Mr Khan has the competence to do any better in our capital city.

Yours sincerely

[personal information redacted for publication]

Road charging consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1568 |
|------------------|---------|

1. Do the current road charging systems in London require reform?

Yes, the current road charging is far too expensive and returning little or no improvement in air quality, currently we are paying VED fuel duty, Congestion Charge, LEZ and ULEZ . The last three hitting the people who can least afford it .

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Why do we need further road charging? With all the taxation in place on the motorist this is just a step too far !

## Written Evidence from Individuals: Part One

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? There should not be any further charges for driving in London. There are too many taxes on the motorist already. How about means testing these schemes so that those in vulnerable positions aren't contemplating suicide because they can't make essential appointments.

4. What strategies and targets could smarter road user charging support?

The best strategy would be to manage the funding TfL receives a little better and have no charges and concentrate on areas that ARE polluting, like the underground .

5. What technology could be used to support smarter road user charging?

None , spying on the general public is going a step too far, maybe against our human rights as well.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Make it easier and cheaper to upgrade vehicles and give people time to make this adjustment (9 months to upgrade vehicles in a cost of long crisis is scandalous). Climate change is being used as a weapon to extort money from people without hard facts to support it , "could be , maybe " isn't good enough

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

They are best not set up at all . This whole scheme is immoral and probably illegal without national consultation via a voting system. Simply put the average motorists budget can't stretch to any more taxes at this time.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

All other charges/taxes on the motorist, VED, fuel duty , LEZ, ULEZ and Congestion zone charges should be removed.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

If this unfair tax was brought in there should be a means tested system to ensure the people who can afford it pay more . People don't understand the importance of a car to the most vulnerable and to young girls who may well be forced out of their vehicles and be forced on to a failing TfL system or to walk subjecting them to personal attack . You cant expect the police system to look after them. b

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Absolutely not , London is taxing the motorist to death and any such scheme should be trialled elsewhere.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

They should pay LESS than they currently do, but ideally NOTHING.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

The London Mayor has far too much power, his inability to listen to the majority is bordering on arrogance. I thought we lived in a democracy but he's not listening to anybody. There should definitely be a referendum as he's not list to the people. The expansion of the ULEZ zone has been executed via a catalogue of lies and misinformation .

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals.

Well , I believe it works in China and Singapore but we are a democratic society and don't want the dictatorship of these type of countries , you will end up with civil unrest , also I believe these type of schemes are not going down well in France .



## Written Evidence from Individuals: Part One

[personal information redacted for publication]

### Smart Road User Charging

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| <b>Reference</b> | RUC1567 |
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I have already been negatively affected by the ULEZ.

I have been a carer for my mother for 14 years. She has a flat in [personal information redacted for publication], right by the river and according to the ULEZ, I need to pay every time that I had to go to [personal information redacted for publication], which is regularly. I am a scientist with a PhD in Genetics and a MSc in Immunology and Immunogenetics. To try and fool scientists that you are introducing this due to climate change is disrespecting the science that exists. Top Climatologists have clearly shown that there is no climate change due to increased CO2. Temperature raises first and then CO2. All these measures will have zero impact on the climate. These measures, everyone knows, is about control, surveillance and money.

The everyday person has been affected financially.

Over 75% of londoners have already signed a petition against the ULEZ in the first place and further signatures to stop it's extension. But this has been ignored. I know of one carer who lives in Chiswick and he leaves his home to care for his father and is charged the ULEZ every day! He is told to change his car. But he can't as he is on carers allowance and can only earn a certain amount above this.

This is ridiculous. It has no place in a democratic society and is all about surveillance. Who are you to stop people travelling by car. Mothers with children. Those looking after the elderly. The transport system is hugely expensive and unable to cope with the volume. Family life is burdened as it is without these constrictions and further fees.

Ditch it, nobody wants it expect yourselves. The people have spoken, there is no VALID science that backs it up. You carry out consultations that are 'hidden' so few people are aware of them and therefore few respond. When signatures are obtained, they are ignored. Your measures do not belong in a democratic world. They are draconian, controlling and are similar to what is operating in other parts of the world where human rights are being withdrawn. I urge you to ditch these proposals and put people first, not money and not control.

Yours

[personal information redacted for publication]

### So called SMART road usage /proposals

|                  |         |
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| <b>Reference</b> | RUC1564 |
|------------------|---------|

My view is absolutely NO to the ongoing progression of ULEX. This is leading down the road to a surveillance society and ultimately totalitarianism as outlined in George Orwell's 1984

This madness needs to be ended now

[personal information redacted for publication]

### Smart road

## Written Evidence from Individuals: Part One

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| <b>Reference</b> | RUC1563 |
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I am totally against the plans of smart road usage. This is against my freedom of movement. It is too restrictive in freedom of life and liberty. I urge you to not go ahead

Thank you

[personal information redacted for publication]

Smart road user guide

|                  |         |
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| <b>Reference</b> | RUC1561 |
|------------------|---------|

This is outrageous to keep penalising motorists and I am opposed to such taxation on us.

[personal information redacted for publication]

Smart Road User Charging

|                  |         |
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| <b>Reference</b> | RUC1560 |
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To whom it may concern,

I am dismayed and disgusted at the plan to follow and tax every movement we, the british public, make to facilitate our daily lives via Smart Road User Charging. This will impact on our privacy to an insupportable degree for no other reason than to make vast amounts of money, infact it will be a form of Highway Robbery. The impact of this on businesses will be disastrous, as if the pandemic had not caused enough damage to them. People in the countryside will be imprisoned in their homes and families will be separated forever.

We wish to object in all ways to this imposition of a tax never discussed and voted for in any election whether local or general, therefore there is no mandate for these measures. I have written to the Prime Minister, my local MP and the leader of my County Council objecting to further restrictions on my freedom of movement.

Yours etc.

[personal information redacted for oublication]

smart road user charging

|                  |         |
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| <b>Reference</b> | RUC1559 |
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Totally and utterly against this, yet again, tax grab because that is all it is.

And yet again, the poor and the workers who you need to run London, will be the most affected.

You are showing that you are totally against the workers of London. The backbone which keeps the city running.

It will not save the planet.

## Written Evidence from Individuals: Part One

You can't tax and tax and tax people due to the fact the city is not run properly and you are trying to recoup monies.

Smart Road User Charging feedback

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| <b>Reference</b> | RUC1556 |
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Dear Sirs,

As per your request for comments regarding the proposed smart road user charging scheme:

1. In your key questions you omit the most important question of all: should London have a smart user charging scheme in the firstly place? As is often the case with the consultations the questions posed are leading questions all assuming something must and will be done and it's just a question of what and how. In reality, most of the time, government would do best not doing anything and this is no exception. Has the Mayor considered leaving road use alone and letting the citizenry work out its use?
2. We have already paid for our roads with our taxes. All publicly owned infrastructure was created with funds provided by us. It is ours, not the government's. The Mayor has no business charging us for using something that is ours in the first place. Can the Mayor explain why he believes he has the right to charge money for something that isn't his?
3. Which other public or hitherto free goods will the Mayor of London be appropriating and charging the citizenry for? Will smart road user charges be extended to bicycles in the future? Pedestrians? Will the Mayor be appropriating the air we breathe and charging us for that too with a smart breathing charging scheme?
4. It obviously goes without saying that rationing road use by charging for it favours the wealthy. It would be good to hear the Mayor explain why he believes road use should be rationed on the basis of wealth.

[personal information redacted for publication]

Smart Road Charging.

|                  |         |
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| <b>Reference</b> | RUC1555 |
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I wish to register my opposition to any proposals this included which will increase the charge and tax burden on ordinary working people. Local residents have not voted for this and it is clear the vast majority of local people object to it. Siddique Khan is pushing through policies without any regard for the hardship and distress this added financial burden will cause to ordinary working people. It will not impact upon the political elite class who are pushing the extremely harmful and divisive green and net zero policies.

This proposal relies heavily upon monitoring tracking and tracing what used to be the simple free and private movement of citizens going about their daily business. This tracking and charging represents an undemocratic gross intrusion of personal privacy and punitive taxation. If unchallenged owning a car will be for the wealthy only, as will be freedom of movement.

I ask that this proposed scheme be rejected.

Sincerely,

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023.

## Written Evidence from Individuals: Part One

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| <b>Reference</b> | RUC1553 |
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1. Do the current road user charging systems in London require reform? "Yes. They should be scrapped"
  2. How might smarter road user charging differ from the current daily charges for driving applied in London? "Stop and cancel"
  3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? "Excuse to milk commuters"
  4. What strategies and targets could smarter road user charging support? "Corruption"
  5. What technology could be used to support smarter road user charging? "Several available but integrity of staff fundamental"
  6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? "It cannot"
  7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? "Local council tax"
  8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? "No charging - should be on council tax"
  9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? "Free for pensioners"
  10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? "Yes"
  11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? "Yes Less"
  12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? "Yes referendum "
  13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? "Greed is infectious"
- [personal information redacted for publication]

SMART ROADS??

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1551 |
|------------------|---------|

Dear sir / madam,

Myself and my colleagues are very concteith proposals for so-called SMART roads, which will hit poor and underprivileged families hardest, leading to individuals being unable to travel freely, and cost increases from business who will be charged to undertake general movements around restricted areas.

## Written Evidence from Individuals: Part One

Many of these restrictions and diversions actually cause more congestion, emergency vehicles cannot reach locations in time to save lives and slowly but surely the London and then the greater country will grind to a halt.

I presume councillors and Politicians will be free from any of these restriction, fines and regulations, but will try to impose restrictions on freedom of movement - a god given right, on the population.

I sincerely hope the people defeat this silliness and political desire for the ability to impose stealth taxes and restrictions by way of 'climate change' and 'global warming'.

Kind regards,

[personal information redacted for publication]

Road charging

|                  |         |
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| <b>Reference</b> | RUC1550 |
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These road charging taxes are anti democratic and anti people.They need to stop

Opposition to the expansion of the smart Road User Charging Scheme

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|------------------|---------|
| <b>Reference</b> | RUC1549 |
|------------------|---------|

Hello,

I would like to register my objection to the expansion of the Smart Road User Charging Scheme on the basis it is unnecessary and ineffective in its approach. road users already bear a disproportionate burden of taxation.

It would be far more beneficial to use the funds allocated to this punitive taxation system to improve the public transport network and encourage people to use the improved public transport system.

Kind regards

[personal information redacted for publication]

[No subject]

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1547 |
|------------------|---------|

Today I write to you about the smart road user charging which I don't agree with please can you give evidence about this proces and put it to referendum to the British people I'm sure you know your constitutional pledges to serve the British people . British people are sovereign not parliament or the Mayor of London who seems that he has forgot he's elected to serve the people of London .

I hope you can see why

Yours sincerely a concerned citizen

Smarter roads call for evidence.

## Written Evidence from Individuals: Part One

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| <b>Reference</b> | RUC1546 |
|------------------|---------|

1. The priority for London is to creates wealth and stay the bedrock of our economy.
2. Restrictions in the form of vehicles being penalised by breaking illogical rules does little to achieve that aim.
3. The enemy is not carbon, but politicians who use that excuse to achieve personal gain.

Please concentrate on making life better for PEOPLE rather than nefarious ill thought out restrictions.

Newham[personal information redacted for publication]

'Smart Road User charging'

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1545 |
|------------------|---------|

I object to any anti-car policies. We have a right to freedom of movement and that includes by car.

Kind regards

[personal information redacted for publication]

Smart Road User Charging

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| <b>Reference</b> | RUC1543 |
|------------------|---------|

I completely disagree with the proposal.  
Increased surveillance and increased fining of people for living their lives is completely unacceptable and is building a society destined to failure. There is no compassion for the individual in these plans, only corporate and personal greed.  
Top down draconian ruling like this is disastrous for society and is unacceptable.  
[personal information redacted for publication]

Smart road usage schemes

|                  |         |
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| <b>Reference</b> | RUC1542 |
|------------------|---------|

I am opposed to the introduction of smart road usage schemes.

Smart Road User

## Written Evidence from Individuals: Part One

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| <b>Reference</b> | RUC1541 |
|------------------|---------|

Dear Sir/Madam

I would like to note my opposition to smart roads of all types and randomised surveillance including for the purpose of 'clean air zones' or whatever bogus explanation you may have for restricting our freedom and right to live our life without interference from the Government and its tentacles . I believe it is overreach by the Government and all government organisations to allow surveillance of its citizens – there is no purpose for which the government or any part there of has the right to keep a track of its citizens going about their own business in their own country – it is over-reach and an abuse of power. We are sovereign individuals and have the right not to be constantly spied on and fined for moving around the country which we pay for through our taxes (which are themselves too high and allow this kind of malfeasants and abuse of power) . Also this increases the requirement for tax as more people are required to constantly monitor people.

I have standing with regard to London as I like everyone in this country needs to visit our capital from time to time and sometimes a lot more frequently and a capital city is the preserve not just of those that live there but all the citizens of the United Kingdom. I think all these schemes are a step on the road to tyranny and I may not be very eloquent in my explanation of my disgust but I am sure you understand my meaning if you know anything of the history of the United Kingdom, natural rights and laws and what can go wrong in a society where the government has too much power over its citizens.

'SMART' anything is just a nice word for control and abuse of power.

Kind regards

[personal information redacted for publication]

ULEZ & Charging & 15 minute cities

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1540 |
|------------------|---------|

To whom it may concern,

I am greatly opposed to these measures and see them as Draconian, enslaving, anti human, measures intruding on our privacy and human rights.

I do not want to live in this kind of surveillance culture and for all the current cameras and recording of human activity the actual good in terms of convictions for crime etc have gone down and down. The evidence does not support not use of cameras. I also do not agree with charging for journeys in cars it's the ridiculous rules allowing so many trips within a given time frame. These ideas should be scrapped.

Yours faithfully,

[personal information redacted for publication]

Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1538 |
|------------------|---------|

## Written Evidence from Individuals: Part One

Question: "Do the current road user charging systems in London require reform?"

Answer: Yes. Remove them completely. This has nothing to do with low emissions zones or air quality. This is about more tax raising powers and control. Control required to meet the idiotic Net Zero. This is anti-car and will be used to restrict the freedom to move around without being monitored. The road charging scheme will be extended to form part of a social credit scoring system.

[personal information redacted for publication]

Smart road user charging

|           |         |
|-----------|---------|
| Reference | RUC1537 |
|-----------|---------|

This is to express my disagreement with the proposed plan for "Smart Road User Charging".  
[personal information redacted for publication]

Smart Road User Charging

|           |         |
|-----------|---------|
| Reference | RUC1534 |
|-----------|---------|

Hello

I will be directly affected by the smart road user charging campaign and would like to provide information as to how it will impact me.

I live in an area that will be covered by the new ULEZ expansion later this year. I have a car that I have owned for 9 years and is not ULEZ compliant.

Every day, I drive to Kent to take my child to school, where there is no direct public transport means of getting there. If I wanted to use public transport, the commute would be over an hour one way each day and would include a walk, a bus, a train, a bus and a 20 minute walk.

**This means that without a car, to take my child to school would mean four hours of commuting each day for me.**

I am a single parent on a low income. I cannot afford to pay the new ULEZ charge on a daily basis. My car, which functions perfectly well and has many more years' worth of use in it, has been incredibly de-valued and I will struggle to buy a replacement vehicle to meet my needs. Whilst I understand the need for cleaner air, I must argue that the environmental impact on getting rid of a perfectly good car, in order to have a new one produced would create more pollution than to keep driving my existing vehicle.

The new scheme sets people like me at an automatic disadvantage. Not only that, but I strongly disagree to the increased surveillance that Smart Road User Charging will bring and it's infringement on my (and societies) privacy.

Thank you for considering my position.

Regards

[personal information redacted for publication]

Smart Road User Charging



## Written Evidence from Individuals: Part One

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1531 |
|------------------|---------|

We already have Road Tax and Council Tax charges to pay. Your aim is to ultimately remove car ownership completely when there's no viable, reliable, alternative available - nor will there ever be because that involves more expenditure and manpower which isn't there.

We have buses and trains that don't show up (not handy at night when we get stranded miles from home- oops! Forgot! You want us to stay in our own four walls!)

You're not solving any so called "pollution" or "climate change" problems by adding more taxation because when people can no longer afford to go to work this country will be at a standstill because the average working man / woman is NOT a high earner or Professional who can keep paying your tithe! It's the low paid workers who are the ones who keep this country going - the factory workers, cleaners, carers, delivery drivers, storemen, trades people etc etc.

All you will do is add to the ever increasing unemployment via the collapse of businesses.

This ridiculous plan needs to be stopped before spreading around the country.

[personal information redacted for publication]

Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1530 |
|------------------|---------|

No to road use charging, no to surveillance of movement, no to this Orwellian future

traffic

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1525 |
|------------------|---------|

We should all be seeking ways to reduce our dependence on the private car. What right do we have as human beings to occupy such a large area of our towns as is taken up by one motor vehicle - which is then parked up for far more time than it is actually used for getting from A to B? Less car use would lead to better public transport provision.

We should abandon our blinkered outlook and see what has been achieved in the Netherlands, where people use the most appropriate means of transport for their individual journeys - the bicycle for all trips under 2 miles, buses and trams in town, the car for the big weekly shop, the train for longer trips. Think outside your little box! Challenge the current practice!

[personal information redacted for publication]

SMART ROAD USER CHARGING

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1524 |
|------------------|---------|

My responses to the above proposed scheme are as follows:

Key questions:

1. Do the current road user charging systems in London require reform?

## Written Evidence from Individuals: Part One

**No. We already have the Congestion Charge, Low Emissions Zones and the proposed Ultra Low Emissions Zones. Why 'tax' the motorist extra?**

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

**It could be fairer but I doubt it.**

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

**Well, up to now, the charges do not differentiate between business, essential or pleasure so I cannot see this changing.**

4. What strategies and targets could smarter road user charging support?

**Make more money for the Transport for London and the London Assembly. What else? Cleaner air would be top of the Mayor's agenda. By the way, I am neither an anti-vaxer or COVID denier!**

5. What technology could be used to support smarter road user charging?

**We already have ANPR in common use, could that support calculating mileage. I do not know of any technology which could be used at present.**

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

**People use their cars because public transport is inconvenient or just non existent. Could you carry your weekly shop on the bus? Did it once and never again!**

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

**We already have a national and regional charge for using the road: it is call Road Fund Licence. We also pay tax on petrol and diesel. How many more charges can you want?**

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

**All of the charges previously mentioned: Congestion Charge, Low Emission Zones and Ultra Emission Zones. Road Fund Licence and tax on fuel could be included.**

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

**Exemptions for all the examples listed and pensioners who may not be able to use public transport due to an infirmity or inconvenient.**

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

**No. Perhaps a pilot scheme in a smaller city would be better, for example Durham. London is huge!**

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

## Written Evidence from Individuals: Part One

**Less, obviously. London road charging is already the highest in the land. What is the Mayor so against motorists?**

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

**Well, there has not been a referendum for ULEZ. It appears a decision is made without consultation or objections from the public and experts. I believe the Mayor has no regard for democracy.**

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals

**Unknown. I believe Durham is the only city using a comparable Congestion Charge.**

**Regards**

**[personal information redacted for publication]**

EVIDENCE

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1516 |
|------------------|---------|

I object to the use of Smart technology and any cameras that will be used to charge me for Driving my Vehicle.

[personal information redacted for publication]

(London Resident)

Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1514 |
|------------------|---------|

All this nonsense is not about smart road users charging is not about saving the environment or the planet. It is a tool being used by governments to 'Control' the population. Governments work for the people not against the people. The people will stop all this nonsense and they will be ensuring that the people in power will be held to account. THIS HAS TO STOP!

Road charging

## Written Evidence from Individuals: Part One

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1510 |
|------------------|---------|

Dear sir/madam,

I'm sending you this e-mail to register by anger at the idea being floated of smart road charging. What is happening to peoples basic freedom's? I pay road tax and that should be enough.

Yours

[personal information redacted for publication]

Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1505 |
|------------------|---------|

We don't want or need smart road user charges. Thank you.

[No subject]

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1504 |
|------------------|---------|

To those attempting to set up road charging and all the other control freakery self monitoring analysis recording technology in any way shape or form.

NO THANK YOU.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1503 |
|------------------|---------|

To Whom it may concern.

I wish to register my upmost anger and opposition at this abhorrent scheme. This proposal is nothing but a thinly veiled scheme to make money and limit peoples movements and reads like something for communist China. This type of dark scheme has NO place in Britain.

Sincerely

[personal information redacted for publication]

ULEZ expansion

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1502 |
|------------------|---------|

No thanks. We the people do not want it. L look EV's are pricing out the worst off from owning their own transportation - effecting social mobility. People don't want it yet you continue against our wishes. No thanks to Digitising our movements- tacking us - collecting our data. No thank you a million times over

## Written Evidence from Individuals: Part One

Regards

[personal information redacted for publication]

Smart Road User Charging.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1501 |
|------------------|---------|

To whom it may concern.

I haven't got the time I'm to go through all the principal reasons why it should not be introduced. It will affect the lives of so many people. You do understand that elderly people taking short journeys in cars are necessary.

We have small cars which we can just about afford because standard in the sleet and snow for a bus it's not the nicest thing to do.

Your principles would have no objection in taxing (yes, it a form of taxation) to use their car. Please stop picking on my generation.

Objections you're experiencing regarding expanding the ULEZ would be insignificant with regards to your proposed scheme.

(Just out of interest, would I be regarded as a right-wing Brexiteer by the mayor for objecting. Remind me of the LPYS and Camberwell Grove in the late 70s early 80's)

Sincerely,

[personal information redacted for publication]

Road user charges

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1500 |
|------------------|---------|

I am writing to say that I am totally against any and all road user charges, ULEZ, cameras etc in our UK towns and cities.

They are one hundred percent for the control and manipulation of people and people's movement and travel.

They infringe on human rights and privacy.

Kind Regards

[personal information redacted for publication]

Smart Road User Charging is stupid

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1499 |
|------------------|---------|

**“Smart Road User Charging” is evil and must never proceed.  
End ULEZ everywhere !**

## Written Evidence from Individuals: Part One

Please confirm receipt.

Yours,

[personal information redacted for publication]

Proposed ULEZ expansion

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1498 |
|------------------|---------|

Sirs,

I believe the proposed ULEZ expansion should be delayed until a proper analysis and (untampered) consultation is carried out.

1. The current road user charging systems in London requires reform. They are discriminatory and target the less well-off in our society.
2. The suggestion of 'Pay-per-Mile' will, at least charge ALL road users (except cyclists of course) equally, but still boils down to a tax which will be more easily borne by the wealthy.
3. Charges for driving in London could be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services. Similarly discounts for those living within the affect areas, but I fear would be far too complicated for the infantile brains behind this current sledgehammer scheme.
4. The available information suggest that this scheme will only benefit public transport.
5. I would like to see proper evaluation of the expected results rather than the overblown hype. For instance, if every car was removed from the streets of London the NOx levels would potentially fall by  $\pm 10\%$  of 33% (33% being the total contribution of humankind). The atmosphere, being dynamic would not restrict any benefit to the boundaries of London, or stop any infiltration from outside. Of course, it is not the Mayors intention to rid the City of cars because that would destroy his cash-cow to fund the TfL black hole.
6. I believe discounts and exemptions should be available in any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport (like the outer Boroughs).
7. Given the enormous financial burden the proposed ULEZ Expansion will place on Londoners, this should be a matter for an electoral mandate before introduction. At the very least a local referendum.

Sincerely

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1497 |
|------------------|---------|

Please find below my response to the consultation  
Key questions responses

1. Do the current road user charging systems in London require reform?

## Written Evidence from Individuals: Part One

The road charging system needs to be removed as road fund tax and council tax are already available to fund roads. It does not need reform but removal. It is an additional tax and hurts the poor and most vulnerable disproportionately.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

There should be no charges and no investment made into increased surveillance monitoring of people and vehicles.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

There should be no charges and so no differentiation as no one should have to justify their reason for moving around in a free country.

4. What strategies and targets could smarter road user charging support?

There should be no road charging and the current additional road charging systems should be removed. The strategies and targets of any governmental organisation should not be to the detriment of individual freedom of movement.

### Road User Charging Response to Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1496 |
|------------------|---------|

Please find my responses to questions in the Consultation ending on March 10 2023.

1. The current road use charging in London does not require reform. Present charging systems are more than adequate. We have no need for digital or technological systems. More basic improvements are actually required that would relieve congestion and shorten journey times. For example, mending potholes and improving highway maintenance and road markings, signage and traffic lights phasing. These failures in simple-to-fix problems, lead to increased travel times, traffic congestion and therefore pollution.

2. Smarter road user charging will inevitably lead to the requirement for more technological apparatus. This is a contentious issue and holds implications for freedom from surveillance and freedom of movement. There are ethical and humanitarian issues to be considered such as the mining of cobalt and lithium, which is done by cruel child labour. There is also the issue of scant resources. As a civilised nation who cares for others and especially children, we should not be seeking to further our own aims in such a callous way, especially when the process is unnecessary.

3. Charging should not be varied for different types of journey. This would inevitably lead to more intrusions into the everyday life of ordinary people. It would also involve a level of discrimination, and some authoritative body deciding on which journeys are more important or necessary or valuable. These journeys would inevitably need to be tracked and validated,

## Written Evidence from Individuals: Part One

therefore requiring more surveillance. This is leading us into a very dark place where our freedom of movement is no longer guaranteed. Any journey a person chooses to make is completely valid and should never be discriminated against or its validity decided by any third party.

4. There are no strategies and targets that smarter road user charging can support. Target-reaching always leads to nefarious outcomes, as the targets needing to be met diverts attention from the real issue. We see such examples in the NHS and in Education for example. Targets are a blunt instrument. They are also costly to implement.

5. No more technology for smarter road user charging please. More technology leads to more surveillance and less freedom in my opinion. As a free British citizen I value my freedom to roam, and strongly object to any further technology impeding my freedoms.

6. Smarter road user charging will not assist with tackling the current challenges of traffic, air pollution and climate change. In my opinion it is a grave mistake to think charging will help with these problems. What we need is more inclusivity, encouraging of self-employment and small businesses which will improve the economy, and lead to better physical and mental health when people are thriving and earning and working and socialising. This needs not be encouraged, not discouraged. Personally, I am tired and confused to note that all authorities seem to think a quick answer is to increase charging. In my experience this is destructive and it discourages people in their endeavours to thrive and freely move about, which ultimately leads to stagnation.

7. Road user charging schemes should not be set up at all, not anywhere.

8. Smarter road charging should not be introduced. Therefore there would be no need to consider the advantages and disadvantages of replacing and changing charges.

9. Discounts and exemptions would involve increased prying into the circumstances of ordinary people, and the purpose of their journey. It would demand that they justify their existence and their need to move around. This is blatant discrimination against many groups of people, and involves a high level of intrusion by bureaucrats. It would also, of necessity be very expensive. These people need to have their quality of life improved, not impoverished by intrusions into their private lives. Lower the price of fuel, improve and extend the blue badge scheme, and encourage movement of people and their freedoms. They do not need more burdensome charges.

10. No. A national distance based charging scheme already exists in the form of fuel tax.

11. We do not require a distance based charging scheme.

12. The powers of Mayors and Local Authorities should immediately be removed. The current Mayor of London is behaving like a dictator and this should be a warning to everyone. The people are clearly making their wishes known here in London and they should be attended to. Instead they are being ignored and called names. Unbelievable behaviour by the Mayor, refusing to listen to any dissenting voice, or enter into any discussion or answer reasonable questions. City councils up and down the UK are also refusing to listen and take note of the opinions of their citizens. Full, honest and open debate is needed, where people can have their opinions heard and considered.

13. The "goals" of this charging policy have not been made clear to people of the countries and cities. Understandably, people are very unclear, and therefore suspicious of the true goals. Therefore these goals need to be clearly stated and laid open to debate, before any assessment of their progress can be made. If the goal is to fasten people down into a 15



## Written Evidence from Individuals: Part One

minute city, and to limit their right to move around freely, then let us have that goal openly discussed and debated, and let the people decide what they think is best. We need to remember that each individual was born free. We all have the right to move about freely and to make our own life choices. Do No Harm applies equally to each and every one of us, including those who work for us and who represent us.

### Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1493 |
|------------------|---------|

1. No it does not require reform.
2. It will make it far more expensive for poorer people to get around. Tracking the movement of the individual is scary.
3. Continue with current charges. 'Essential' services should always be free.
4. None. To Orwellian.

### Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1492 |
|------------------|---------|

Dear Sir/Madam,

In answer to questions regarding the future of smart road user charging.

Do the current road user charging systems in London require reform?

The current road user charging systems in London do require reform. They are unnecessary and unfair to Londoners who cannot afford to pay £12.50 per day. Based on the figures by TfL, ULEZ will not have much of a significant change in the air quality in London. It will however, have a devastating effect on businesses, employment, social care and families wishing to meet within the whole of London. People will lose businesses when people are unable to afford to travel to their jobs. Tourists and visitors to London will be put off by the extortionate £12.50 charge to come anywhere near London. London will die as a result. I believe there will be an increase in people claiming benefits as they would just not be able to afford the daily charge to travel in an around London and many will give up their jobs as better off on benefits. Mental Health issues will increase as people will become isolated due to the fact that many people will not be able to afford the cost of travel. Buses at present are pumping out huge volumes of pollution and tube lines are dirty and polluted. Pushing people to travel on buses and dirty tube lines is totally wrong, public transport in my experience is horrendous, packed carriages and dirty seats and polluted air underground in a filthy atmosphere.

Closure of roads in London (Low Traffic Neighbourhoods) have caused extreme anxiety, stress and depression for people living in and around these areas. The HUGE traffic queues caused by the closure of ladder roads and pushing vehicles on to main roads is absolutely horrendous, yet these trial closures have become permanent even though these are THE MAIN CAUSE of a RISE IN AIR POLLUTION. A horrendous idea causing grief and even death as emergency vehicles are unable to access these roads and have to take the long way round. These areas have become ghost towns, I work in these areas and feel very

## Written Evidence from Individuals: Part One

unsafe as there are no people around. I have witnessed motorbikes driving through the LTN's. It has a prison feel to it, is this the idea though? A huge impact on local areas and rat runs for thieves.

A huge cause of air pollution in London would be aircraft, if cars are being blamed for poor air quality, then surely it is only fair to look into the affect air quality in London with two airports and charge accordingly there.

1. How might smarter road user charging differ from the current daily charges for driving applied in London?

It is an unfair scheme and should be removed (see reasons above.)

2. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

It is unfair to charge one person for one type of journey and another person a different charge. How would this be proved? Will everyone be watched 24/7? It feels discriminatory and against human rights to be charged to move around London as and when we feel like it, whether we live, work or are visiting friends, family. The idea to charge people to move where and when they decide is absolutely disgusting.

3. What strategies and targets could smarter road user charging support?

I don't believe smart road user charging should be implemented in the first place.

4. What technology could be used to support smarter road user charging?

None, I believe it is against human rights. Nobody wants to be recorded 24/7. We should not be living in a dictatorship which is how it is becoming.

5. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

There are no challenges to air quality. TFL figures show that ULEZ is expected to deliver practically no improvement in air quality. LTN's should be removed as these slow traffic and increase time for vehicles to emit pollution causing congestion on other routes around these zones. Pollution can be blown by the wind to other areas outside London as well as in to London how can we be asked to PAY TO POLLUTE? Factories and incinerators are major polluters, yet these are operating in and around London, what are the levels of pollution from these sites? Plant more trees, and the problem of carbon monoxide will improve.

6. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Vehicle drivers already pay road tax for driving on London roads, many of which are in a poor state of repair. Who would benefit from the road user charging schemes? Where would this money go?

Installing more ANPR cameras and an unacceptable level of signage which is unclear to road users. A review of government and local government spending must be undertaken so that the VEL duty is sufficient to maintain the roads.

## Written Evidence from Individuals: Part One

Smart Road User charging is unfair and should be removed.

7. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smart road user charging should not be introduced. All current smart road user charging should be removed.

8. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport.

Smart road user charging should be removed. Feels discriminatory and against our human rights to be able to move freely around where we live and work.

9. If the Government were interested in a national based road user charging scheme, would London be a sensible place for a trial?

Why does the government think is it acceptable to consider charging people to move anywhere? Smart Road User charging must be removed.

10. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Londoners should not have to pay any more or less than anyone else. It is discriminatory, if you live and work in and around London, why all of a sudden do the government think it is ok to start charging Londoners? Or anyone else to move where they want or need to? Against human rights and an appalling idea taking money from people who can barely afford to get by, we have been through a pandemic recently and many of us are still affected by this. There is a cost of living crisis and the government want to squeeze every last drop from Londoners. It is disgraceful and cruel.

11. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers for example a local referendum?)

Mayors and local authorities currently have powers to introduce new road charging schemes WITH NO CONSULTATION with the perons affected. Results of the consultation for the ULEZ scheme HAVE BEEN COMPLETELY IGNORED. All people travelling working and living in these areas are affected and smart road charging will have a major negative impact on many.

12. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

The 15 minute utopia is a terrifying idea. Everyone walking or cycling and people are charged to visit relatives is ABSOLUTELY DISGUSTING. It is not a SMART idea, not everyone in real life are able to walk or cycle. This should NOT be considered. It is

## Written Evidence from Individuals: Part One

discriminatory and against human rights and what right does the government have to consider this control over peoples movements? UTTERLY DISGRACEFUL. SMART ROAD CHARGING MUST BE REMOVED.

Enfield

[personal information redacted for publication]

NO PAY PER MILE

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1491 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

definitely not pay per Mile you're killing Londons businesses along with congestion charge. How does NYC not have this and it is one of the most thriving cities. We are not LA.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

London's industries are being killed by the congestion charge AT LEAST on a Sunday it should be free as before

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Maybe different congestion charges cheap for families during the day maybe a little more at night in the weekend but make it simple

4. What strategies and targets could smarter road user charging support

road pricing

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1489 |
|------------------|---------|

Key questions

1. Do the current road user charging systems in London require reform?

We have a congestion charge in central london for peak times (and why weekend ?)

No - this is sufficient for the current congestion / pollution issues. Current tax is paid for vehicle and petrol tax. I doubt you will be able to easily remove the tax on petrol or vehicle tax easily.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

If it is just a short nip into shop costing a pound or two ...this I think we are all trying to avoid. I don't want a smarter road user charging.

I see there is a need for a small hop into a zone and pay a few pounds into the centre of London rather than a blanket £15 a day, with unlimited millage. It is also unfair if you are on shift working past midnight, therefore having to be charged for 2 days. How about a scheme like of London busses and have a 24 hr time when you start going into the inner zone?

## Written Evidence from Individuals: Part One

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

How are you going to decide a fireman, policeman or nurse who work on shifts to an office worker? Where is the freedom of travel and movement?

You are going to have to log all those carers on a system, again - it is a big thing to organise without fraudsters.

I can envisage stealing of number plates, wrongly assign a disabled person, or even theft of cars. This DOES happen now and it will cost a lot of innocent people, time and money to put a new number plate on their car.

4. What strategies and targets could smarter road user charging support?

The Strategy is to reduce pollution and I agree with that and target as it's not workable.

Reducing pollution is don't currently by the Euro certification on vehicles and that can be more stringent. It is up to the governments to ensure vehicle manufacturers to have less polluting vehicles.

5. What technology could be used to support smarter road user charging?

GPS tracking - which most modern cars have already. But suggesting it is not a pretence that I accept it. Most modern cars have a builtin GPS and ultimately have a function to track stolen cars. This will be a huge bonus for London, that ALL stolen vehicles will be recovered. (I would be happy to pay a subscription for that).

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It will make people think twice about using their cars but the structure should be in place for less congestion on trains.

It is not, if this is to replace the congestion charge, then it is not going to put anyone off.

Air pollution has, over the past few years has made a difference, initially with the changes with the European pollution levels set in vehicles. ULEZ being in the congestion zone to now moved to the north and south circular roads. This has helped but I have seen polluting lorries still polluting and paying the £100 charge. To a big business, this is nothing. I had been investigating the pollution levels and the last year is 2020, which is also the time when we had lockdown. This has skewed the figures and cannot be a good guidance on if the ULEX extension to the north and south circulars.

I would seriously think if there is a ULEZ expansion, it would make very little difference, if at all to the outer boroughs. It will really get the residents of the outer boroughs getting annoyed with this charge, with little help in time or a satisfactory scrappage scheme. I have heard of people needing £45k for a new van, with very little help.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Best left to the city level and leave it to each city to set the level.

A national system? I am already charged by the mile with the cost of petrol. It will be unpopular for anyone planning or even considering it. To make it better would be removal of the vehicle tax, but how would you get people in some parts of the country paying tax and some don't. It's unworkable.

Difficulties would be a dramatic increase of number plate thefts and stolen cars both in London and the rest of the country.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Road tax was around a number of years ago, until it was changed to the Vehicle tax. If you are going to have a "road use by the mile" then the vehicle tax should be removed. Again,

## Written Evidence from Individuals: Part One

look at previous comment - a national road charge to avoid vehicle tax ? I don't think that will work.

Replace the congestion charge with road charging. The ULEZ will be defunct in 10 years time when virtually all the vehicles are compliant.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

I don't want the road charging scheme. Even if it was going to happen, then disabled drivers and disabled passengers are exempt. What it going to be hard, will be people who are volunteers helping others with their vehicles. For instance, for me personally I will less inclined to travel and see my blind father and help him.

A means tested scheme should be in place.

Fraud is going to be rife.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

NO - I don't want it and I don't want London to be in a trial.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

It all comes back to the vehicle tax and that of the tax on petrol.

I don't pay any road charging for now, and no intention to.(but will this remove the need of charges on the Dartford tunnel and other tools ?

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

It MUST be consulted with the people who live there and who's lives will be affected.

Well Bromley is against the road charging and ULEZ expansion. There is going to a large protest against road charging schemes.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I am sure that London is the testing ground for the C40 cities initiative. If it can be passed in London then it will be used in a certain form for other cities.

I would suggest that Indian cities which have 10 times more pollution should be tackled and get them to a more acceptable level.

I would be happy to talk further about the future plans for roads / pollution.  
[personal information redacted for publication]

Call for Evidence : The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1487 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

No - they need to be scrapped

## Written Evidence from Individuals: Part One

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

They will be inflationary - they will cost more than the existing charges

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Any charge will add to cost of living

4. What strategies and targets could smarter road user charging support?

Stopping us driving freely - I'm against that

5. What technology could be used to support smarter road user charging?

Big Brother technology - I'm against it

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

By making it harder to drive - I'm against that

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

I'm against road user charging however it is proposed

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

I'm against road user charging

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

I'm against road user charging

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

I'm against road user charging

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

## Written Evidence from Individuals: Part One

We have too many mayors - odd how they have gained so much importance suddenly. C40 Cities.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

You already know the answer to this - pointless question.

[personal information redacted for publication]

NO to road charging.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1482 |
|------------------|---------|

Dear sirs,

Please see my responses below, quite frankly the lack of publicity for this consultation is unacceptable and the fact it is not a clear set of questions if people want it or not means that this consultation is deliberately designed not to elicit a clear response on this matter. I have also added my local MP into this email as i expect our elected officials to listen to the concerns of their citizens, the fact that people have clearly demonstrated their opposition to the extension of ULEZ and has been ignored by the Mayor is extremely worrying from a civil liberties perspective, and this consultation appears to be a rubber stamping operation to impose road pricing , hence why the extension of ULEZ to get the cameras imposed for road pricing.

1.Do the current road user charging systems in London require reform?

No. As Londoners we are already burdened with both congestion charge and ULEZ. These are unreasonable charges which in particular impact the poorer segments of the London population. We do not require additional charges to motorists. People are stressed and poor thanks to the state of the economy and the impact of the last few years. Furthermore, the increase of cameras to monitor road charging is an assault on people civil liberties to move around without being monitored by the state or its corporate partners.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Once again you have structured questions to elicit a certain response, the question for those consultation is simple do you want road pricing YES or NO. If changes are needed adjust the current systems for example late night shift workers are not charged twice for ULEZ congestion zone charges.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

We should not have to pay extra whether you are travelling for work, for caring or for essential services. We already pay fuel duty, which is a cost per mile as you pay more if you drive more. We don't need any more road charging systems; people are already stretched financially and once again the charges will be penalising the poor. Nor is it the role of the state to dictate how people travel with coercive pricing, this is intrinsically totalitarian.

4. What strategies and targets could smarter road user charging support?

None we do not want road charging, please provide a straightforward consultation, with a simple straightforward question, so you want road pricing YES or NO.

5What technology could be used to support smarter road user charging?



## Written Evidence from Individuals: Part One

None, this level of technology for tracking people's movement is an infringement on people's civil liberties it is not for the state to influence people's travel

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Much of these challenges have been manufactured with the massive increase in road schemes that are reducing capacity with cycle lanes and low traffic neighbourhoods, these have cost Londoners hundreds of millions of pounds in taxpayers' money which has increased traffic and subsequently air pollution. Cars are today subsequently greener and with the increase in electric cars these are combating climate change, if you are serious about challenging climate change go after the global 100 polluters which are large corporations including tech companies rather than individuals who wish to carry on living their lives without being disturbed by state authorities dictating how people should drive.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have a road user charging at a national level, it's called ROAD TAX and FUEL DUTY. We do not need any more. Why not reduce the road tax on older vehicles that have been around for many years and have paid their own carbon dues by remaining in use instead of being replaced by another brand new car (most of the carbon in cars is in the BUILD).

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

WE DO NOT WANT ROAD USER CHARGING, taxes are already excessive reduce the current ones do not add new ones, Road pri

How about we don't impose the taxes in the first place, so that we will not need to look at discounts for the vulnerable.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. Nowhere is a sensible place for a trial. This is starting to look like a work of dystopian fiction. Let the people be free to choose the transport they want, most people will choose the appropriate form of transport for their needs.

11; if distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

We note the intent is to burden the UK citizen with even more taxes. we do n?

Mayors and local authorities must not abuse the elected powers vested to them by the Citizens. All new schemes must be by referendum. If taxes are imposed without effective consultation, then this should be considered an abuse of power and those officials who pushed for these schemes should be held personally liable including the cost of imposing such schemes without consent from its citizens.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals ?

Frankly i don't care what other cities have imposed we have seen in places like Oxford and Bath that these types of schemes are being imposed against the will of the local population Faithfully,

[personal information redacted for publication]

Road charging in London

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1479 |
|------------------|---------|

## Written Evidence from Individuals: Part One

Q1. Do the current road user charging systems in London require reform?

No. Existing charging systems are adequate. All of the stated aims of this new system can be better achieved by traditional methods. There is no need for digital or technological systems, but instead it would be better to put resources into improving existing systems, for example reassessing speed humps, improved traffic light phasing, road surface maintenance, and signage. Poor quality in all these areas impacts on road congestion, journey times, and pollution from all sources.

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject any such scheme. For example the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature.

Q3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen. It also adds more complications and stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one's journey.

[personal information redacted for publication]

Call for Evidence: the future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1477 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

1. No, the current system is more than enough! Already gone too far in to the suburbs.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

2. Currently there is no daily charge until August 2023 when you're trying to bring Ulez to outer London. Should stay as it. No road user charging!

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

3. Keyworkers, care workers/ caring responsibilities and workers should not be charged for going to work! When the motorist is already hit the hardest servicing, tire disposal charge, mot, insurance, petrol tax and ROAD TAX! We already pay to use the roads, which are not fit for purpose due to pot holes.

4. What strategies and targets could smarter road user charging support?

## Written Evidence from Individuals: Part One

4. Violent crime on women and the public is an area that needs the most support along with the NHS. Not charging the everyday person for driving a car.

5. What technology could be used to support smarter road user charging?

5. None needed! We already pay to use the road.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

6. It can't as the current Ulez and Congestion charge zones have made no difference to climate change or air pollution.

Traffic is heavy in places but that's due to population, poor infrastructure, wrong priority on traffic lights, cycle lanes, bus lanes, road works for no reason and lack of pull in bus stops that used to exist.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

7. They are already in place We Pay Road Tax which works very well as a national system. Benefit Freedom. The only difficulties is catching the non payers!

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

8. None, Most car users pay Road Tax. Current changes need to include bikes, scooters, skate boards, roller skates, new cars and electric cars.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

9. Keep it as it is with the additional changes mentioned in previous answer above.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

10. No because central London will give a false result as will any other major city center it is so easy to get about by other means other than a car.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

11. Less or better still not at all as it is in the suburbs.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate or lies for these bodies to use those powers (for example a local referendum)?

12. Yes local/ general referendum for all road charging schemes. We live in a democracy that we vote and pay for.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

13. Not very well from what I see and hear. Banning private jets, helicopters and incinerators. Hydrogen instead of "not fit for purpose electric cars" ,bio fuels, trams, cleaner petrol / diesel engine technology/ development.

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

Road User Charging.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1473 |
|------------------|---------|

I watched this video: [Road User Charging - Another secret consultation, and it's TERRIFYING - YouTube](#)

I think that ultimately what you want is to take everyone's motor vehicles away, and to milk the citizens of London for as much money as possible.

You created the traffic problems by increasingly restricting access to London's roads – first by the introduction of the congestion charge, then by ULEZ and the introduction of obscure and mostly unused cycle lanes, and now with the Low Traffic Neighbourhoods scheme.

You could have invested in carbon capture to help negate the emissions – but why would you do something like that?

You've all allowed the various manufacturers to sell us a plethora of motor vehicles – only to then decide that for one reason or another, you're going to simply strip it all away from those who can no longer afford the new charges.

Your goal here is to basically make it so inconvenient to own a vehicle, that people give them up of their own volition.

***“You will own nothing, and you will be happy..”*** – right?

We are not 'Cattle'.

Smarter Road system

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1472 |
|------------------|---------|

Dear Sir/Madam,

I am a citizen of the UK and have been since 1980. When in my opinion things run better and we're more fairer and freer for the average Joe (especially for drivers and where road usage is concerned).

I am strongly opposed to C40 cities. All this means is more cervalence, more fines, slower and more congested roads.

So in answer to your first consultation question:

The current road systems are worse than they have ever been... The old system of the late 90's early 2000 was a lot better, cheaper and more efficient. There was far less congestion and traffic as there were no LTNs and we could use bus lanes after 7pm. There was more road available for Drivers as there were less 'unused' cycle lanes all over the place. The speed limit was better at 30. Everything the London Mayor's have done over the last 15 years have slowed movement of vehicles down dramatically and have made traffic and congestion worse.

In answer to question 2 of the consultation.

The current road pricing is not great so we definitely don't want it to be worse with implementation of new road pricing scheme. Any new policy DVLA, TFL or the MET ad to OUR roads (The roads belong to the People, the men and women of this country) always make things worse, more expensive and slower. The schemes never seem to make things

## Written Evidence from Individuals: Part One

better for drivers or benefit us in any way. So we the people do not want Smart Driving Cities because we know all that means is more surveillance and more fines.

In answer to question 3 of your consultation.

Drivers and Travellers should be free to move about in there vehicles as they see fit. For people that need to drive to Go to work, they can work from home as many of them have been doing over the last couple of years. It is better for some, a lot of people I've spoken too prefer to work from home and it also helps congestion on the roads. If it was optional to work from home a lot more people would. Therefore driving/travel less.

In answer to question 4 of your consultation:

A simple. "Nobody wants smarter road charging" no body voted for these policies or schemes and all the information has not been properly disclosed to the people of London and other cities. All the details of this scheme need to be discussed with the people and then voted on before there even thought about or presented to anybody.

I would like to ad that I am strongly against the current ULEZ scheme which TFL are trying to expand 'illegally'. Again, nobody wants it, it has not been voted for and is just another way to extort people for there hard earned money. With 80% of people in opposition all across London, the scheme should have been scrapped long ago. Its just another example of how Un-Democratic this country has become. These Un-Democratic polices have made we the people lose all faith in your new ideas for Smart technologies because they are only used to trap people and steal from the people. They never make our situations better. Always worse and more expensive.

Those are my thoughts on the matter and I hope not to see any of these C40 ideas and scheme come into reality.

Sincerely

[personal information redacted for publication]

RE: Call for Evidence: The future of smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1471 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?  
No, it is fine as it is. Traffic is self-regulating. Please stop inventing.  
This scheme will likely cause more rat-run through residential streets
2. How might smarter road user charging differ from the current dailycharges for driving applied in London?  
N/A. See answer to question 1
3. How might charges for driving in London be varied for different types ofjourneys, such as travelling for work, caring responsibilities or essentialservices?  
Train for commuting, for the rest; shopping, visiting friends, etc, see answer to question 1
4. What strategies and targets could smarter road user charging support?  
N/A. See answer to question 1
5. What technology could be used to support smarter road user charging?  
N/A. See answer to question 1
6. How could smarter road user charging assist with tackling currentchallenges such as traffic, air pollution and climate change?  
N/A. See answer to question 1
7. Are road user charging schemes best set up at a city or regional level, oras a national system, and what benefits or difficulties would you expectwith either approach?  
N/A. See answer to question 1
8. If smarter road user charging is introduced, which charges or taxes shouldit replace and how should the current taxes and charges be changed?

## Written Evidence from Individuals: Part One

The London Assembly don't have control of Road Tax or Fuel duty, so this will just an extra cost on top.

See answer to question 1

9. What discounts and exemptions would you like to see for any newsmarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Public transport don't always run the route I need so then a car is needed. Would I get a discount for that?

See answer to question 1

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

See answer to question 1

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

See answer to question 1

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes, referendum. We live in a democracy after all.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

They have better public transport instead

Anonymously & Confidential

### Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1468 |
|------------------|---------|

Dear TFL,

I must register my strong opposition to the Mayor's plans to introduce a "pay per mile" scheme in London.

Any such charging will only further financially punish impoverished Londoners and those visiting our capital. It is grossly unfair. It will destroy small businesses, ruining families and hollow out communities.

We want less technological intrusion in our lives not more. We already pay CCharge, ULEZ, road tax and fuel duty. This is just another money making scheme at the expense of citizens. It is overreach beyond compare.

Mr Khan has no mandate to introduce these charges and is only doing so to generate income to prop up the very TFL that he has destroyed.

The vast majority of people are against it, yet he carries on regardless, thinking that he knows best. He doesn't. Under his so-called leadership we have watched while his policies and priorities have lead to a crime ridden city where knife crime and street violence are everyday occurrences.

He is not fit to hold the office of mayor any longer and should go.

There is no justification for any road use charging of this nature.

## Written Evidence from Individuals: Part One

Kind regards

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|           |         |
|-----------|---------|
| Reference | RUC1470 |
|-----------|---------|

To whom it may concern

1. Do the current road user charging systems in London require reform?

**No.**

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

**This is an absolutely nefarious idea. By smarter you mean to plug the people into a slavery system by deducting money from our bank accounts by electronic/wifi means completely out of our control. For a smarter road user charging to differ is to cancel all road charges altogether nationwide completely. This is the only SMART thing to do.**

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

**By applying NO charges whatsoever at all at any time now and in the future for any kind of journey. This is the only sensible variation to any ideas on any charges.**

4. What strategies and targets could smarter road user charging support?

**The only strategy and targets that this current governmental system has is to screw and enslave the population into prisons. I suggest that all these greedy, self serving, vile ideas be consigned to the nearest bonfire where they will be consumed and forever cast into non-existence. This is the best strategy for question 4.**

5. What technology could be used to support smarter road user charging?

**There is no need for any technology. We do not want and will never want any form of charging, it is a government construct to imprison the population so the answer to this question is undeniably NONE. Not any form of technology whatsoever.**

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

**The traffic in London runs and drivers are accomodating barring any accidents etc which admittedly can cause problems. By introducing any form of charging will engender people creating blockages in the traffic through attempting avoidance measures. Air pollution is a solvable problem and climate change is a New World Order myth to persuade the population that there is a problem with the climate. The temperature on earth has changed by about 1 degree in 300 years so all this nonsense is just a way of suppressing the population not ever doing anything that is FOR THE PEOPLE.**

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

**Road user charging schemes are that very thing - schemes to screw people. They are best forgotten and consigned to the nearest bin and sent to the dump as swiftly as possible. There will be no benefits except to the people who are being paid to do this and then pocket the cash once they set it up, god forbid this ever happens. Any difficulties will be on people trying to earn a living and getting costed out of London. What happens when all the people who live and work wake up and smell the coffee, jump in their cars and abandon London for the rest of the country? Who will pay your wages then????????????? You can only push people so far.**

## Written Evidence from Individuals: Part One

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

**Smarter road user charging must never be introduced and no charges replace any other taxes and in addition the current taxes should be abolished too. None of this money does anything to improve the lives of any common man, woman or child in London and just fills the pockets of the rich who have got quite enough of our money already. Abandon this ridiculous scheme NOW.**

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

**NONE WHATSOEVER. People on low incomes and the disabled and the working public must be supported, not charged for existing and living their lives. Public transport should be a very high priority and a PUBLIC not private service for the benefit of the people, not the benefit of the shareholders.**

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Call for Evidence: The future of smart road user charging February 2023 response

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1465 |
|------------------|---------|

Firstly can someone explain why is it that this consultation of yours has been so well kept secret and why has it been given such a short window of time to response. One might think you do not want any responses to sent in so it can be easily implemented. Who ever the regulatory body are for consultations they must be a sleep at the wheel if you get away with this!

1. Do the current road user charging systems in London require reform?

Yes, the current road user charging systems in London and the rest of the areas in operation in the UK needs scrapping permanently it is a bad idea, I certainly did not vote for them. The only real people your aims will serve is the rich and elite by freeing up the road space that is no longer occupied by the working class who will no longer be able to afford to run a vehicle. As my recent business trips into the ULEZ zone has shown to me earlier this year, it has increased travelling time significantly and increased pollution which you are saying you wish reduce with cars stuck in traffic jams as they are all force down specific routes with cars inching forward putting out more gases which you seem to be bothered about.

2. With regard to the subject of air pollution, which seems to be your main concern in all this, there has only been one death, all be it tragic, in 20 years. The new smart motorways in only a few short years of their introduction have killed 79 people, excess deaths are running at 20% around 2000 people per week in the UK and the powers that be say that ok because it is happening all over the world, yet that seems to be of no concern to anyone in authority. Maybe the powers that be think this is all good as there are now less motorist on the road! Its time you all woke up and instead of spending our hard earned public money on idiotic schemes, start and spend OUR money wisely on the real issues I have just listed.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

I am under no illusions that if your measures were to be introduced there is not a cat in hells chance of repealing current charges or taxes It has been clear to me that you both yourselves and the Government have always been out to milk as much money from the



## Written Evidence from Individuals: Part One

public as possible until we are bled dry and forced off the roads even if we were to go back to driving a horse and cart.

It seems that the current establishment are not satisfied in collecting 20% VAT on the purchase of commercial and private vehicles, VAT on petrol, motor parts, 53% on fuel duty on top which the fuel duty is taxed by 20% VAT tax on tax and not last but not least the introduction of insurance premium tax.

In 2015 George Osborne pledge to ring fence VED from 2020 to 2025 to go to fixing the roads, so why do you need more money?

It seems to me that since dropping of the name "Road fund license" as it became an embarrassment to the Government because it clearly was mis representation of where the money goes, they dropped that name and called it VED.

It seems now you want introduce a new Road tax fund to fix the roads, again more tax on tax.

So to sum up my response, TFL and the Mayor need put its own house in order with the firstly cleaning up the toxic Underground air quality before punishing the motorist even further. look at easing traffic by reducing all the cameras and give people their freedom back. [personal information redacted for publication]

### Road charging consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1463 |
|------------------|---------|

#### 1. Do the current road user charging systems in London require reform?

London already has the congestion charge, the LEZ, the ULEZ and DVS. Drivers in London need less and simpler regulation and monitoring, rather than more.

#### 2. How might smarter road user charging differ from the current daily charges for driving applied in London?

The ULEZ is designed to "clean up London's air" by charging vehicles that do not meet ULEZ emissions standards. That would suffice as far as charging for cars and small vehicles, whilst the DVS is fine for HGVs etc. Further, there should be a means-tested way of charging such that those on low incomes do not have to pay at all. Also, People who drive huge, expensive, new cars that can afford to pay higher charges should pay more, whilst those that drive small, cheap, old cars should pay less.

#### 3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

You should not have to pay extra whether you are travelling for work, for caring or for essential services. We already pay fuel duty, which is a cost per mile as you pay more if you drive more. We don't need any more road charging systems - we need less.

#### 4. What strategies and targets could smarter road user charging support?

Calling a strategy or target "smarter" does not necessarily make it a good idea. ULEZ is already in place with the purpose of cleaning up London's air. No more strategies or targets are required - especially, not any that would track the movement of people directly, thus invading their privacy. Since the provision of roads is for the general public to use to get from one place to another, driving on a road and charging needs to be convenient and affordable.

## Written Evidence from Individuals: Part One

Any form of charging road users must be economically viable for people who are on low incomes.

5. What technology could be used to support smarter road user charging?

No technology that tracks the location and movement of people should be used to support smarter road user charging, as it is an invasion of privacy and fundamental human rights. I refer to Article 12 of the Universal Declaration of Human Rights: "No one shall be subjected to arbitrary interference with his privacy, family, home or correspondence, nor to attacks upon his honour or reputation. Everyone has the right to the protection of the law against such interference or attacks."

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The ULEZ is already doing this. The people don't want any more. We are taxed via VED road tax on emissions. Electric cars have been incentivised already, so no "smarter" road user charges are required.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging schemes are not "best set up" at any level since we already have systems in place. We already have road user charging at a national level, it's called "Road Tax" and "Fuel Duty". We do not need any more.

Most of the carbon produced by cars is created in the process of its manufacture and the resourcing and shipping of its materials. Typically, a small car produces 6 tonnes, a medium one produces 17 tonnes and a large car produces 35 tonnes of CO<sub>2</sub> during production. Why not reduce the road tax on older vehicles that have been around for many years and have paid their own carbon dues by remaining in use instead of being replaced by another brand new car.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging should not be introduced at all. People should be able to afford and have the freedom to use their cars as suits their needs. Whilst public transport is an important way of reducing carbon emissions, it often is not fit for the purpose of the journey required. For example: people may need to transport multiple, heavy or unwieldy items, from one area to another, where there is no transport or where multiple changes of bus, tube or train are required. Further, how will it work for people who live outside London. For example, I was born in London and raised in Essex, but I now live in Northumberland. I have many friends and relatives in different areas of London and Essex who I currently visit at least 4 times a year. Since I need to take my family and a large amount of luggage, using multiple modes of transport is both costly and really inconvenient since it involves a lot of changes of transport and being picked up by taxi at the rural ends of Northumberland and Essex. It is much simpler and cost effective to drive to visit my family and friends. Remembering that privacy is a fundamental right, if these charges were introduced, how would I be charged if I drove from place to place? Tracking my location and movement is not a legal option if I don't give my permission.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

## Written Evidence from Individuals: Part One

People do not want a new road charging scheme. The ULEZ would suffice as far as charging for cars and small vehicles, whilst the DVS is fine for HGVs etc. Further, there should be a means-tested way of charging such that those on low incomes do not have to pay at all. Also, People who drive huge, expensive, new cars that can afford to pay higher charges should pay more, whilst those that drive small, cheap, old cars should pay less. Disabled people should not pay charges at all, nor should people who live in low areas of public transport who need to travel to London, unless there is a free "Park and Ride" carpark on the edge of the ULEZ zone.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Nowhere is a sensible place for a trial. There should be no national distance-based road user charging scheme because we are already charged for distance based road use through fuel duty.

If the UK government needs to raise more funds for road maintenance or carbon offset, it should try taxing the oil companies more whilst imposing a maximum limit on what they charge the buyer which gives them a small profit margin - not a colossal one, to the tune of billions of pounds.

Personally, I believe that the purpose of implementing a new "smart" charging system for distance-based road use, rather than tweaking the current system, is because what the government really wants to do is track and, ultimately, control the movement and location of the population.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

A new, distance-based, road user charging scheme beyond the fuel duty system that we already have "must not" be introduced. To do so, people would end up paying more and lose their personal privacy and liberty.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Any new legislation that impacts upon peoples' privacy and liberty should be put to a public, democratic vote. The United Kingdom claims to be democratic. If legislation is passed that is contrary to Article 12 of the Universal Declaration of Human Rights, it is not only illegal, but would be the work of an authoritarian or totalitarian government - not a democratic government.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I am not aware of how other cities and countries are faring with their road user charging. However, I am aware of the reception of the public to another population movement reduction initiative is faring in Canada, Paris, Oxford and Wolverhampton -

## Written Evidence from Individuals: Part One

namely “15 minute cities”. They are not faring well and have met with a lot of discontent due to the lack of liberty of movement.

The UK population has not had a say on the policy goals of smarter roads. This government needs to behave like a democratic one and give UK citizens the chance to vote on the policy, rather than keep the knowledge of this proposed legislation hidden by not announcing the consultation on national media and having a really short lead time before it moves from consultation to implementation.

Once UK citizens have had their views noted on the consultation process, then provide them with the chance to vote, democratically, on the road charging scheme. If the UK democratic government does not provide its citizens with a chance to vote on things that affect their privacy and liberty, it could be deemed as a dictatorship.

Road user charging scheme consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1462 |
|------------------|---------|

Dear sirs,

Please see my responses below, quite frankly the lack of publicity for this consultation is unacceptable and the fact it is not a clear set of questions if people want it or not means that this consultation is deliberately designed not to elicit a clear response on this matter. I have also added my local MP into this email as i expect our elected officials to listen to the concerns of their citizens, the fact that people have clearly demonstrated their opposition to the extension of ULEZ and has been ignored by the Mayor is extremely worrying from a civil liberties perspective, and this consultation appears to be a rubber stamping operation to impose road pricing , hence why the extension of ULEZ to get the cameras imposed for road pricing.

1.Do the current road user charging systems in London require reform?

*No. As Londoners we are already burdened with both congestion charge and ULEZ. These are unreasonable charges which in particular impact the poorer segments of the London population. We do not require additional charges to motorists. People are stressed and poor thanks to the state of the economy and the impact of the last few years. Furthermore, the increase of cameras to monitor road charging is an assault on people civil liberties to move around without being monitored by the state or its corporate partners.*

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

*Once again you have structured questions to elicit a certain response, the question for those consultation is simple do you want road pricing YES or NO. If changes are needed adjust the current systems for example late night shift workers are not charged twice for ULEZ congestion zone charges.*

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

## Written Evidence from Individuals: Part One

*We should not have to pay extra whether you are travelling for work, for caring or for essential services. We already pay fuel duty, which is a cost per mile as you pay more if you drive more. We don't need any more road charging systems; people are already stretched financially and once again the charges will be penalising the poor. Nor is it the role of the state to dictate how people travel with coercive pricing, this is intrinsically totalitarian.*

4. What strategies and targets could smarter road user charging support?

*None we do not want road charging, please provide a straightforward consultation, with a simple straightforward question, so you want road pricing YES or NO.*

5. What technology could be used to support smarter road user charging?

*None, this level of technology for tracking people's movement is an infringement on people's civil liberties it is not for the state to influence people's travel*

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

*Much of these challenges have been manufactured with the massive increase in road schemes that are reducing capacity with cycle lanes and low traffic neighbourhoods, these have cost Londoners hundreds of millions of pounds in taxpayers money which has increased traffic and subsequently air pollution. Cars are today subsequently greener and with the increase in electric cars these are combating climate change, If you are serious about challenging climate change go after the global 100 polluters which are large corporations including tech companies rather than individuals who wish to carry on living their lives without being disturbed by state authorities dictating how people should drive.*

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

*We already have a road user charging at a national level, it's called ROAD TAX and FUEL DUTY. We do not need any more. Why not reduce the road tax on older vehicles that have been around for many years and have paid their own carbon dues by remaining in use instead of being replaced by another brand new car (most of the carbon in cars is in the BUILD).*

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

*WE DO NOT WANT ROAD USER CHARGING, taxes are already excessive reduce the current ones do not add new ones, Road pricing is intrinsically against the poor, disabled and minorities, who will be disadvantaged in being able to drive and get the requires support they may need. To be frank I'm disgusted that in particular those parties which are supposed to represent the most vulnerable sections of society appear to be its biggest supporters of a fundamentally discriminatory system which is also a threat to civil liberties.*

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

*How about we don't impose the taxes in the first place, so that we will not need to look at discounts for the vulnerable.*

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

## Written Evidence from Individuals: Part One

*No. Nowhere is a sensible place for a trial. This is starting to look like a work of dystopian fiction. Let the people be free to choose the transport they want, most people will choose the appropriate form of transport for their needs.*

11; if distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

*We note the intent is to burden the UK citizen with even more taxes. we do not want road user charges.*

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

*Mayors and local authorities much not abuse the elected powers vested to them by the Citizens. All new schemes must be by referendum. If taxes are imposed without effective consultation, then this should be considered an abuse of power and those officials who pushed for these schemes should be held personally liable including the cost of imposing such schemes without consent from its citizens.*

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals ?

*Frankly i don't care what other cities have imposed we have seen in places like Oxford and Bath that these types of schemes are being imposed against the will of the local population. This is an abuse of power.*

Please stop the new "Road User Charging" scheme as this is against our freedom

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1459 |
|------------------|---------|

Dear Sir / Madam

I read your scheme of "Road User Charging", and would like to respond as follows:

1. Do the current road user charging systems in London require reform?

**No.** The new changes proposed in this plan are:

A) Unnecessary

B) not going to help anyone,

C) requires a lot of funding that would be paid off at the tax payer's expense, eventually.

D) would end up eventually being an absolute pain to the tax payer as it would become a money clawing business rather than helping.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

We've seen so many "smart" inventions such as "smart motorways", the term "smart" does necessary reflect anything smart as-such but rather acting as a stealth tax aimed at making the life of the motorist extremely difficult.

## Written Evidence from Individuals: Part One

Therefore, your scheme of “smarter road” isn’t going to be any better but rather going to make all drivers feel like they live in a prison and have them restricted and monitored all the time which is against their freedom. Might as-well lock them in a cage for that matter.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Throughout the years it’s proven that “every journey matters” means quite the opposite to the mayor of London, speaking of “essential services” there are many people who died as a result of the mayor not caring about people’s lives and restricting so many roads in London preventing essential services from reaching out to people who desperately need help.

Your scheme makes no difference to the mess created by the mayor of London nor would help anyone other than the mayor himself clawing more money from innocent motorists who are struggling with the current life crises.

If he cared that much about the environment and being green and pollution then he should’ve legalised personal e-Scooters instead, he’s clearly not doing so because it would be less tax money coming from public services and less money coming from fines or motor services.

4. What strategies and targets could smarter road user charging support?

I still disagree with the term “smarter roads”, the term should be named “chargeable roads”, since motorists pay already for vehicle tax to show that their vehicles are “road worthy” then these roads should NOT be charged twice under the term of “smarter roads”.

In short, I am against this scheme and totally object to it.

Please feel free to get to me if you require any further information.

Regards

[personal information redacted for publication]

ROAD USER CHARGING Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1458 |
|------------------|---------|

Good Afternoon,

Please fine my response to ‘Road User Charging ‘ consultation:

1. Do the current road user charging systems in London require reform?

No. Existing charging systems are adequate and the charges are already high for many motorists. All of the stated aims of this new system can be better achieved by traditional

## Written Evidence from Individuals: Part One

methods. There is no need for digital or technological systems ( we already have ULEZ, which has already impacted motorists enough). Instead it would be better to put resources into improving existing road systems. What would help is for example improving the road surface, reassessing speed humps, improved traffic light phasing, synchronise the traffic lights, increase road surface maintenance, and signage. Poor quality in all these areas impacts on road congestion, journey times, and pollution from all sources. For example road speed bumps are causing more pollution as it is repeatedly necessary to slow down, brake instead of just following the required speed limit and drive smoothly. We don't need more changes!

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

There is no need for a new system. Instead of proposing new systems, adjust and make fair the existing one.

Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject any such scheme. For example the use of scarce resources especially lithium and cobalt, which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature. There is a disturbing reality of cobalt mining for rechargeable batteries, where children are abused by digging it with their bare hands.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

We should not have to pay different amounts.

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits.

The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen in our democratic society. It also adds more stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one's journey.

We already pay fuel duty, which is a cost per mile as we pay more if we drive more. We don't need any more road charging systems, as most people are already struggling financially.

4. What strategies and targets could smarter road user charging support?

There are no strategies and targets that smarter road user charging can support. Target-chasing always ends up incentivising false outcomes and does more harm than good.

Target-monitoring is costly and effort and money should instead be put into improving quality of other services in London, for example public transport.

We should look away from reaching unrealistic targets.

5. What technology could be used to support smarter road user charging?

None. We have already too much technology in use.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change.

The ULEZ is already doing this. People don't want to pay any more, they want to pay less. We are already taxed enough from every angle.



## Written Evidence from Individuals: Part One

Instead of more charges better quality road design is needed, along with reduced charges and support for local shops and businesses . People should be able to fulfil their needs without the need to travel far. Existing roads should not be blocked by flower planters, pushing people to drive much longer distances to get to their doctors, do their shopping or getting children to and from school.

It is possible to improve air quality for example by removing speed bumps. The tyre dust is a significant source of pollution, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads, not by adding taxation and more charges.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

New road user charging should not be introduced anywhere.

We already have a road user charging at a national level, it's called ROAD TAX and FUEL DUTY. We do not need any more charges!

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging should not be introduced because any advantages for each individual are outweighed by the disadvantages.

Current taxes and charges should be reduced, not increased. The fuel cost has increased extremely and motorists contributed more than enough in taxis to government and supported huge profits for oil companies.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No such discounts or exemptions should be introduced. The concept introduces the need to justify one's journeys to the authorities, that is, to ask permission, something that should never happen in a democratic society. Instead the Blue Badge system already exists and can be adjusted or reformed. The way to improve the lives of the groups mentioned here would be to reduce fuel charges which can be achieved by increased oil exploration and extraction.

There is no need for another road charging scheme or expansion of ULEZ.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No! No such trial is necessary, there is nowhere sensible to try it. In terms of petrol / diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be an increase in annual road tax on EVs.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No such distance-based charging scheme should be introduced.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

## Written Evidence from Individuals: Part One

Mayors and local authorities should not have these powers. Therefore their powers to introduce these schemes should be removed immediately. We need a full and uncensored debate through all forms of public discourse. All of these new schemes should be put to a public vote like any good democratic country would do. The specific referendum should be used to determine the will of the people. People's voices need to be heard.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate. This is a rare opportunity to elaborate about these goals. People should get the chance to vote on the policy goals as well as on road charging schemes.

My comments can be published anonymously.

Kind regards,

[personal information redacted for publication]

Re: Call for evidence - Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1455 |
|------------------|---------|

Not sure if you needed address

[personal information redacted for publication]

On 07/03/2023 00:47, [personal information redacted for publication] wrote:

Key questions

1. Do the current road user charging systems in London require reform?

**NO. COULD SCRAP EXISTING ULEZ AND NEVER AGREED WITH THE PRINCIPLE.**

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

24 HOUR BASED RATHER THAN MIDNIGHT-MIDNIGHT (flexibility for shift workers)

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

VOLUNTEERS / CARERS DISCOUNTS. TOO MUCH ADMIN THOUGH! DONT WANT TO APPLY FOR PERMIT TO TRAVEL. DONT WANT TO APPLY FOR REFUNDS.

AGE RELATED CHARGING. I AM 56 AND UNABLE TO RIDE A BIKE MORE THAN A MILE!! DESPITE WHAT THE GREENS IMAGINE. HOWEVER NOT CLASSED AS DISABLED.

4. What strategies and targets could smarter road user charging support?  
CHEAPER RATES FOR OUT OF PEAK HOURS.

5. What technology could be used to support smarter road user charging?

AM OPPOSED TO FULL CAMERA SYSTEM LIKE PROPOSED FOR EXPANDED ULEZ. TOO MUCH CHANCE OF DATA BEING ABUSED. INVASION OF PRIVACY. AGAINST CIVIL LIBERTIES / MENTAL HEALTH / SOCIAL EXCLUSION TO THINK CAN I AFFORD TOLLS TO VISIT MY ELDERLY PARENT(S).

## Written Evidence from Individuals: Part One

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

NO NEED. WE HAVE PAY-PER-MILE ALREADY. ITS CALLED FUEL DUTY & VAT.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

CHARGING SCHEMES ARE UNFAIR. THOSE UNFAMILAR ARE CHARGED £130 FOR A £12.50 FEE. PEOPLE SHOULD HAVE OPTION TO PAY THE £12.50 FEE, NOT A FINE.

ALREADY WE HAVE DOZENS OF PARKING APPS. DOZENS OF TUNNEL/BRIDGE TOLLS. WE DO NOT NEED DOZENS OF ROAD TOLL APPS AS WELL. NOT EVERYONE HAS SMARTPHONES!!

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

REMOVE CURRENT ULEZ & CONGESTION CHARGE.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

EXEMPTIONS FOR DISABLED, ELDERLY AND GENERALLY LESS-ABLE. EXEMPTIONS AREAS LOW PUBLIC TRANSPORT.

DISCOUNTS/EXEMPTIONS THOSE TRAVELLING EARLY / LATE SHIFTS. ITS SCARY GETTING THE NIGHT BUS HOME!!

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

NO. TOO MANY COMMUTERS. TOO MANY FOREIGN LORRIES.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

LESS. EVERY JOURNEY ALREADY INTRODUCES TAX REVENUE INTO THE ECONOMY

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

REFERENDUM AT MINIMUM. CURRENT ULEZ EXPANSION TOTALLY UNDEMOCRATIC AT MOMENT.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals

LONDON IS QUITE UNIQUE CHALLENGING BEING SUCH AN ANCIENT CITY, DIVIDED BY RIVER, THEN DIVIDED BY RAIL LINES. VERY FEW ALTERNATIVE ROUTES AVAILABLE. WE HAVE NARROW ROADS, NOT WIDE BOULEVARDS LIKE OTHER CITIES WITH PLENTY OF SPACE FOR CYCLE LANES, ETC CYCLE LANES JUST MAKING ROAD NETWORK WORSE, RESTRICTING THROUGHPUT. CYCLE LANES SHOULD NOT BE SITED ON BUSY ROADS.

# Written Evidence from Individuals: Part One

Call for evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1452 |
|------------------|---------|

## **1 Do the current road charging systems in London require reform?**

They should be abolished. How much money do you want to extract from the motorist? Road tax, fuel tax, and now exorbitant and cruel ULEZ, the expansion of which is causing horrendous stress as people will not be able to go about their daily business. Motorists are not a bottomless pit. The Ulez expansion is not fit for purpose. It is there to raise money for TFL and the Mayor. Mr Kahn's evidence in the report he obtained from Imperial College shows bias and conflict of interest. The Jacob's report shows that road user charging systems have little or no impact to reduce or mitigate air pollutants. I request that the systems are abolished. NO MORE TAX ON THE MOTORIST, most of whom are targeted by this immoral method of taxation are lower income who are struggling to keep going during the economic crisis.

## **2 How might smarter road user charging differ from the current daily charges for driving applied in London.**

There should not be smarter road user charging in London. More cameras more intrusion in lives and more taxation . NO more penalties for the motorist.

## **3 How might charges for diving in London be varied for different types of journeys such as travelling for work, caring responsibilities or essential services?**

Motorists already pay road tax and fuel tax. That is enough.. There is no requirement for any further taxation, and the suggestion that a motorist may have to register the type of journey he is making is a complete violation of freedom.

## **4 What strategies and targets could smarter road user charging support?**

Motorists are human beings. Not targets.

## **5 What technology could be used to support smarter road user charging?**

No more cameras No more intrusion. Enough is Enough

## **6 How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?**

It has been proved that taxing the motorist makes minimal or no different to air pollution and climate change

## **7 Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?**

## Written Evidence from Individuals: Part One

They are best not set up at any level. Human being do not want this type of control. There are no benefits except perhaps for TfL coffers, The difficulties would be that people will not be able to afford to pay this tax. They are already paying Road Tax and Fuel tax.

### **8 If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?**

It simply should not be introduced. Just more pressure and intrusion on normal working people.

### **9 What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?**

People categorically do not want such a scheme. The suggestion of means testing people before they make a journey is abhorrent. Everyone should be exempt from such a scheme.

### **10 If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?**

No absolutely not. Nor any other place in our country.

### **11 If distance based road user charging was introduced do you think Londoners who drive should pay less in total for vehicle or driving based charges, the same or more than they do currently?**

I do not think any Londoner, or anyone visiting London, should have to pay distance based road user charging

### **12 Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)**

Mayors and local authorities have far too much power which should be curtailed. The ULEZ expansion in London has no electoral mandate and yet the Mayor is able to override public opinion and unilaterally implement the schemes. He answers to nobody. It is undemocratic, unconstitutional and immoral.

### **13 How are other cities and countries working on similar smarter road user charging ideas faring and what alternatives are they looking at for achieving similar policy goals?**

We the people do not have a say in policy goals. People should be given the opportunity to vote on such drastic draconian policies that will affect their lives, livelihood, and ability to go about their daily business.

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

Road user charging scheme

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1451 |
|------------------|---------|

Hi I sent another email 24/2/23, firstly apologises as it was my first reaction to a YouTube video that I watched regarding this?

Secondly nothing constructive was in that email?

So let me start a fresh & try to explain my thoughts a little better hopefully?

The biggest issue is the idea behind the scheme, consultation & recommendations made to the committee by the writer of report / consultants, I find are completely away & detached from the democratic processes we grew up with?

The same approach was made with the LTN's in some London boroughs where they implemented road closures without proper consultation with the same thought process? implementing the idea first & supposedly analysing the data over a 12/18 month period? As Normally the LTN's would not have been implemented using the normal democratic process as it was quite a radical step (similar to road user charging scheme) so I assume the same mindset or same companies were used as their recommendations seem very similar? So the idea is implementation of the idea & then from what I've seen if the LTN's are used as an example, that you then filter all the data & if need be not see some points to such a degree that it makes the LTN's look viable & working?

But as a practical logical person who's had a few years behind him sees through all this biased, non factual, foggy literature/data?

Due to the LTN's the Co2 emissions in one's journey has almost gone up by 2-5 times depending on time of travel as it now takes much longer?

Crime rates will probably increase as the roads are now less used & isolated.

Businesses will find it difficult too as customers outside there location will find it difficult to get to them with collection/deliveries also being negatively impacted?

So similarly The road user scheme will in it self amongst a lot of other issues actually mean that you are now entering a new realm of taking away ones god given right to freedom amongst a lot of other serious issues among the elite & normal working class?

The idea & recommendation that this should bypass the normal democratic process & just be implemented & then analysed as a lot of people 'won't understand' its benefits until it's used belittles people like me & probably the other 99% of the population?

The Mother knows best approach, in other words a form of dictating what's best for someone without asking them first is alien to the UK way of doing things?

Which leads me to think either these advisors or consultants are trained abroad in a less democratic environment or are from another country which is less democratic than the Uk?

So categorically This mindset is alien to the majority of the Uk population & once it's in the main stream media, the implementers & people involved will not be thought well of or taken lightly?

So please understand that this is not right at all?

Again apologies for my initial outburst & long winded email?

But I hope I've somehow explained that since the corona pandemic people are at their limits already & this may actually be a tipping point that would not be good for the Uk society at large?

Thank you

## Written Evidence from Individuals: Part One

### Road User Charging - Call for Evidence

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1450 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

No they are already too expensive and coupled with the fines for non payment must be very lucrative indeed. We see no benefit from that money. People's living standards are being gradually eroded day by day. Leave motorists alone.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

I suspect there will be even more intrusive and unnecessary surveillance of the population while innocently going about their daily business.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Noone should be charged for driving at all. Even if it were fair to start dividing people into those who pay and those who don't, all that would happen is an increase in TFL administration costs to tackle these issues and deal with appeals and refunds. Just more financial burden on the tax payer no matter what way you look at it.

4. What strategies and targets could smarter road user charging support?

Targets have skewed everything in life that governmental bodies have applied them to. There are always way to twist them and fudge them and lie to the public about whether they have been reached.

5. What technology could be used to support smarter road user charging?

We do not want any technology especially not 5G, any surveillance, any ANPR cameras following our every move relentlessly like we are on parole. We do not want smarter road user charging.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Traffic flows when you leave it alone - it's all your restrictions that are causing the traffic to build up which leads to more pollution. Is this climate change different to the Ozone Layer and the Ice Caps Melting and the Sea Levels Rising that never happened? Asking for a friend. And when you all fly to climate change conferences separately in private jets does that have any effect on the climate at all because there seem to be a lot of conferences and a lot of rich people in a lot of jets.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging schemes are best when they are not set up at all. They are not wanted and not needed.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

If any charges or taxes on roads or cars or fuel are charged then there should be proof that the money has been reinvested back into infrastructure to making driving easier and less polluting. The money is not used that way therefore all road user charging and taxes should be scrapped. It's just money making.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

So you want to give discounts and exemptions to the same people who get discounts and exemptions on everything that the rest of us have to pay? Which causes division in itself as there are less people having to pay the bulk of the cost. We are not falling for it. We do not want road user charging of any sort for anyone. We are ALL exempt.

## Written Evidence from Individuals: Part One

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

A sensible place for a trial would be down the toilet. You'll be monitoring how far we cycle and walk soon - oh no, hold on, you're already planning to do that in the not too distant future.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

They should pay NET ZERO. Not a penny. It's a huge con.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Anyone elected by the public is there as a representative of the people and is supposed to do things that are good for the people and their wellbeing. That is set out clearly in English Constitutional Law under the Magna Carta. We do not give you POWER, you TAKE power and abuse it. Even a referendum on these issues would need to be overseen by a jury of common people to make sure there is no cheating. After all it is not who casts the votes but who COUNTS the votes that holds the power.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Or perhaps ask how are China and India getting along with their pollution of the planet? Why are the western countries taking the brunt of paying for pollution when it is not us who is doing it? Maybe we need to ask who really funds and controls the Mayor of London and his cronies. That would likely solve all the issues raised above.

You have not asked for personal details so I am not providing any but I live in London.

### Road Charging

|           |         |
|-----------|---------|
| Reference | RUC1449 |
|-----------|---------|

[scrutiny@london.gov.uk](mailto:scrutiny@london.gov.uk)

In response to your questionnaire on proposed Smart Road Charging in London

#### Key questions

1. Do the current road user charging systems in London require reform?

**Yes. Road charging in the form of ULEZ is an unjustified tax imposed by the office of the Mayor in order to supplant the huge financial losses incurred by TFL through incompetent management and failed operational systems. This needs to be stopped. All the criteria offered up by the office of the Mayor to justify this outrageous TAX have been proven to be false.**

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

**So called Smart charging relies on individual tracking which is an infringement of personal liberty, freedom of movement and civil rights. This must not be tolerated. It will become subject to manipulation, charge escalation based on spurious invented criteria with no ability to appeal or challenge.**

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

**There should be no such charging - we already pay Road Tax (scaled to the individual vehicle) and an annual MOT ensures the vehicles meet current emissions criteria**

4. What strategies and targets could smarter road user charging support?



## Written Evidence from Individuals: Part One

***The only strategy and targets supported by smart charging is to extract an unjustified tax and to control personal freedoms and movement between areas***

5. What technology could be used to support smarter road user charging?

***NONE. It must not be allowed to happen.***

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

***Apart from in high-rise central London (where there has been an improvement in air quality), it has been clearly shown by the Mayors own independent scientific studies, that there has been NO significant improvement in air pollution or climate change factors within the Ulez expansion or will be likely within the proposed greater London extension. Traffic was falsely slowed under Ken Livingston's era, when lights sequencing was altered in order to hold up traffic so as to 'prove' the need for a congestion charge. Re program the light sequencing and improve traffic flow.***

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

***Charging for the use of roads is already managed by the DVLA and by national Government. This is a national issue not a local issue.***

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

***Smart charging should NOT be introduced as it will prove to be an unjustifiable TAX which will effect the lower paid, the retired non earners, the less able and significant numbers of independent traders and cause financial hardship.***

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

***This Smart charging policy MUST NOT happen. It will be open to abuse at so many levels by unscrupulous operators whose only objective is to create a Cash Cow.***

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

***NO. London is not in any way representative of the rest of the country, both in type of journeys undertaken and the distances of those journeys.***

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

***Distance based road charging should NOT be trialled or implimented. It involves the mass installation of tracking systems operated by non accountable authorities. This has great potential for mis management and abuse of powers. Compliances and charging scales are open to wide disparity and misuse by those who are given operational authority without appropriate controls.***

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

***These current powers are being misused and abused by local authorities in order to raise money by illegal TAXATION. These powers should be removed and returned to national level operation where we can have clear policies discussed, revieed and voted for.***

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

***It is of no concern what other countries and or cities are doing. We are a sovereign nation subject to elected government. Such schemes are ill judged methods of raising money by illegal taxation imposed by powers without the mandated authority to do so.***

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

Road User Charging Consultation

|           |         |
|-----------|---------|
| Reference | RUC1444 |
|-----------|---------|

Dear Sirs

**These are my comments on the subject of changing the road charging systems in force in London. Living just outside the Greater London area, I drive frequently within the area, and have definite opinions that I would like to express.**

1. Do the current road user charging systems in London require reform?

**No. We already have ULEZ, which has caused a big rise in costs, particularly for businesses. Any more charging will increase the cost of goods and services Londonwide. People are already stretched to the limit, because of loss of income during the pandemic.**

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

**Although not perfect, any change to the current system is likely to increase the burden on all motorists, and for businesses, any increase in operating costs will reflect back on the ordinary citizen, whether he or she drives or not.**

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

**There is no sensible way of varying the charges for different types of journey. The costs of administrating such a thing would be prohibitive. There is also no way that ANY driver should have to pay more than they do already.**

4. What strategies and targets could smarter road user charging support?

**Every "strategy and target" that has been implemented during the current Mayor's tenency has incresed the stress, the frustration and anger of every type of motorist, from parents on the school run to ambulance drivers and Taxis. The best strategy would be to undo many of the measures that have been taken, because they simply have not worked.**

5. What technology could be used to support smarter road user charging?

**The current measures are already excessive. Less technology than there is now would be the smartest move.**

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

**All the measures currently in place actually increase pollution, forcing drivers to take long, roundabout routes to get where they need to go. Traffic congestion is being caused by narrowing roads, coning off lanes, and putting bollards and gates where they simply are not necessary. Congestion increases noise and pollution, and also causes road rage. There are no restrictions that can possibly have a positive effect.**

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

**Most of the National charging structure is already in place - Road Tax and Fuel Tax. Local charges should only be for specific toll roads, where they are necessary, such as bridge maitenance, but there is already a Congestion Charge for Central London, and a Low Emmissions charge for most vehicles. There should be no increase in these charges, and no extension of any charging zones.**

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

**There are no sensible changes that should be made. It is already too much. However, business vehicles and car use for self-employed people who need to carry tools and equipment, including musicians, should be scrapped completely, including the**

## Written Evidence from Individuals: Part One

**Congestion Charge. If vehicles were charged per mile, who does the most miles? Businesses. So if businesses suddenly find their operating costs skyrocketing, who pays? The customers pay. Businesses close, because they can't cover the increase in costs, and the whole city's economy implodes, causing widespread unemployment, poverty, hunger, and rage.**

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

**It should go without saying that disabled people should be exempt. Also, as at present, cars which are not regarded as polluting (under 1000cc), and all 4-stroke motorcycles and mopeds. This is in addition to what was noted in question 8. The net effect of this should be to reduce the overall charge, free up roads and increase traffic flow.**

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

**There is nowhere suitable to conduct such a trial without causing widespread chaos and disruption. It would be extremely unpopular, in London or any other city. Narrow countryside roads are the only place to implement such a scheme, which would not be in cities, but even then, farm vehicles and local businesses needing access should not be charged at all.**

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

**They should not pay a penny more than they already do. The money collected should be spent on the actual roads and not on political or vanity projects dreamed up by an out-of-touch administration.**

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

**Nobody believes that referendums would make the slightest difference. A previous London Mayor had a referendum to increase the congestion charging zone, and the referendum voted a resounding "NO" - he went ahead with it anyway. That is what would happen. However, any increase in charges would be a vote loser for sure, and a stressed and enraged public would certainly make their voice heard, and vote for a more reasonable administration.**

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

**It is of no consequence how other citizens deal with their local authorities. Londoners can only address their local situation.**

**In concluding my comments, I can only summarise by saying that the present charges are too high, and are doomed to cause economic collapse. A relaxing of charges, and widespread exemption from charges for businesses and self-employed road users is the only measure that will keep the city moving and the economy bouyant.**

I am, yours truly,

[personal information redacted for publication]

The future of smart road user charging February 2023

|           |         |
|-----------|---------|
| Reference | RUC1443 |
|-----------|---------|

## Written Evidence from Individuals: Part One

1. Do the current road user charging systems in London require reform?  
Yes. They need to be removed as they discriminate against those people who have lower incomes as the wealthy will be able to pay to be a vehicle owner. They're unlawful as every person in England has a God-given right to travel freely. They're yet another form of tax collecting from the working people of this country.
2. How might smarter road user charging differ from the current daily charges for driving applied in London?  
Having observed this government and subsequently local government changes and criminal behaviour, it would probably be worse.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?  
Charging differently will just create more beaurocracy and so cost more, require more consideration for the road user (bigger headaches so they'll opt out - just like benefit claims have been made more and more onerous). How is charging to drive on London's roads equitable, fair and just in the first place. As ever the poorest will lose out - less choice, pay more as is evident in many other aspects of society already.
4. What strategies and targets could smarter road user charging support?  
None as far as I can see. What about making wealth distribution fairer by closing tax loopholes properly rather than penalising the ordinary working person once again because they are easy targets.  
This looks like another example of increasing surveillance of every human being the moment they step outside their front door.
5. What technology could be used to support smarter road user charging?  
This question again begets the desire to increase surveillance and monitoring of citizens which leads to a reduction of freedom through greater monitoring. Your word 'smarter' says it all 'Surveillance, Measurement' etc.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?  
It hasn't been proven that climate change is driven by human activity. The temperature hasn't increased in the past 15 years - a UN report conveniently hidden. All debate has been shut down? Reduce air pollution by improving the flow of traffic. Bring in trams and genuine alternatives to the car instead of just penalising everyone. What is being done about the climate effects of all the building going on? The CO2 levels caused by concrete, the pollution caused by knocking old buildings down and building new towers?
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?  
Neither. Stop penalising the poorer citizens and bringing in measures under the guise of helping the environment, which are actually about limiting freedom of movement and increase monitoring and control. This is an example of the growing tyranny being imposed on citizens.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?  
See above.

## Written Evidence from Individuals: Part One

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

UK Law is based in equity. None of what you speak is equitable. It is all exploitative. No doubt disabled people and those on low incomes will have to jump through beaurocratic hoops (see above)

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. Who is the government to be suggesting these things without a full referendum? The government are public servants and work for us. This just appears as another attempt to usher in total surveillance and control.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Under law, these people are PUBLIC SERVANTS and they are currently overstepping constitutional law. Therefore a referendum should be the first with full open information.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

If the policy goals are net zero carbon, this is not possible except in the virtual reality of computer modelling, which doesn't account for all variables and so is always wrong. The issue with these goals is they are based on data modelling which doesn't include real meaningful measurement of whole human wellbeing. We conveniently ignore the reality that increased collection of and storage of data will use more electricity, which produces CO2. So measurements are false.

Re: Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1442 |
|------------------|---------|

Good Evening,

Please find below my answers to the call for evidence regarding smart charging or pay as you go road user charging.

Best Wishes,

[personal information redacted for publication]

Key questions

1. Do the current road user charging systems in London require reform?

No. Existing charging systems are adequate so long as they pay for road related maintenance. Additional costs as a punitive measure against people travelling for work, social or recreational reasons impose costs at a time when the cost of living is already ballooning painfully, and will only serve to confine everyone but the wealthy from travelling.

## Written Evidence from Individuals: Part One

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

There is no need for digital or technological systems, but instead it would be better to put resources into improving existing systems, for example removing or reassessing speed humps, traffic light phasing, maintenance and signage. Poor design in all these areas impacts on road congestion, journey times, and pollution from all sources. The recent expansions of 20mph speed limits will serve to lengthen people's journey times and ensure that more traffic is on the road concurrently whilst broadening pavements and cycle lanes has artificially constricted traffic, whilst the population and need for road based travel has not changed.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied in this manner as costs to society of any such assessment far outweigh any perceived benefits. The level of intrusion into people's individual lives to ask about the nature of journeys, especially if proof is required or anyone is to check that the reason for travelling is as has been stated, requires personal mass surveillance of the kind that would require a warrant if carried out by the police and would require an unrealistic level of oversight, making selective and abusive enforcement a likelihood which may occur on the basis of protected characteristics such as race and religion. Furthermore to prevent people from travelling for instance to green spaces for "recreational" purposes is likely to have unintended consequences in disincentivising people from making healthy day to day choices both physically and mentally which will lead to conditions that are more expensive to treat than the good preventative day to day habits.

4. What strategies and targets could smarter road user charging support?

None. Target-chasing always ends up incentivising perverse outcomes and does more harm than good, for instance the use of "green biofuels" that are imported from America and result in more use of fuels than oil and gas from the north sea would have otherwise. Target monitoring is costly and effort should be put into quality of life instead.

5. What technology could be used to support smarter road user charging?

I do not think "smarter road user charging" is a goal that should be pursued and am already greatly concerned about the mass use of technology to track people's movements, behaviour, commercial choices, etc. This data is often not kept sufficiently secure and can be abused criminally.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It cannot. Instead better quality road design is needed, along with reduced charges and support for localism, ensuring that communities have adequate infrastructure near to them e.g. shops so that people can fulfil their routine needs without the need to travel. Simply making travel more expensive will not remove the need for goods, services, access to green spaces, and so on.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road tax already exists as does council tax some of which goes into maintenance. A new tax in addition to these, which funds the technology used to track and charge road users, adds unnecessary complexity and expense.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

"Smarter road user charging" should not be introduced because any advantages are outweighed by the disadvantages. There is no need to develop a complex system of tracking

## Written Evidence from Individuals: Part One

people's movements in order to charge them for their use of the roads, demonstrably, as road maintenance can already be funded by existing methods by those who have elected to own a car. If they do not use the car and do not wish to pay road tax they can take the car off-road, mitigating any issues of fairness without limiting the ability to travel to the wealthy.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

This is not a good approach and I continue to disagree with the premise of a "smarter road charging scheme". Instead the Blue Badge system already exists and can be widened in scope, making it easier for terminally or chronically ill individuals who are unlikely to recover to keep or renew their blue badges. The way to improve the lives of the groups mentioned here would be to increase oil exploration and extraction to reduce fuel charges. The nation also needs accurate and honest assessments of genuine air pollution issues, as opposed to politically motivated assessments.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. No such trial is needed. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be a simple purchase levy.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No such charging system should be introduced, fuel tax already scales with distances travelled as has been mentioned and is far less intrusive, less expensive to put in place maintain and support.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes. Above all full and uncensored debate through all forms of public discourse is needed. Dissenting voices should be fully attended to in order to avoid imposing harmful impacts via the law of unintended consequences.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

None of these policies can be assessed until the policy goals themselves are examined in open debate, unaffected by political goals.

Road charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1441 |
|------------------|---------|

I think this is a bad idea. It will prejudice drivers who are already struggling. People who rely on their car for medical reasons helping elderly relatives and those that rely on vehicles for business. Presumably we will be watched 24/7 by cameras or tracking which I strongly object to. London doesn't need variable or distance based smarter Road user charging .

## Written Evidence from Individuals: Part One

Scrap charging use the car tax system . Repair the roads and let people get on with their lives. This is like big brother and I can't believe this constant battering of car owners is necessary . I get some areas , the outer reaches London not being one of them, needs emissions control but as figures state one death good air quality on all outer reaches and certain people trying to bend truth for their own ends. [personal information redacted for publication]

need

The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1439 |
|------------------|---------|

I assume the word "smart" refers to the use of wireless or electronics communications technology, but what is meant is quite unclear.

I am a former Londoner and until recently have enjoyed visits to the city to visit concerts, opera and exhibitions and to meet up with friends. However due to my electrosensitivity (symptoms from exposure to wireless radiation) these journeys are becoming more and more difficult, due to the proliferation of mobile phone masts, of WIFI and Bluetooth in shops and public spaces and the ubiquitous use of smartphones in public. The damage done by this type of radio-frequency radiation is well-documented, though the Government has not seen fit to keep the public informed of the potential risks to public health as explained my Michael Mansfield KC in this judicial review hearing: <https://www.no5.com/media/news/judicial-review-heard-is-the-government-informing-the-public-of-risks-associated-with-5g-rollout/>. I therefore have to protect myself by wearing shielding clothing at all times, when in London and my visits are having to become less frequent.

I personally have no smartphone and find that my disability means that I am already being discriminated against in many ways. These include not being able to park at some railway stations where a smartphone is required, not being able to buy some concert tickets online, not being able to pay online with one of my bank accounts and having to wear protective clothing in public spaces.

I am therefore firmly against any further use of smart devices or systems. This will damage my health and in the end prevent me coming to London at all, as this is far too hazardous. Normally I would prefer to travel by car as trains with their WIFI have very high radiation emissions. With smart road user charging, I will not be able to come to all. North Yorkshire [personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1438 |
|------------------|---------|

Please find my comments on the Road User Charging - Call for Evidence: The future of smart road user charging February 2023

1. Do the current road user charging systems in London require reform?



## Written Evidence from Individuals: Part One

No. Definitely not this type of reform. The proposal is nothing more but a clear state dictatorship. We will not comply with these tyrannical suggestions. We will not be monitored, surveilled and fined at every opportunity.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

This is just another money-making scheme. It has nothing to do with the environment or the climate. It is a social control system that seeks to enslave people even more. More surveillance, more charges and fees, more control. We the people say NO!

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

We shouldn't pay more and more to simply use the roads. Roads were built to be used. Free movement is an unalienable human right. Encouraging and supporting people to travel less is different to forcing them, giving them no options or overcharging them. If we cannot travel freely anymore, we are simply not a free nation but living in a prison society.

4. What strategies and targets could smarter road user charging support?

I do not support this proposal at all. This proposal would enslave people as a whole.

5. What technology could be used to support smarter road user charging?

No technology should be used. Technology is expensive and it only creates more surveillance and monitoring, neither of which is a sign of a free society. We want less technology, not more.

London as the 3<sup>rd</sup> most surveilled city in the world:

<https://www.statista.com/chart/19256/the-most-surveilled-cities-in-the-world/>

EMF radiation from 4G and 5G is extremely damaging to human health. We should not be frying ourselves in electromagnetic radiation 24/7.

Evidence:

Scientists warn of potential serious health effects of 5G – appeal 2017  
<https://ehtrust.org/wp-content/uploads/Scientist-5G-appeal-2017.pdf>

Over 31,500 publications and 6,764 summaries of individual scientific studies on the effects of electromagnetic fields  
<https://www.emf-portal.org/en>

Epidemiological, experimental and industry-funded studies on the effects of EMF (autism, cancer, dementia, infertility, wildlife etc.)  
<https://www.emfresearch.com/>

BioInitiative Report 2012 / Updated 2014-2020  
<https://bioinitiative.org/table-of-contents/>

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Traffic and air pollution has been made worse with the introduction of cycle lanes, road closures and restricted car lanes. Rush hours are much longer than before. Traffic is congested as many roads are closed and restricted due to the cycle lane schemes and low traffic neighbourhoods (LTNs). People have to find alternative routes and drive longer which causes more pollution. LTNs did not solve any problems, they created more issues. LTNs

## Written Evidence from Individuals: Part One

only redirected traffic from one area to another, causing more havoc and saturated traffic in other areas. 'Smarter' road user charging would be another one of these failed schemes that solves nothing but makes life more difficult. We had enough!

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

I do not support this proposal on any level. Not on a city or regional level, and most certainly not as a national system.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

I do not support the introduction of this scheme. All charges should be reduced as they only benefit the system and its makers but not the people. People have suffered enough. No more payments, fees and extra charges. Enough is enough!

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

This road charging scheme would inevitably discriminate and marginalise people. No schemes should be favouring some people while restricting others. We all have equal rights to travel. Someone with disability could have exemption while those who are healthy should have less rights? Would someone who goes to work should be more important than someone who wants to visit their family? Who is it to judge and decide the importance, value, and priority of someone's life and lifestyle. We all have different priorities and reasons to travel. We should not be penalised for wanting to travel. It is an arbitrary line and it cannot be a fair system by design. We should be focusing on inventions that bring about travel with less pollution and encouraging corporations to allow more working from home where possible. Many companies want their employees back to the offices even when there is no necessity. People cannot be penalised if they have to go back to work. Public transport is extremely unreliable, expensive and inconvenient due to constant engineering work and strikes.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

I do not want to see any trials. Not in London, or anywhere else. This is not a system that people will use, comply with or support.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

People should certainly not pay more than what they already do. People are at breaking point. There is a cost of living crisis (among many other crises) so under no circumstances should people pay more.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities should NOT have powers to introduce these new schemes without proper public agreement. Legal does not mean lawful or moral. Corrupt politicians writing up 'legislations and laws' do not make them right or ethical. The power has to return to the people. Authorities no longer represent the people but their own interest. A local referendum is a must. People's voice need to be heard. Any 'authority' is simply a representative of the people. If they no longer represent the people, their power should

## Written Evidence from Individuals: Part One

cease immediately. It is the people who pay for these schemes and they should have a say in how their lives is being affected. Local 'authorities' have to consult with the people and listen to them. The consultation is extremely short (a month only) which is completely unacceptable. This is not a fair consultation hence I reject it completely. We, the people do not consent and we won't comply.

[personal information redacted for publication]

Mayor biased policy

|           |         |
|-----------|---------|
| Reference | RUC1437 |
|-----------|---------|

My own view is that this is **not a good idea** for several reasons.

1. It will prejudice motorists who are already struggling with higher prices,
2. It will prejudice people who need their car to visit, hospitals, doctors, relatives elderly parents etc. It will also prejudice businesses which have to make deliveries.
3. They have not indicated how the system will be enforced although I presume it will be by CCTV and charges will be sent out to car owners based on the distance travelled. Alternatively, they could offer people the opportunity to sign up so that the payment is made taken from your bank or credit card when the system automatically recognises your number plate.
4. Frankly this will be an enormous undertaking because it will have to apply to every motorist in London . Given the inefficiency of Transport for London who operate the congestion charge this will be a nightmare.
5. Clearly if you don't pay they will issue a penalty charge by post. They have very quiet about this and it will become just that's another method of gaining revenue and punishing the motorist.
6. Of course the people who won't be affected are those who have chauffeur driven cars like the Mayor, who according to the Daily Mail, is driven to work in £300,000 five-litre armoured Range Rover, provided by Transport for London.

Furthermore I believe that the questions are not fairly drafted because they presume that everyone agrees with the proposal.

But I have draft replies to the questions as drafted and incorporating my thoughts about the problems it will create and we are seeing with the currently proposed ULEZ expansion the

## Written Evidence from Individuals: Part One

money being wasted to force road users to pay more with a model that is designed to create revenue by fines. This will also create more pressures on the tribunal system with more appeals etc.

1. Do the current road user charging systems in London require reform?

Yes by abolition as already being paid for within Vehicle Excise and fuel duty.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Yes by abolition as already being paid for within Vehicle Excise and fuel duty.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities, or essential services?

Not possible to automate as there are too many possible permutations about journey types and we do not need further charges. Again this will result in further appeals.

4. What strategies and targets could smarter road user charging support?

None.

5. What technology could be used to support smarter road user charging?

To complex for technology.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Charging will not solve the problems what is needed are solutions not charges.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

No as we already have a working system and if it ain't broke don't fix it. This proposal would be discriminatory.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Should not be introduced as the current taxes are probably the fairest, simplest and least discriminatory..

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Full discount for all residents and businesses which makes the idea a non starter.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

## Written Evidence from Individuals: Part One

No as we already have a distance based system and how would you charge other road users such as scooter users and cyclist who currently do not pay to use roads.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Based on answers above should not cost any more than currently being paid which would require removal of VED and fuel duty.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

No authorities currently have a mandate for a road charging scheme therefore there will need to be much more discussion and work but will it be cost effective?

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

As said previously if ain't broke don't fix it.

Regards

[personal information redacted for publication]

[No subject]

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1435 |
|------------------|---------|

Dear cabinet office,My name is [personal information redacted for publication] and I am writing to you in response to the road service charging proposals., Such outrageous policies not only affects everyday movements , Rights and freedoms ,but would also impact individuals accessing such services in the UK such as SDS or self directed support therefore blatantly hindering free movement of all equal groups in society which is both discriminatory, and Orwellian and is a step toward a totalitarian regime. , therefore I reserve my rights not to consent to these Orwellian proposals. This is clearly an attempt to push a third world agenda that I shall fight personally to have no part in like many other members of Society who are fully aware of this third world push. I must demand that my response be placed on record that I once again do not consent to this encroachment on our natural inherent rights and freedoms. Pleas quash these proposals immediately. Your's sincerely,[personal information redacted for publication]

Road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1434 |
|------------------|---------|

## Written Evidence from Individuals: Part One

Hi

I object to any road user charging .

Regards

[personal information redacted for publication]

Road User Charging - Call for Evidence

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1433 |
|------------------|---------|

Dear London Assembly

Thank you for asking for evidence to inform the future of road user charging in London.

I lived in London for 25 years and still live nearby now, visiting frequently by car and public transport. I have read widely on the topic of road user charging and related topics, both as part of academic studies and for interest.

I understand that it is increasingly important to find new means of regulating the use of motor vehicles in the city, for a wide range of reasons, which you refer to in your call for evidence paper. No-one can argue with the need to reduce air pollution and traffic congestion and their related impacts. My last (essential) visit to London by car was indeed extremely difficult, related to both congestion and pollution

I have several concerns about road user charging:

- I am very concerned that people on low incomes who may have no alternative but to use the roads and make long journeys will be disproportionately negatively affected by road user charging.
- I am also concerned that road user charging may disproportionately affect people who have no alternative but to use a car for personal or family health reasons, as in my case.
- I am concerned about the personal freedoms and right to privacy which may be eroded in a road user charging system in which measurement of road use took place. Personal freedom will be limited if people simply cannot afford to use the roads or if their road use is monitored.
- I am concerned that insufficient effort has been made to make public transport safer, more reliable, cheaper and more convenient, because this is the primary way that road use will be limited - not through charging.

I hope this helps.

Yours sincerely

Hertfordshire [personal information redacted for publication]

Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1432 |
|------------------|---------|

Response to "Road User Charging"

1. Do the current road user charging systems in London require reform?

No. The current system is enough. It penalises the less well off anyway and adding or expanding to travel where we want without being monitored and fined.

## Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

It will cost everybody more. Anything more than the current VED and fuel duty will mean they pay more.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Schemes that affect so many people need to be put to a referendum vote – this is democracy. In addition, if a scheme were just for London (for example) everybody who will be affected by it need to have a vote – not just the residents of London but the people who travel to London, even occasionally, and must include businesses that will be affected by changes in their economic outlooks.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

The people did not have a say on the policy goals – this is something embedded in political manifestos (if we are lucky) and political manifestos seem to be ignored most the time anyway. Give the people the chance to vote on the policy, then give us the chance to vote on the road charging scheme. Anything else is a dictatorship.g it make will make people's lives harder in this time of economic stress.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Instead of proposing new systems that inevitably will be more complex, simplify the to current system and ensure that night workers only get charged once if they work over midnight.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Why should I have to pay anything extra to drive in London over the annual car tax and the fuel duty I already pay? The fuel duty is already a tax per mile. Additional charges are not justified.

4. What strategies and targets could smarter road user charging support?

Why on earth do we want any of this? We need a vibrant economy which will result in more people travelling and spending. The income of the government/council will be greatly increased by people being happy and having money to spend.

5. What technology could be used to support smarter road user charging?

I'm fed up with the amount of monitoring of what I do and where I am. It is intrusive and not necessary.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The current ULEZ is already doing this. We are already taxed on each vehicle on their emissions. Electric cars have been incentivised and whilst clean at "point of use" are generally worse for the environment looking at a car from cradle to grave compared to a conventional ICE vehicle.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have a road usage charging – it is the Vehicle tax and fuel duty. It is basically simple to implement and everybody pays. Additional systems are not required.

## Written Evidence from Individuals: Part One

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Why change a system that works, people understand and is easy to implement? No additional charges or taxes are required and the current system can remain.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We don't need a new road charging system. We already have the VED and fuel tax which is a charge per mile. We don't want any new charges, taxes or systems. As it is public transport in my local area is not useable to go to the places I need to go (and definitely not after 8pm when it all basically stops).

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

We do not want a different charging system. We already have the VED and fuel duty which is a charge per mile anyway. We do not want additional charges and we want to be able to travel where we want without being monitored and fined.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

It will cost everybody more. Anything more than the current VED and fuel duty will mean they pay more.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Schemes that affect so many people need to be put to a referendum vote – this is democracy. In addition, if a scheme were just for London (for example) everybody who will be affected by it need to have a vote – not just the residents of London but the people who travel to London, even occasionally, and must include businesses that will be affected by changes in their economic outlooks.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

The people did not have a say on the policy goals – this is something embedded in political manifestos (if we are lucky) and political manifestos seem to be ignored most the time anyway. Give the people the chance to vote on the policy, then give us the chance to vote on the road charging scheme. Anything else is a dictatorship.

Regards,

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1430 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

No they do not



## Written Evidence from Individuals: Part One

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

We pay road tax to use the roads already

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

There should be no charges as we pay road tax already

4. What strategies and targets could smarter road user charging support?

Why does it need to support anything any other kind of road charging is another tax on the motorist

5. What technology could be used to support smarter road user charging?

Why do we need more technology, the answer to that is because you want to charge us we are fine as we are

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

We don't need smarter road user charging what we need is the LTNs to be removed and that would ease journey times

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Neither they are just a way to impose another tax on motorist

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Why do we need to replace it we pay road tax or do you really mean how can we get even more money out of the motorist

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

I don't want to see no smarter schemes they just cost us more money

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No Why should we pay additional charges we pay Road tax to use the roads

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No one should pay

## Written Evidence from Individuals: Part One

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Before any schemes are introduced the motorist should have the final vote no elected mayors or councils so have that say

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I am not bothered about other countries or cities just england and I don't agree with smarter road user charging

[personal information redacted for publication]

Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1427 |
|------------------|---------|

Dear Madam/Sir,  
Re

<https://www.london.gov.uk/who-we-are/what-london-assembly-does/london-assemblys-current-investigations/road-user-charging>

I strongly disagree with this proposal.  
Please see the following considerations and comments:

1. *Do the current road user charging systems in London require reform?*

No. Existing charging systems are adequate. All of the stated aims of this new system can be better achieved by traditional methods. There is no need for digital or technological systems, but instead it would be better to put resources into improving existing systems, for example reassessing speed humps, improved traffic light phasing, road surface maintenance, and signage. Poor quality in all these areas impacts on road congestion, journey times, and pollution from all sources.

2. *How might smarter road user charging differ from the current daily charges for driving applied in London?*

Smarter charging inevitably requires the use of more technological devices and being constantly exposed to different radiation levels would simply be detrimental to the general public health! As well, there are many ethical reasons to reject any such scheme. For example the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature.

3. *How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?*

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never

## Written Evidence from Individuals: Part One

happen. It also adds more complications and stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one's journey.

### 4. *What strategies and targets could smarter road user charging support?*

Do not consider it. There are no strategies and targets that smarter road user charging can support. Target-chasing always ends up incentivising perverse outcomes and does more harm than good. Target-monitoring is costly and effort should instead be put into quality of urban design.

### 5. *What technology could be used to support smarter road user charging?*

None. Improve what we already have. Human society already has too much technology in use.

### 6. *How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?*

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead better quality road design is needed, along with reduced charges and support for local shops so that people can fulfil their routine needs without the need to travel. For example tyre dust is a significant source of pollution, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads, not by taxation and charges.

### 7. *Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?*

Road user charging should not be introduced anywhere as will isolate certain areas with negative impact to local businesses and communities.

### 8. *If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?*

Smarter road user charging should not be introduced because any advantages for each individual are outweighed by the disadvantages.

### 9. *What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?*

*No such discounts or exemptions should be introduced. The concept introduces the need to justify one's journeys to the authorities, that is, to ask permission, something that should never happen. Instead the Blue Badge system already exists and can be widened in scope or reformed. The way to improve the lives of the groups mentioned here would be to reduce fuel charges by increased oil exploration and extraction.*

### 10. *If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?*

*No. No such trial is needed. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be an increase in annual road tax on EVs.*

## Written Evidence from Individuals: Part One

11. *If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?*

*No such distance-based charging scheme should be introduced.*

12. *Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?*

*Mayors and local authorities' powers to introduce these schemes should be removed immediately. We need a full and uncensored debate through all forms of public discourse. Dissenting voices should be fully attended to, and only after that specific referendums should be required to determine the will of the people.*

13. *How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?*

*None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate.*

*Kind regards,  
[personal information redacted for publication]*

Call for Evidence: The future of smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1425 |
|------------------|---------|

Here are my responses to your current consultation:-

1. Do the current road user charging systems in London require reform?

No. Existing charging systems are adequate. All of the stated aims of this new system can be better achieved by traditional methods - and will be easier for people to understand and deal with. There is no need for digital or technological systems, but instead it would be better to put these resources into improving existing systems, for example reassessing speed humps, improving traffic light phasing, road surface maintenance, and signage. Poor quality in these areas impacts on road congestion, journey times, and pollution from all sources. No charging system is perfect and fair. The existing charging systems for congestion charge, LEZ and current ULEZ are adequate. The proposed ULEZ expansion should be scrapped as it is a further tax grab that ordinary people cannot afford. Changing the charging systems costs money and is also likely to result in people paying more. We do not need or want further taxation, especially in a climate where people and businesses are still recovering/suffering from covid lockdowns and high inflation.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject any such scheme. For example, the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation

## Written Evidence from Individuals: Part One

of schemes of this nature. Smarter road charging is not required nor wanted by the Electorate. There is no need for digital or technological systems, but instead it would be better to put resources into improving existing systems, for example removing or reassessing speed humps, traffic light phasing, maintenance of roads and signage. Poor design in all these areas impacts on road congestion, journey times, and pollution from all sources.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen. It also adds more complications and stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one's journey.

4. What strategies and targets could smarter road user charging support?

There are no strategies and targets that smarter road user charging can support. Target-chasing always ends up incentivising perverse outcomes and does more harm than good. Target-monitoring is costly and effort should instead be put into quality of urban design.

5. What technology could be used to support smarter road user charging?

None. Human society already has too much technology in use. Requirements to use technology always exclude sections of society, e.g. elderly, disabled, poor, poorly-educated, and minority groups.. Instead, we should be building an inclusive society built upon proper human interaction, which is far better for everyone's mental health.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead, better quality road design is needed, along with reduced charges and support for local shops so that people can fulfil their routine needs without the need to travel. For example, tyre dust is a significant source of pollution, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads, not by taxation and charges.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging schemes should not be introduced anywhere. Mayors and local authorities would use them as an additional tax grab, and we can see from 2023/24 Council Tax rates that they would always be set at the highest percentage increase that Mayors/local authorities can get away with. The Electorate does not want nor need to be taxed further.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging should not be introduced because any advantages are outweighed by the disadvantages. People do not need to be further charged for road journeys - they cost enough as it is. People do not need to have their journeys scrutinised either.

## Written Evidence from Individuals: Part One

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No such discounts or exemptions should be introduced. The concept introduces the need to justify one's journeys to the authorities, that is, to ask permission, something that should never happen. Instead the Blue Badge system already exists and can be widened in scope or reformed. The way to improve the lives of the groups mentioned here would be to reduce fuel charges by increased oil exploration and extraction. The nation also needs accurate and honest assessments of genuine air pollution issues, as opposed to politically motivated assessments.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. No such trial is needed. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be an increase in annual road tax on electric vehicles.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No such distance-based charging scheme should be introduced. There is no Electoral mandate for such a scheme.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes. Firstly, government should immediately remove Mayors' and local authorities' blanket powers to introduce road charging. We need full and uncensored debate through all forms of public discourse. Dissenting voices should be fully attended to. Only after that should legally-binding specific referendums (national and local) be run that would determine if changes should be introduced.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

None of these policies can be assessed until the policy goals themselves are examined and challenged in open debate.

Road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1420 |
|------------------|---------|

to whom it may concern,

in answer to your questions on road user charging, as per your Call for Evidence

1/ No , not reform, they need scrapping

## Written Evidence from Individuals: Part One

2/ they could differ by not being there

3/ they dont need to vary, they should not be there in the first place

4/ none as the smarter road charging idea needs to stop before it begins

5/ none

6/ motorists are already charged a vehicle tax according to emissions

7/ road user charging schemes need to be stopped at all levels, each vehicle pays a tax already for road use, and fuel duty

8/ smarter charging should not be introduced, none

9/smarter charging should not be introduced therefore none, its called public transport, make that affordable and more widespread

10/ nowhere is a sensible place to trial smarter charging as smart charging is not a sensible way forward

11/ distanced based charging is fuel duty, travel further pay more, every one should pay less to allow commerce to flourish

12/ please refer to blacks law book 'mandate' , interesting idea 'have powers' if a referendum was asked perhaps you might want to change the result again like Mr Khan tried, the answer is no, leave those roads alone

13/ you would have to ask the local populations in the other places you vaguely mention, Oxford as an example seem quite digusted at the carry on there and no thankyou is their answer from an overwhelming majority and dont want the 'policy goals' you again vaguely mention, unspecified exactly, wheres everyone's vote on those, hdden away , a bit like this limited question malarky, transparent is much better way to treat people and then stick to whats agreed by everyone

regards

[personal information redacted for publication]

Response to "Road User Charging"

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1418 |
|------------------|---------|

Response to "Road User Charging"

1. Do the current road user charging systems in London require reform?

No. The current system is enough. It penalises the less well off anyway and adding or expandinable to travel where we want without being monitored and fined.

## Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

It will cost everybody more. Anything more than the current VED and fuel duty will mean they pay more.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Schemes that affect so many people need to be put to a referendum vote – this is democracy. In addition, if a scheme were just for London (for example) everybody who will be affected by it need to have a vote – not just the residents of London but the people who travel to London, even occasionally, and must include businesses that will be affected by changes in their economic outlooks.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

The people did not have a say on the policy goals – this is something embedded in political manifestos (if we are lucky) and political manifestos seem to be ignored most the time anyway. Give the people the chance to vote on the policy, then give us the chance to vote on the road charging scheme. Anything else is a dictatorship.g it make will make people's lives harder in this time of economic stress.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Instead of proposing new systems that inevitably will be more complex, simplify the to current system and ensure that night workers only get charged once if they work over midnight.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Why should I have to pay anything extra to drive in London over the annual car tax and the fuel duty I already pay? The fuel duty is already a tax per mile. Additional charges are not justified.

4. What strategies and targets could smarter road user charging support?

Why on earth do we want any of this? We need a vibrant economy which will result in more people travelling and spending. The income of the government/council will be greatly increased by people being happy and having money to spend.

5. What technology could be used to support smarter road user charging?

I'm fed up with the amount of monitoring of what I do and where I am. It is intrusive and not necessary.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The current ULEZ is already doing this. We are already taxed on each vehicle on their emissions. Electric cars have been incentivised and whilst clean at "point of use" are generally worse for the environment looking at a car from cradle to grave compared to a conventional ICE vehicle.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?



## Written Evidence from Individuals: Part One

We already have a road usage charging – it is the Vehicle tax and fuel duty. It is basically simple to implement and everybody pays. Additional systems are not required.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Why change a system that works, people understand and is easy to implement? No additional charges or taxes are required and the current system can remain.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We don't need a new road charging system. We already have the VED and fuel tax which is a charge per mile. We don't want any new charges, taxes or systems. As it is public transport in my local area is not useable to go to the places I need to go (and definitely not after 8pm when it all basically stops).

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

We do not want a different charging system. We already have the VED and fuel duty which is a charge per mile anyway. We do not want additional charges and we want to be able to travel where we want without being monitored and fined.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

It will cost everybody more. Anything more than the current VED and fuel duty will mean they pay more.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Schemes that affect so many people need to be put to a referendum vote – this is democracy. In addition, if a scheme were just for London (for example) everybody who will be affected by it need to have a vote – not just the residents of London but the people who travel to London, even occasionally, and must include businesses that will be affected by changes in their economic outlooks.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

The people did not have a say on the policy goals – this is something embedded in political manifestos (if we are lucky) and political manifestos seem to be ignored most the time anyway. Give the people the chance to vote on the policy, then give us the chance to vote on the road charging scheme. Anything else is a dictatorship.

The future of smart road user charging.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1417 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

## Written Evidence from Individuals: Part One

No, I think motorists are burdened enough with the current charging, hitting the lower earners the hardest. Current times are tough enough.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Anything smart translates to more costs and control. The current system issues should be solved first (paying double if, for example, visiting between 10pm and 2am).

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

This would require a deep invasion of privacy using electronic surveillance (how else would the system know), this is no business of the state. No to any monetary differentiation with regards to purpose of journey. We already pay tax per mile as every litre of fuel is purchased.

4. What strategies and targets could smarter road user charging support?

This sounds like manipulation / social engineering, why not offer good alternative choices for travel instead.

5. What technology could be used to support smarter road user charging?

None. More and more, we are funnelled, penned and controlled, through the use of technology. Instead of making life easier, it's now used to punish. We want less invasion into privacy and our lives and more freedom.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Ulez is already in place, enough is enough. Make public transport efficient, affordable and comfortable, people might choose that option instead of driving. What evidence is there that road pricing would have any positive effect on climate change, I think none.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging is a terrible idea, regardless of implementation, cities, regional or national. The only benefit would be for government. We pay enough already, for some, working wouldn't be viable anymore. I'm sure the short term spike in income would please government, however, the long-term economic downturn could be terrible. I have to use a car, if this goes ahead, I would not take on jobs a certain distance away because of the cost. Less income for me, less tax paid to the state.

Also, absolutely no to the tracking technology required to do this.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Keep the current system as it is, road tax has already increased for bigger engined vehicles. The more you drive, the more you pay tax through fuel.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

How much personal information would you have to collect in order to do this? Way too much! This sounds like a social credit system, limited in scope, but still. What could be next,

## Written Evidence from Individuals: Part One

discounts for good behaviour and increases for bad behaviour. We don't need or want any of this.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Well of course they are interested in expansion, that's why I say no, now. Nowhere is a good place to start. You give them an inch and they will take a mile, the last three years is a perfect example.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

One thing is clear to me, the people that drive would lose overall.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

There should be a public vote, the people should decide, that would be democratic.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I have nothing against copying good ideas, but smarter road user charging is not one, wheter here or abroad. Who sets policy goals, that's a top down, dictatorial way of thinking. We should decide our future in terms of transport policies and goals. The dystopian and stupid idea of 15 minute cities (currently being trialled in Oxford) for example, is a result of letting others decide our future. No thanks!

No to pay per mile scheme London

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1416 |
|------------------|---------|

I oppose the pay per mile scheme.  
I strongly disagree and refuse the introduction of this.  
[personal information redacted for publication]

Response to road user charging extension

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1411 |
|------------------|---------|

Dear Sir/Madam, Please accept this e mail as my personal response to your extension of the London Road user charging area consultation.

1. Question. Do the current road user charging systems in London require reform.  
Response. No, We have the ULEZ which has already impacted people enough.

ReCall for Evidence - the future of road user charging Feb 2023

## Written Evidence from Individuals: Part One

|           |         |
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| Reference | RUC1409 |
|-----------|---------|

**It appears the questions presuppose that the existing road charging WILL be changed and not whether the people of London wish to see a change. Any such significant change should be a policy option that the next Mayor election campaign should include if the candidates wish to pursue this. Londoners should have the option to vote on this!**

1. Do the current road user charging systems in London require reform?

**No- other than to remove the proposed expansion of ULEZ zone and remove LTN's - Expanded ULEZ is simply a tax on poor with no proven impact on pollution especially as over time there is a move to change to electric vehicles as manufacturers eventually stop producing petrol diesel powered vehicles. LTNs in most cases only serve to create congestion and impede movement causing congestion especially when incidents and roadworks impede / prevent use of main roads. The absence of sufficient (numbers) reliable charging facilities and the challenges to address needs of vehicle owners in multi-occupant dwellings le tmeans that if all vehicles in London were Electric a large % would inoperable as the infrastructure could not cope with demand and the grid already struggling to supply sufficient electricity would be unable to provide enough power. Furthermore increased reliance on the electrical grid places the economy at increased threat of disruption by those seeking to disrupt it**

2. How might smarter road user charging differ from the current daily charges for driving applied in London?**There is no need to introduce any further charging systems especially in current economic climate where all such spend could be better used to provide roads fit for purpose i.e repaired!**

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?**Realistically any charges should be levied on peoples ability to pay i.e. those on low pay free - with charges reflecting numerous salary bands**

4. What strategies and targets could smarter road user charging support?

**Given the increased costs on businesses operating in London, policies and technology should be deployed that encourage people to come into London by ANY means. Businesses should be supported by reduced operating costs to make them commercially viable and any road user charging schemes should be focused on how they can help businesses flourish instead of actively killing their trade as is currently happening with any road user charging and very high charges for parking especially out of normal business hours and weekends. The cost for a family to enter London by public transport is excessively high compared to other European capitals and often public transport services are not running when they are needed!**

5. What technology could be used to support smarter road user charging?

**Interactive maps / apps displaying availability of services, levels of occupancy / congestion of buses trains tubes roads that also indicate the cost for the entered no of travellers and estimated duration of travel to provide choice.**

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

**The issue of air pollution / climate change is misguided as in the near future most vehicles will be electric or powered by other non polluting methods so capital costs**

## Written Evidence from Individuals: Part One

invested now is a waste of public funds. Existing policies have only served to create more congestion - LTNs, road space given over to barely used cycle lanes where use is greatly impacted by weather - these only serve to impede economic activity add to business costs making London less attractive for residents businesses and tourists alike - reducing spend and thereby reducing funds available to the Mayor

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

**Any such system should be done at a national level. This would at least reduce Capex and maintenance costs and create a standardised system nationwide**

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

**It should not be introduced, in the event it was ,the only charges it could replace would be existing congestion / ulez zone charges. Any other taxes would impact those who may not have access to any form of transport. Cyclists should be charged to reflect the cost of introducing cycle lanes and maintenance of roads**

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

**There should be no charges, as all charges penalise different sectors disabled, workers, businesses, tourists. If I need to travel the systems should be in place to depict the level of availability of any system and the current / predicted level of congestion be that on trains buses or on roads - people will then use the most appropriate means of travel as required. If I am going food shopping I will not use a bus bike or train as it is impractical / impossible to carry multiple bags of shopping. If I am a worker with tools or need to transport items I will not be using buses trains or bikes. People should be able to choose and policies introduced should be focused on helping businesses as thriving businesses create jobs and tax revenue.**

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

**NO**

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

**Less, any charge reduces economic activity by increasing business costs and reducing trade as customers will reduce frequency of visits and ability to spend. I have already closed my business previously operating in Central London employing over 50 staff due to costs of operations**

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

**Any proposed change or addition should be subject to a referendum and or voted on as a matter of policy by candidates seeking election**

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

**Looking at other cities is largely irrelevant as each country and city are unique in terms of density of pop / space available / demographics / wealth / tax structures / existing infrastructure etc etc Why are all areas of London not connected by tube system or an elevated rail or elevated cycleways that preserve road space for vehicles of all types**

## Written Evidence from Individuals: Part One

[personal information redacted for publication]

Road User Charging Consultation

|           |         |
|-----------|---------|
| Reference | RUC1408 |
|-----------|---------|

1. Do the current road user charging systems in London require reform?

**For the avoidance of doubt I do not agree with road user charging outside Central London.**

**Yes. They should be removed except for in Central London**

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

**For the avoidance of doubt I do not agree with road user charging outside Central London.**

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

**For the avoidance of doubt I do not agree with road user charging outside Central London.**

**Not practical without a major intrusion on individual privacy. The State should not be monitoring people in this way.. Impossible to monitor why people are travelling without 'mind-reading technology' or self reporting which may be inaccurate. Will we be expected to report every journey? Scope for inaccuracies is massive. Bureaucratic nightmare.**

4. What strategies and targets could smarter road user charging support?

**For the avoidance of doubt I do not agree with road user charging outside Central London.**

5. What technology could be used to support smarter road user charging?

**For the avoidance of doubt I do not agree with road user charging outside Central London.**

**Current camera technology being installed is already too intrusive.**

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

**For the avoidance of doubt I do not agree with road user charging outside Central London.**

**Normal replacement of older cars as they become obsolete will assist with air pollution and climate change together with the promotion of cycling for appropriate journeys. This should be done by positive promotion not added taxation on motorists.**

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

**For the avoidance of doubt I do not agree with road user charging outside Central London.**

**If it were to be adopted then it should be done nationally to allow a consistent level of charging that will be easily understood by all users and not be dependent on the area being driven in.**

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

## Written Evidence from Individuals: Part One

**For the avoidance of doubt I do not agree with road user charging outside Central London.**

**If introduced it should replace or reduce Fuel Duty and V.E.D. to maintain revenue at current levels.**

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

**For the avoidance of doubt I do not agree with road user charging outside Central London.**

**Bureaucratic nightmare. How do you decide if someone ‘needs to drive for work’? Does public transport run conveniently for the journey you need to make regardless of how much public transport there is in your area?**

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

**For the avoidance of doubt I do not agree with road user charging outside Central London.**

**No. I think London is too big and not representative of the rest of the country.**

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

**For the avoidance of doubt I do not agree with road user charging outside Central London.**

**Londoners should pay the same as the rest of the country.**

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

**For the avoidance of doubt I do not agree with road user charging outside Central London.**

**I do not believe Mayors should have powers to introduce road user charging. It would be a start if they put their plans in their election manifesto so they can claim a mandate. They should also respect the results of consultations which should be conducted and analysed by an independent body. I believe there should also be an independently run referendum including residents of neighbouring areas that will be affected.**

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

**No response**

From

[personal information redacted for publication]

The future of smart road user charging February 2023

|           |         |
|-----------|---------|
| Reference | RUC1407 |
|-----------|---------|

To: The Mayor of London / TfL / London Assembly Transport Committee

## Written Evidence from Individuals: Part One

In response to your consultation on so-called smart road user charging set out online :

<https://www.london.gov.uk/sites/default/files/2023-02/Road%20User%20Charging%20-%20Call%20for%20Evidence%200.pdf>

<https://www.london.gov.uk/who-we-are/what-london-assembly-does/london-assemblys-current-investigations/road-user-charging>

I live and work in a London Borough and regularly drive throughout many London Boroughs for both work (visiting customers, delivering items and for meetings) and for domestic purposes (shopping, visiting family and friends, recreation etc.). I estimate my annual mileage at approx. 9,000 - 10,000 miles

It is clear that the proposed introduction of a so-called smart road user charging per mile model is simply designed to unfairly 'milk' private motorists of even more money and to recoup revenue levels for TfL as the projected income from ULEZ dries up, and it is appalling that the Mayor of London does not have the honesty, transparency and integrity to admit it. If there was any notion that the proposed so-called smart road user charging model might raise less revenue than the existing system then it would not even have got this far. Just as with the ULEZ Expansion scheme this current public consultation process on so-called smart road user charging has absolutely nothing to do with obtaining the true opinions of London drivers and residents and is a cosmetic and tokenistic sham process simply designed as a box ticking exercise to try to pretend that it represents some sort of validation of a decision that has no doubt already been made by the Mayor of London/TfL to implement a so-called smart road charging scheme.

If it is genuine consultation process, why is there such a very short deadline for responses? Why not an extensive advertising campaign to make people aware of this road user charging consultation process (like the ULEZ Expansion advertising campaign currently running in newspapers and on television)? It is clear to all from the very restricted opportunity to respond and also from the very biased wording of the questions that the consultation asks (that pre-suppose a road charging model is to be introduced and asking how it should work rather than whether it should be introduced at all) that the process has been deliberately designed to try to massively restrict the level of opposition comments that you receive, and the questions asked have been skewed accordingly. Why does the consultation not simply ask a single and very much more honest and straightforward question :

***" Do you agree that motorists should have to be continuously monitored on their journeys throughout London and forced to pay to use their car on a per mile basis?"***

My responses to the 13 consultation questions are :

1. No new road charging measures should be introduced to try to raise additional revenue from a pay per mile model, and the existing ULEZ scheme should be scrapped in its entirety. Motorists already pay excessive taxes through road fund licence, fuel duty, parking fees, VAT on fuel and insurance premium tax on their vehicle insurance simply to go about their lawful business of work and family life.
2. There should be no daily or per mile charges for driving your car in London (see 1.above).
3. How can you police any such sort of differentiations? Who defines the proposed categories? Is a gas engineer mending someone's broken heating an essential service or just work? If I drive to go to look after a sick relative (basically visiting family to help them get washed and dressed) is that journey to be treated any differently from say a carer going to help an elderly patient out of bed, even though we are both travelling for exactly the same purpose? What if I stop on route to my elderly relative to buy them some milk? Does that change my journey type category? What if I drive an elderly relative to the doctor for an appointment (clearly a caring activity) but get my shopping at the same time whilst they are in the surgery? Will private motorists have to maintain a log of every single journey recording



## Written Evidence from Individuals: Part One

its purpose and account for every movement they make to the authorities? It is completely unenforceable and incapable of being policed. There are extreme personal privacy and GDPR issues with the road user charging proposals, and there is a much simpler way - there should be no daily or per mile charges for driving your car in London (see 1. above).

**4.** How about a target of making everyone's life easier and cheaper? No fines, penalties or daily charges simply for having the temerity of living and working in London. A new strategy of bureaucracy and officialdom simply leaving people to just get on with their lives without interference, obstruction or unreasonable monitoring and intrusion into their private lives and movements. There should be no daily or per mile charges for driving your car in London (see 1. above).

**5.** None is necessary if there are no daily or per mile charges for driving your car in London (see 1. above).

**6.** It will have no effect at all, as the Mayor of London/TfL already well know. Does the Mayor really think that people choose to drive through London for fun? The whole intention of the proposed so-called smart road charging scheme is not to deter private vehicle journeys but to raise money from motorists. The Mayor of London/TfL actively want you to drive, they just want to charge you for the pleasure and without motorists they raise no revenue.

**7.** No new road charging measures should be introduced to try to raise additional revenue from a pay per mile model, indeed motorists already pay excessive taxes through road fund licence, fuel duty, parking fees, VAT on fuel and insurance premium tax on their vehicle insurance simply to go about their lawful business of work and family life.

**8.** No new road charging measures should be introduced to try to raise additional revenue from a pay per mile model. Motorists already pay excessive taxes through road fund licence, fuel duty, parking fees, VAT on fuel and insurance premium tax on their vehicle insurance simply to go about their lawful business of work and family life.

**9.** Do you mean what discriminations should you introduce? As soon as you advantage one group of people over another you introduce unfairness. There is a very simple way of treating everyone equally - scrap any charges for driving your car in London (see 1. above).

**10.** No. Not at all. London should be a vibrant business hub and success, but the steady introduction of anti-motorist regulations and taxes is obstructing and damaging businesses. Traffic flow is the life blood of London's economy moving goods and services around this great city, but the drip drip introduction of restrictive LTN zones, ridiculously wide and under used cycle lanes, 20mph limits, parking restrictions is akin to the capital's arteries getting blocked reducing the vital blood flow and slowing it down dangerously. Free up those arteries, let businesses thrive and succeed, and let people move about freely to go about their daily lives without unfair taxation and surveillance monitoring of their movements - scrap any charges for driving your car in London (see 1. above).

**11.** Why should Londoners already be discriminated against (in comparison to say someone living in rural Kent or Surrey) by having to pay any charges simply to drive their vehicle for work or pleasure? The Mayor of London/TfL should scrap any charges for driving your car in London (see 1. above).

**12.** Any attempt to extract money from charging motorists should be passed by local referenda BEFORE implementation.

**13.** These schemes have nothing to do with environmental or air quality issues, or to improve traffic flows. It is all about raising revenues from motorists. How about a little honesty from our Mayor of London/TfL? How about an admission that the huge ANPR

## Written Evidence from Individuals: Part One

camera rollout supposedly for the ULEZ Expansion scheme in the outer London Boroughs has absolutely nothing to do with air quality (the PM5 particulate limit for a soon to be prohibited Euro 5 diesel car is exactly the same limit as for a permitted Euro 6 diesel car so where is the improvement?) but is instead all about installing the surveillance infrastructure for future road user charging per mile?

I hold out little hope that you will take on board the views of real people living real lives in London, and that instead you already have a confirmed intention to proceed irrespective of the consultation comments you receive from the public. In a similar way perhaps the Mayor of London/TfL/London Assembly Transport Committee can explain why TfL purchased all of the necessary ANPR cameras necessary to implement the forthcoming ULEZ Expansion scheme about 3 months before they even opened up the Public Consultation as to whether or not the scheme should proceed.

Regards

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1405 |
|------------------|---------|

*Dear London Scrutiny Team,*

Having read the minutes of your London Transport Committee – 14 December 2023, transcript of Agenda Item #6 regarding “road user charging” the following quote made very clear that your plans relate to pricing poor people off the road and using mass surveillance on UK citizens.

**Silviya Barrat:** *“there is clear calculation that we need to reduce traffic by 27% at least to reach that commitment. The only way to achieve that is through charging people”*

The schemes you’re proposing are anti-small business and anti-poor and will allow bigger businesses to become monopolies as they can afford to update their fleets and would be charging higher prices as they price smaller businesses and individuals off the road. Small retailers and the hospitality sector will suffer as people will choose not to frequent those places. Nobody wishes to live in a totalitarian state where every move they make is monitored and needs to be justified. We do not need to give more power to the government.

So.. to answer your questions regarding this consultation..

### **1.-Do the current road user charging systems in London require reform?**

No! no! no! The current road user charging systems are already broken. You’d be better off fixing them before you move onto something new. An example of this is the ridiculous “midnight” cut-off which penalises night workers and people entering the city for entertainment. Who if they arrived just before before midnight and left just after midnight would pay twice.

### **2. How might smarter road user charging differ from the current daily charges for driving applied in London?**

Smarter road user charging is another name for digital surveillance. Don’t do it.

The congestion charges and ULEZ are bad enough, but black boxes/GPS & Camera tracking are just a few hops from George Orwells 1984. They must never be introduced to perform mass tracking of peoples movements. Road user pricing is already covered in the extra taxes people pay for their fuel. Smart Road pricing is an infringement of people’s freedom of movement and it should be of no business to anyone other than the person making a journey. It is not up to the state to decide where someone’s journey starts from and where it ends.

## Written Evidence from Individuals: Part One

### 3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential

I disagree with this proposal at all levels. I am happy with road tax and fuel pricing as the only method services?

### 4. What strategies and targets could smarter road user charging support?

There are absolutely no reasons to justify road user charging and there are many against it – It's an anti-small business tax that unfairly disadvantages the poor.

#### 1. What technology could be used to support smarter road user charging?

This is a cash grab and a plan to reduce traffic by 27%. It is a lie to insist this is the interests of the public or for health reasons. People need less technology in their lives. Just because you "can" use technology and have a friend that wants a lucrative contract to spy on citizens, doesn't mean you should do it.

#### 2. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

They won't. Since when has giving money to the government solved an ethereal problem? Emissions and vehicle pollution is already considerably lower than it was ten years ago. Vehicles are becoming more efficient and less polluting. This includes petrol and diesel cars too. As older cars become affordable, people will organically be switching to more efficient diesels and petrols. As such, the ULEZ is an unfair inconvenience to a handful of people who may have older cars. For example, I have a low mileage 2010 Euro 4 Diesel which emits 119g/km – It is well maintained in accordance with the manufacturers specification and there is no reason it won't last me another 20 years as I drive less than 1000 miles a year. There is absolutely no reason for me to scrap it and replace it with another car just because you dictate it. The environmental cost to scrap it as well as the carbon cost involved in the manufacture of yet another vehicle will certainly outweigh any benefits

#### 3. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

**They are best scrapped. I do not support your expansionist plans.**

#### 4. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

**This whole plan should be scrapped. I do not wish to see this introduced at all.**

#### 5. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

**We have a functional system. Stop trying to complicate things. You are creating your own problem. There can never be a fair system if someone with more money can outbid a poorer person to do what they want.**

#### 6. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? \

**Give it up – There is nowhere the United Kingdom that should be allowing itself to become a surveillance zone.**

#### 7. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

**People are already paying a mileage based charge – They pay it in the electricity if they use an EV. They pay it in their petrol and diesel if they use an internal combustion engine. People with larger engines that use more fuel pay more per mile than people with small engines.**

## Written Evidence from Individuals: Part One

8. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

**There should be very public referendums and the small business and residents of affected areas should certainly be consulted. The consultation period should also be considerably longer than 1 month and debates allowing opposing views should be made in every area affected. This should not be introduced a “done deal” decided by a handful of people effecting the lives of millions of people like the ULEZ expansion was.**

9. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

**No one cares. We are only concerned about how this will impact us. If you want people to use their vehicles less often then provide lower pricing, better efficiency, more comfortable and more frequent, better connected routes for public transport. Late night workers do not want to be stabbed on their way home.**

Consultation regarding Smart Road User Charging

|           |         |
|-----------|---------|
| Reference | RUC1402 |
|-----------|---------|

Dear London Assembly Transport Committee,  
**Consultation regarding Smart Road User Charging**

Thank you for giving London residents the opportunity to comment on the proposals being discussed concerning traffic in London. I would have hoped that this public consultation had been advertised more broadly, as it is an extremely important matter for Londoners and our views are of the utmost importance.

I have opted to address the main questions provided, but I feel the real question ought to be – “what are the merits of the proposal for charging drivers in the first place?”, not whether the proposed use of 'smart' systems can be considered an improvement to the current charging scheme. The fundamentals still have not been fully laid out for the public to evaluate.

1. Do the current road user charging systems in London require reform?

No, I do not think so. There is only one recorded death from car fumes since 2001, so the justification seen from a health perspective appears to be slim. The possible environmental benefits have never been properly evaluated, ir at least not presented to the public. Instead, the so called “climate change” narrative has been pushed so hard by our politicians, aided and abetted by the media, that people in general seemingly just assume that there must be a benefit, without looking into whether this is really the case.

In my opinion, there is therefore no justification for drastic changes being proposed without the relative merits being measured against the flaws of the current scheme. Please show the evidence, in the form of data and research studies, showing the impact on the population and the environment. The impact of the changes are vast and also costly and if there is no justification for the proposed changes, the scheme should be halted until further evidence is gathered.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

As mentioned, I believe that we have to start by evaluating the current scheme before evaluating the use of 'smarter' user charging, to see whether the current scheme is justified in the first place. Just because the proposed 'smarter' charging system is different, does not mean that it will be any better. We need to understand the current scheme better, before proposing a new one.

## Written Evidence from Individuals: Part One

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities, or essential services?

The system proposed is complicated and potentially overly controlling of the individual. In my opinion, an individual should not need to justify his or her reasons for using a car. Such matters is not the business of local councils or any public bodies. There is already much too much surveillance and monitoring of people's acts and omissions, including their journeys. Unless the London Assembly Transport Team can demonstrate that data collected on drivers and journeys will under no circumstances be shared, sold or used to penalise any user in any system, including ones that may be cross-linked to this system, the initiative should be put on hold immediately. A deeper reflection as to the possible knock-on effects of the scheme should be evaluated by the London Assembly Transport Team coupled with an open dialogue and a full public debate on its merits.

4. What strategies and targets could smarter road user charging support?

In my opinion, there are no 'strategies and targets' that 'smarter' systems should be used for, as 'smarter' implies that there would be an improvement. It would appear to me that the 'smarter' measures risks delivering a lower quality of life for Londoners. Is there any evidence to the contrary?

What are the real reasons for it to be seemingly pushed through without any proper evaluation being made? Who are its supporters and sponsors? What do they hope to gain from the increased control over vehicles and passengers? None of this appears to have been laid out to provide any compelling reasons, especially since the whole argument surrounding 'climate change' can easily be picked apart and called into question.

I think it should stop until the public dialogue and debate takes place. As residents of London, we have a right to take part in this process and we are growing tired of having new rules and regulations being foisted on us without our views being properly considered. Any governing body answers to the people who put it into place (directly or indirectly) and it makes no sense for any such body to take action without support from the public.

I urge you to conduct a thorough risk-benefit analysis which goes deeply into the ramifications of the potential overreach a scheme that collects extensive data and enforces policies on the daily habits of its users, potentially infringing the free movement of people far beyond any level we could imagine.

I look forward to being invited to participate in dialogue and debate on the matter, in due course.

Thank you.

Yours sincerely

[personal information redacted for publication]

[No subject]

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1400 |
|------------------|---------|

Here are my responses to your survey.. I am a road user who has to use a motor vehicle to carry equipment required for my work – as a musician as it is impractical to transport 30+ kgs of equipment by any other means.

1. Do the current road user charging systems in London require reform?

Not wholesale reform – in London we already have the congestion charge – which is being extended to non-polluting vehicles and the ULEZ scheme to encourage road users to move to less polluting vehicles. There are various less radical reforms that could be made to the existing schemes.

## Written Evidence from Individuals: Part One

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Instead of proposing new systems, adjust the old systems. EG the daily charge stops at midnight, meaning someone who is visiting between 10pm and 2am pays twice. Fix that first. This is very unfair on anyone working in the night-time economy – such as myself – when work usually starts at 9:00PM and ends at 1:00AM – I do not work every night.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

It shouldn't be – we already pay fuel duty and will therefore pay more if we travel more. I am self-employed and work on an ad-hoc basis. How are you going to monitor which journeys are for work and which for pleasure or caring duties or deemed non-essential.

4. What strategies and targets could smarter road user charging support?

Why should Travel and hence road user charging support any strategies and targets??

5. What technology could be used to support smarter road user charging?

If 15% of the population do not own a smart phone – then you cannot propose using smart phones.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The Congestion Charge and ULEZ is already doing this. The people don't want any more. We are taxed via VED on emissions, electric cars have been incentivised.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

I believe it would be better to reduce VED for older vehicles which have “paid” their initial carbon footprint – we should not be encouraging scrapping vehicles that are currently roadworthy and operational. It takes 14 years for a new car to become “carbon neutral” in terms of its manufacture. Any scheme that actively encourages scrappage cannot be considered seriously as benefitting climate change

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It shouldn't.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

## Written Evidence from Individuals: Part One

We do not want a road user charging scheme. I do not believe the system of allocating exemptions will be fair and equitable – since the ULEZ scheme is already penalising those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. As the area is too large

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

The same

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes – they should hold a referendum if they do not have any scheme explicitly stated in their manifesto.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I do not know

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1396 |
|------------------|---------|

Dear Sir/Madam,

I am responding to the Call for Evidence: The future of smart road user charging February 2023. I want my views recorded as below:

1. Do the current road user charging systems in London require reform? No. **We need better public transport infrastructure.** The ULEZ has already impacted people significantly. We need LESS regulation and monitoring, not charging motorists who go about their day. More people would use public transport if there was better and more provision.

2. How might smarter road user charging differ from the current daily charges for driving applied in London? Instead of proposing new systems, adjusting the old systems should be the priority. For example, the daily charge stops at midnight, meaning someone who is visiting between 10pm and 2am pays twice. This is unreasonable.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? We don't need any more road charging systems. We already pay fuel duty, which is a cost per mile - you pay more if you drive more.

## Written Evidence from Individuals: Part One

4. What strategies and targets could smarter road user charging support? I do not agree with the charges but if I did perhaps it could be spend on public transport.
5. What technology could be used to support smarter road user charging? I don't want more technology in my life. I am sorely concerned about increased surveillance and use of AI in our society.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? The ULEZ is already doing this. I don't want any more. We are taxed via Road tax on emissions. The powers that be should be changing business, not targeting everyday people.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? We already have a road user charging at a national level, it's called ROAD TAX and FUEL DUTY. We do not need any more. Why not reduce the road tax on older vehicles that have been around for many years and have paid their own carbon dues by remaining in use instead of being replaced by another brand new car (most of the carbon in cars is in the manufacture, especially that of batteries).
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? It shouldn't. The people writing this report should focus on the mental health of the nation, not on more ways to price people out of driving their cars and visiting family.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? I do not want a road charging scheme.
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? No. I think manufacturers should be charged if they produce non-biodegradable plastics instead and manufactured goods should be made to last a reasonable length of time this would help support the climate. Stop charging the people and charge the manufacturers and those with more money.
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? They would all pay more than they do currently and I believe enough is enough. They would all pay more. It would cost many, many people dearly.
12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? All of these new schemes should be put to a public vote like any good democratic society - anything else is the work of a dictatorship. However, this is increasingly not the case, and these road schemes are being introduced, despite significant public opposition. Listen to your local communities.
13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?  
I didn't vote for this! Give the people the opportunity to vote on the policy, then give us the chance to vote on the road charging scheme. Anything else is a dictatorship.

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
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| <b>Reference</b> | RUC1398 |
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## Written Evidence from Individuals: Part One

1. Do the current road user charging systems in London require reform? No. **We need better public transport infrastructure.** The ULEZ has already impacted people significantly. We need LESS regulation and monitoring, not charging motorists who go about their day. More people would use public transport if there was better and more provision.
2. How might smarter road user charging differ from the current daily charges for driving applied in London? Instead of proposing new systems, adjusting the old systems should be the priority. For example, the daily charge stops at midnight, meaning someone who is visiting between 10pm and 2am pays twice. This is unreasonable.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? We don't need any more road charging systems. We already pay fuel duty, which is a cost per mile - you pay more if you drive more.
4. What strategies and targets could smarter road user charging support? I do not agree with the charges but if I did perhaps it could be spend on public transport.
5. What technology could be used to support smarter road user charging? I don't want more technology in my life. I am sorely concerned about increased surveillance and use of AI in our society.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? The ULEZ is already doing this. I don't want any more. We are taxed via Road tax on emissions. The powers that be should be changing business, not targeting everyday people.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? We already have a road user charging at a national level, it's called ROAD TAX and FUEL DUTY. We do not need any more. Why not reduce the road tax on older vehicles that have been around for many years and have paid their own carbon dues by remaining in use instead of being replaced by another brand new car (most of the carbon in cars is in the manufacture, especially that of batteries).
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? It shouldn't. The people writing this report should focus on the mental health of the nation, not on more ways to price people out of driving their cars and visiting family.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? I do not want a road charging scheme.
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? No. I think manufacturers should be charged if they produce non-biodegradable plastics instead and manufactured goods should be made to last a reasonable length of time this would help support the climate. Stop charging the people and charge the manufacturers and those with more money.
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? They would all pay more than they do currently and I believe enough is enough. They would all pay more. It would cost many, many people dearly.
12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? All of these new schemes should be put to a public vote like any good democratic society - anything else is the work of a dictatorship. However, this is increasingly not the case, and these road schemes are being introduced, despite significant public opposition. Listen to your local communities.

## Written Evidence from Individuals: Part One

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I didn't vote for this! Give the people the opportunity to vote on the policy, then give us the chance to vote on the road charging scheme. Anything else is a dictatorship.

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1395 |
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1. Do the current road user charging systems in London require reform?

Yes, ULEZ should only cover central London, that is the city of London, they can afford it.

2. How might smarter road user charging differ from the current dailycharges for driving applied in London?

There is no such thing as that, only an extra tax on Car, Motorcycle users and must be oposed at all costs, it will not succeed.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

None are workable, they will only cause hardship on hard pressed Londoners.

4. What strategies and targets could smarter road user charging support?

None.

5. What technology could be used to support smarter road user charging?

None.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

You are being dishonest, if these so called dirty cars etc are that bad, then BAN them, but you dont want to do that because you wont make any money out of it.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

None they will be oposed at every level, with increasing level of dertermination to stop until, you give in like Margeret Thatcher did over the Poll Tax.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It will not happen.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

None, its not going to happen.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Only if you want to get Voted out at the next elections, you do what we say, not the other way around.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

## Written Evidence from Individuals: Part One

See Above.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Not for much longer, things are going to change., Good ridance Khan.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

None because your argument is built on a lie, it will only succeed mobilising the people of thos country to stand up and kick you lot out, its comming, make no mistake.

[personal information redacted for publication]

Road Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1394 |
|------------------|---------|

Dear GLA,

This idea has been floating around for quite a few years in my knowledge and I have given it some thought. One obvious benefit could be the consolidation of all the various vehicle taxes. However I have always assumed that the system would be sufficiently sophisticated to vary the mileage charge according to the type of road, local congestion etc . I think that allowance should be made for those who need a vehicle either as an essential tool of trade or for important personal need such as disablement. I realise that the technology for such a scheme could be both expensive and difficult to introduce, but a less complete flat charging system would impose arbitrary cost on vehicles without achieving much de-congesting effect or reducing air pollution. Consolidation of all road taxes would help businesses to reduce paperwork and simplify journeys (without having to plan for other charges - such as congestion charging). I think it would be a mistake to use it to drive vehicles off the road, as such a blunt instrument would hurt the wrong people.

I hope my remarks are helpful.

Regards

[personal information redacted for publication]

About charging in London per mile

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1390 |
|------------------|---------|

I would like to 1st start with how much more is this government schemes going to work with everyone because it's something that will destroy a lot of lives, especially when it comes to trying to get around London especially myself as a mobile mechanic. I have to get to peoples cars to fix. Therefore my prices will change and It's not fair London is just a big hole of how can we make more money first congestion charge then ulez charge the expansion of the ulez charge. If you lose money with people changing there cars or vehicles charge is done because it's to do with all the vehicles in London which I'm happy for but charging people which have met the minimum requirements of the ulez charge is not fair I will think that the government will lose more money in doing this and causing more crime in the streets in London.

# Written Evidence from Individuals: Part One

Road Charging Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1389 |
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## 1. Do the current road user charging systems in London require reform?

No, the current road charging is yet another layer of financial burden on people. We currently have annual VED, fuel duty, Congestion Charge, LEZ and ULEZ which keeps being expanded. This is far too much already. This is also a restriction on our freedom of movements on all of us and even more so on the poorer in our society who can't afford this on top of everything else. Of course those living further out in greater London will be worst affected due to limited public transport connections.

## 2. How might smarter road user charging differ from the current daily charges for driving applied in London?

We don't need smarter road charging systems in London or anywhere else for that matter. We are already bombarded with other charges and taxes. See answer to question 1. This is just a money raising exercise at the expense of people's freedom of movement AND livelihoods. It is counter productive as it will lead to a reduction in economic activity in London and therefore a reduction income tax revenue. It is a self-defeating measure.

## 3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

There should not be any further charges for driving in London for anyone. Motorists should not be segregated according to their reasons for using their car. We live in a free country – or I thought we did. This would lead to total surveillance of our movements.. This would be a gross intrusion of privacy.

## 4. What strategies and targets could smarter road user charging support?

The best strategy would be to make car driving as cheap as possible for all to enjoy, allow people to get about their daily business, help grow the economy, with the ultimate aim of removing all ULEZ zones. A happy citizen is a good and productive citizen who contributes positively to the economy.

## 5. What technology could be used to support smarter road user charging?

We don't need technology for road use or charging. See responses above. Road charging is a means of surveillance which is unacceptable in a democracy. It is a freedom restricting measure. It also would stifle economic activity. London would empty itself of its most active and productive inhabitants as they would seek to live away from this digital prison..

## 6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

## Written Evidence from Individuals: Part One

We already have ULEZ in the most congested areas. It doesn't need to be expanded. Climate change is being used as a weapon to extort money from people. This is incredibly immoral.

"Climate change" is actually debatable but let's say it is a real issue. It can be tackled by encouraging car manufacturers to produce cleaner engines, cleaner fuels, cleaner technologies that do not involve 500kg electric batteries requiring 15 tonnes of ore for the required cobalt extracted by quasi-slave labour in the Congo, 10 tonnes of salt of the required lithium, 2 tonnes of ore for the nickel and 12 tonnes of copper ore. In total 200 tonnes of soil to make a single battery. How is that helping the environment quite apart from the human tragedy attached this?????

The green agenda is a flawed and hypocritical ideology just exports environmental problem elsewhere.

### **7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?**

VED and fuel duty is already a national taxing system. We do not need any more. Your difficulties will be dealing with the massive civil unrest. These road charging schemes also are just another excuse to instal more cameras, create more surveillance to monitor our movements,. Our habits and ultimately to control everything we do. This is simply unacceptable.

### **8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?**

If road charging was to be introduced it should replace all other taxes/charges on the motorist, ie VED, LEZ, ULEZ and Congestion Charges should be removed. However, It **should not be introduced** for all reason stated above, It is not only about the financial burden for the motorist but it is also an attack on our freedom of movement.

### **9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?**

There should be big discounts for all those people you've mentioned. People in privileged positions such as MP's and Councillors should pay a premium and not be reimbursed on expenses.

### **10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?**

Nowhere is a good place to start a distance-based road charging scheme.

### **11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?**

NOONE should pay anything.

## Written Evidence from Individuals: Part One

### 12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities currently have too much power and are abusing it. The London Mayor is proposing to expand the ULEZ by illegal means. Remember – authorities only have the power because we the people have temporarily given that to you. You work for us, not the other way around. You cannot just do as you please. The people have to have a say. This should be put to the people to vote on it. If we the people do not want Pay Per Mile then that should stand.

### 13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I do not know and I am not interested as I consider any such schemes to be a gross attack on our freedoms, means of surveillance whilst emptying our wallets and destroying the economy. Our politicians and Mr Khan in particular are intent on turning our cities into an impoverished, miserable, imprisoned city. I hope that he in particular and his likes will be punished next year at the ballot box. Stop taking your voters for fools.

[personal information redacted for publication]

Call For Evidence: The future of smart road charging February 2023.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1386 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

No

2. How might smarter road user charging differ from the current daily charge for driving applied in London?

Not Needed

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Not needed

4. What strategies and targets could smarter road user charging support?

None

5. What technology could be used to support smarter road user charging?

None

## Written Evidence from Individuals: Part One

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

None

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

None

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

None

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

None

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

None

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

None

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

No

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

None, everything is fine and this is not needed.

Regards,

[personal information redacted for publication]

Road User Charging. Call for Evidence

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1384 |
|------------------|---------|

## Written Evidence from Individuals: Part One

*Do the current road user charging systems in London require reform?*

Absolutely not. We already pay more than enough for our road system in the excessive amount of money we pay in our taxes, including income tax, Council Tax, Road Tax, Tax on petrol, Road Charges for Dartford Crossing and the like..  
Road charging will infringe on our freedom to travel and is another form of extortion.

*2. How might smarter road user charging differ from the current daily charges for driving applied in London?*

As above....

Absolutely not. We already pay more than enough for our road system in the excessive amount of money we pay in our taxes, including income tax, Council Tax, Road Tax, Tax on petrol, Road Charges for Dartford Crossing and the like..  
Road charging will infringe on our freedom to travel and is another form of extortion.

*3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?*

*It SHOULDN'T BE .. We all pay the same taxes which already contributes more than enough towards the roads and we ARE all entitled to use them as and when we like and should not be decided for us by some upshot Dictator*

*4. What strategies and targets could smarter road user charging support?*

There are no strategies and targets that smarter road user charging can support.

*5. What technology could be used to support smarter road user charging?*

None. Human society already has too much technology in use.

*6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?*

Smarter road user charging cannot assist with tackling current challenges such as traffic congestion and air pollution which is mainly caused through London Buses and this is just another blatant attempt to extort more money out of decent hardworking people

*7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?*

Road user charging should not be introduced anywhere.

*8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?*

Smarter road user charging should not be introduced as this would have a massive impact on our freedom to travel and would only benefit the Rich and Greedy.

*9. What discounts and exemptions would you like to see for any new smarter road charging Scheme, for example to help disabled people, on low incomes. Etc etc .*

No such discounts or exemptions should be introduced as No Road Charging should be introduced.

*10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?*

No. No such trial is needed.



## Written Evidence from Individuals: Part One

11. *If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?*

No.. Distance-based charging scheme should NOT be introduced.

12. *Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?*

Mayors and local authorities' powers to introduce these schemes should be removed immediately. It is a definite over reach if their authority. Something of this magnitude should definitely NOT be decided upon by a dozen or so unelected power hungry upstarts..

13. *How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?*

We couldn't care less if other cities are working on Road Charging schemes or not. If they are it only proves that this whole scheme is only a part of a Worldwide Agenda to control us and extort money from us, rather than a Scheme to benefit the Road Users in this Country...

Road user charging survey

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1383 |
|------------------|---------|

Dear Sir or Madam

Re Road user survey questions

I have seen no public information regarding this survey including what its purpose is, how the results will be analysed and used, and who is responsible for carrying out the survey and follow up? Oh, and who is paying for it?

The survey appears to be assumptive in that there are no questions asking whether additional charging is fair, or even required. The Mayor's proposal to extend charging zones have not been tested in a democratic manner, and are highly discriminatory to less well off Londoners.

Questions

1. I don't know whether the current ULEZ requires reform. Are there studies comparing the objectives of the original ULEZ plan with the outcome in measurable terms? E.g. what has been the effect on a typical care worker who travels between clients every day? a job often impossible to do without a car and a person who is typically earning the minimum wage and unable to afford a low emission vehicle?

Reform or not, it does not need a massive increase in the area to which ULEZ applies.

2. Make charges match the means of vehicle owners.

3. Don't make matters worse by extending the ULEZ area which would compound difficulties for many more carers and essential workers.

4. How have the strategies and or targets of the existing ULEZ been met?

5. Most things I have seen referring to "smart" are intrusions on privacy. if that' what is implied I don't want it.

6. On its own, more charges on motorists cannot address pollution and its effect on climate change. A plan to include all contributing factors of pollution would be needed.

7. Q1 refers to London's ULEZ. A national scheme to address pollution all over is a different question altogether and is not going to affect London's ULEZ.

## Written Evidence from Individuals: Part One

8. The overall level of taxes is at its highest for a long time - do not make matters even worse.
  9. The rich citizens of London will not suffer significantly from any ULEZ scheme, including the existing one. Address the needs of lower paid residents first.
  10. The elephant in the room is electric vehicles. It is clear that tax income will suffer seriously as more EVS come onto the roads. That issue is a national one, that requires a national solution.
  11. See above answers.
  12. Local authorities deal with local issues (the clue is in the name). Every such scheme should be subject to local influence, within guidelines that prevent unwarranted exclusion of people from visiting or passing through specific locations.
  13. No comment.
- Thank you.  
that addressed all sources of pollution of London's environment would be required

### Road User Charging - Call for Evidence

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1382 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

No. All of the stated aims of this new system can be better achieved by traditional methods. There is no need for digital or technological systems, but instead it would be better to put existing revenues into improving existing systems, for example remove speed humps, remove cycle lanes, remove one-way systems that were introduced in recent years, improved traffic light phasing, better road surface maintenance, and signage. Poor quality and planning in all these areas impacts on road congestion, journey times, and pollution from all sources.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

I'm not interested in "smarter" anything - it's oxymoron. You could instead leech less money from overburdened tax-payers than you already are.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen. It also adds more complications and stress, more rules and regulation and more bureaucracy.

4. What strategies and targets could smarter road user charging support?

There are no strategies and targets that smarter road user charging should support as it should not be introduced.

## Written Evidence from Individuals: Part One

5. What technology could be used to support smarter road user charging?

None. Human society already has too much technology in use to the detriment of society.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It can't.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging should not be introduced anywhere.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging should not be introduced because any claimed advantages for each individual are negligible and outweighed by the disadvantages.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No such discounts or exemptions should be introduced. The concept introduces the need to justify one's journeys to the authorities, that is, to ask permission, something that should never happen. Instead the Blue Badge system already exists and can be widened in scope or reformed. The way to improve the lives of the groups mentioned here would be to reduce fuel charges by increased oil exploration and extraction.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. No such trial is needed. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No such distance-based charging scheme should be introduced.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

## Written Evidence from Individuals: Part One

Mayors and local authorities' powers to introduce these schemes should be removed immediately. We need a full and uncensored debate through all forms of public discourse. Dissenting voices should be fully attended to, and only after that specific referendums should be required to determine the will of the people.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate. [This is a rare opportunity to elaborate about these goals]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1381 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

Not currently.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

I think any further Road user charged will be damaging to the vast majority of people. There are enough taxes and charges in place, people cannot afford this.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

No answer

4. What strategies and targets could smarter road user charging support?

No answer

5. What technology could be used to support smarter road user charging?

No answer

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

We already have ULEZ in London. I don't think it will,

Other options need to be looked at . Aeroplanes etc causing more pollution than cars.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

It will cause many difficulties in any concept. It will affect all aspects of everyday life. Commuting, holidays, tourism, businesses, social life and more having a very negative affect.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

I hope that they won't be introduced.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

People cannot afford these charges. Public transport alone cannot cope.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No answer

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Nobody should have to pay to travel in personal vehicles in a free country.

## Written Evidence from Individuals: Part One

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes it should be a vote from the people not a decision made by a mayor or other.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I do not know

[personal information redacted for publication]

Car charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1380 |
|------------------|---------|

I oppose more restrictions and taxes about where we can drive and for how long we can drive.

There are enough taxes for car drivers, and next there will be smart cities and restrictions for every aspect of driving which.

We know this will take away our right and freedom to drive where we want to go.

The Ulez system is bad enough please stop this.

[personal information redacted for publication] London driver

Road User Charging Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1379 |
|------------------|---------|

Hello,

First let me congratulate you on doing such a great job on advertising this consultation!

Amazing!

None at all!

Zero!

Top job!

Far and wide, up and down the length of the country, advertising boards in every major city on all the major roads, adverts on the TV and radio constantly, all the celebrities who told us to get jabbed, also urging us to have our say on this very important subject!

I would of thought that you would of undertaken all of the above if you had wanted to get the maximum amount of feedback from the maximum amount of people in this consultation?

It seems very strange that you didn't! Very strange.

It's almost as if you did the complete opposite and undertook a covert stealth advertising campaign instead.

## Written Evidence from Individuals: Part One

And then there's the occurrence of trying to find a link to this consultation on the gov.uk website.

I searched for about 30 minutes, tapping in all the keywords and nothing would come up about it. Nothing! Nothing at all! So strange!

In the end I had to find it from someone else! So strange!

It bears a striking resemblance to what I had to go through to answer the consultation on the digital ID.

That was also unadvertised!

I guess you must have good market research that proves that the least you advertise a consultation, the more people will answer it?

Amazing the technology of today isn't it?

That wouldn't of happened 30 years ago now, would it?

Onto the questions.

1. Do the current road user charging systems in London need reform?

Yes! absolutely!

Scrap the congestion charge and scrap ULEZ!

Stop persecuting motorists

DO NOT COMPLY

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1377 |
|------------------|---------|

Hello,

I have been informed that the Mayor of London is looking to implement a Pay per Mile scheme which I DO NOT comply to.

Please note I do not consent to this new tax.

Kind regards,[personal information redacted for publication]

## Written Evidence from Individuals: Part One

Call for Evidence: The future of smart road user charging February 2023

|           |         |
|-----------|---------|
| Reference | RUC1376 |
|-----------|---------|

Replies to questions posed:

1. Do the current road user charging systems in London require reform?

**No. Too many impositions have already been imposed that restrict a citizen's right to free movement in his/her/their own country. It is reported that an answer to a FOI request regarding London deaths through pollution recognised only one in the 20 years from 2001 to 2021. The proposed expansion of ULEZ to all London has been exposed as a money making scam, that is not supported democratically as shown in the overwhelming opposition to ULEZ expansion. The further reforms now contemplated are merely an extension of robbery from citizens of both money and freedom.**

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

**The existing impositions need to be removed first, before compounding a poor system with more poorly thought out impositions that are primarily targeted on bleeding the general public and businesses rather than improving the travel experience in London.**

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

**The supposition that the "worthiness" of a journey should be judged and priced differently is appalling. You have no right to make a judgement on whether an individual citizen's proposed journey is worthy or not. You have no right to ask the reason for a citizen to make a journey. This type of questioning demonstrates that you are only interested in control and pricing out journeys that in your opinion are not worthy, and that is an infringement on personal freedom that is contrary to true British values.**

4. What strategies and targets could smarter road user charging support?

**There is no need for this question unless there are ulterior motives, which by asking this question there clearly are: control, extortion of money and the denial of freedom of movement.**

5. What technology could be used to support smarter road user charging?

**Your own document lists virtually all existing technology to stifle the freedoms and enjoyment of citizens living in London. The recent rejection by the public of the proposed ULEZ expansion, which was a consultation that the mayor promised to accept, but reneged upon, shows that the public want less monitoring by technology, not more. Reneging on promises demonstrates that public bodies cannot be trusted in their motives, actions or how they use private data.**

6. How could smarter road user charging assist with current challenges such as traffic, air pollution and climate change?

## Written Evidence from Individuals: Part One

**This question illustrates the corrupted logic of the proposal. If you are wealthy then your pollution, which you can pay for, is fine. But if you cannot pay, then your pollution, which is exactly the same as a wealthy persons, is unacceptable. PATHETIC – the citizens of London deserve better than this clear demonstration that this whole exercise is about taking as much money from residents and businesses, through perpetual monitoring and control of movement.**

7. Are road user charging schemes best set up at a city or regional level, or as a national system and what benefits or difficulties would you expect with either approach?

**There are already a national road user taxes in place, being both road tax and fuel duty. It is not the road users fault if these taxes are spent in other areas rather than on roads and to make the travel experience better. Additional, potentially complex and confusing road user charging should not be necessary, unless there is an agenda to bleed the easy target of road users for more money because the existing authority in unable to manage situations it is responsible for. If this exercise were serious about the full environmental impact of car use, it would be encouraging the prolonged use of older cars as the carbon footprint of a cars life is in its initial build. But this truth is being ignored which again clearly shows the hidden money-grabbing agenda. Annual declaration of mileage as done via MOTs, is a far easier and cheaper way to charge per mile and does not require cameras and spying into citizens lives.**

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be charged?

**There is no need to replace the existing rad tax and fuel duties which are easy to understand, implement nationally and address the vehicle use. See also above regarding annual mileage declaration through MOTs which already exists – no additional cost or cameras required. The proposed road pricing is merely extortion by local government, in this case London, as the road user has already paid for road usage.**

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas of low public transport?

**No smarter road charging scheme is necessary. Those in public office should calculate and publish their carbon footprint to demonstrate that they are not hypocrites. This carbon footprint must include disclosure of transport provided by the state through taxes and local rates, and include all extras such as security, bag carriers, unnecessary travel if two homes are used, heating of more than one residence etc. If this is not done, then the public can be sure that the greatest “exemption” from preventing climate catastrophe will be those already rewarding themselves, and their appointees, handsomely from the public purse.**

10. If the government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trail?

**There is already a national distance-based tax, it is called fuel duty – see also annual MOT declaration. There is no need for an additional scheme which will only benefit those awarded contracts to create intrusive camera networks and IT personal data platforms, all at the taxpayer expense. Yet another scam just like the proposed ULEZ expansion and PPE.**



## Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think that Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they currently do?

**There is already a national distance-based tax, it is called fuel duty – see also annual MOT declaration. Regardless of whether they should pay more or not, the proposals make it easy to extort money and so road users will pay increasing amounts to cover the greed of administration and ineptitude and inability of local governments to manage budgets.**

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use these powers (for example a local referendum)?

**Voters can only select a candidate that best matches the criteria the voter believes to be important at the time. The alternative is not to vote. Clearly, the casting of a vote does not mean that everything in a candidate's mandate is acceptable to the voter. Only those voted into power, that turn out to be undemocratic dictators, argue otherwise. Worse are those elected to power who implement policies that are not in their mandates, even in the face of public opposition. Such officials are not interested at all in democracy, only in their narcissistic view of themselves. All proposed road charging schemes should be put to the public, as any genuinely democratic entity would already recognise, and the result must be honoured.**

13. How are other cities and countries working on a similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

**When were London's citizens consulted in regard to these policies and the goals? If this exercise is based upon the "Green Light: next generation road user charging....." then you want me to have an account that you control, I have to analyse and declare every journey I undertake, even walking, and will have to have "mobility credits" that you can issue or withhold at your discretion. This outlook is appalling, and not a future that is commensurate with a democratic administration that recognises, respects and protects British values of individual freedoms.**

Road User Charging scheme

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1373 |
|------------------|---------|

Hi,

This is about the Road User Charging scheme, which is currently in consultation period (proposed by the London Assembly Transport Committee).

Here are my comments on the "Key questions" listed in the document explaining the scheme.

Question 1: Do the current road user charging systems in London require reform?

My answer 1: Yes and no. Continuous improvement of the current 2 charging systems is required, however introducing a new completely different system is not a good idea. Introducing this new system is just a clever trick to make the new charges difficult to compare with the previous costs to the working people. Surely, for some it may lead to

## Written Evidence from Individuals: Part One

reduced cost, but for the majority it will be more expensive. We have seen this over and over again, throughout the years. The result is always, a larger overall amount of money being extracted from the ordinary working people.

Question 2: How might smarter road user charging differ from the current daily charges for driving applied in London?

My answer 2: Charging per mile is not a good idea. It will destroy a lot of businesses, that rely on people travelling to the High Street and also the businesses that rely on availability of cheap delivery options. It will affect many other businesses too, which can not be reliably foreseen at the moment. The effect is always larger than the initial predictions. With the cost of living crisis we are currently experiencing, I suggest any changes to the current system should be delayed by at least 5 years, until the economy recovers.

Question 3: How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

My answer 3: On paper these options look reasonable, but in reality, who is going to judge fairly, which journeys are to be encouraged and which penalized? What worries me is, that ordinary working people will be penalized for travelling long distance to work. Do we really want to punish people working at greater distance from home? Is it not a sufficient punishment, that they already have to travel a couple of hours to get to work every day? This is only one aspect of the potential problems. For example, how can a fair enforcement of the "types of journey" be implemented? Cheating about the reason for a specific journey will turn into a massive scam on the system, where honest people will effectively pay a lot more than the cheaters.

Question 4: What strategies and targets could smarter road user charging support?

My answer 4: Any over-complicated system is likely to cause confusion and inequality. Many people struggle with modern technology and introducing a system, that requires a lot of input to plan a journey, would make things worse. It will discourage those people from making journeys at all. Very often this would bring a whole variety of related mental health issues.

Question 5: What technology could be used to support smarter road user charging?

My answer 5: See my answer to question Q4.

Question 6: How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

My answer 6: Changing the charging system to an over-complicated one is very likely to cause confusion and inequality. There may be an effect on traffic, air pollution and climate change, but that would be at the cost of the quality of life for ordinary working people.

Question 7: Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

My answer 7: All approaches have advantages and disadvantages and it is very often down to personal circumstances, to decide which is best. For me a national system with a couple of exemptions at regional level would be best. However, this is just for my case.

Question 8: If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

My answer 8: I do not support changing the current systems at the moment. With the cost of living crisis we are currently experiencing, any changes to the current system should be delayed by at least 5 years, until the economy recovers. After that period, a new consultation should be carried out.

## Written Evidence from Individuals: Part One

Question 9: What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

My answer 9: On paper these options look reasonable, but in reality achieving a fair assessment of what constitutes "areas with low levels of public transport" would be impossible. It is obvious that travelling from point A to point B may not fall into the category "areas with low levels of public transport". However, travelling from the same point A to a different destination point C, might mean having to switch 5 different buss routes, or make the journey twice longer, or make the cost for using public transport double, or similar. Who can guarantee a fair assessment whether we are in "areas with low levels of public transport". What about fair assessments for all the other options for "those on low incomes, those who need to drive for work", or the plethora of other possible exemptions?

Question 10: If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

My answer 10: I do not support "national distance-based road user charging scheme". This will have significant unfavourable effect on a vast number of businesses and consequently on people's livelihoods. The effects can not be reliably foreseen at the moment.

Question 11: If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

My answer 11: I'm opposed to any changes at the moment. With the cost of living crisis we are currently experiencing, any changes to the current system should be delayed by at least 5 years, until the economy recovers.

Question 12: Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

My answer 12: Significant decisions, which could affect a vast number of businesses and consequently many people's livelihoods, should be taken with local referendum. This current proposal for "Road User Charging" should definitely require a local referendum. On top of that, the decision should be reviewed again, maybe 5 years after implementation, to give the people an opportunity to reverse the decision, if the effects from it have turned out predominantly negative.

Question 13: How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

My answer 13: While it would be very useful to look at the experience of other countries, I believe our local conditions should be considered with highest priority.

Non-existing Key question:

This kind of Road User Charging scheme, would also open a whole lot of questions about privacy and potential abuse of the system by the government, or authorities with access to the data.

I wonder, why this is not one of the "Key questions" listed by the London Assembly Transport Committee?

Is privacy not a key question?

Regards,

[personal information redacted for publication]

RE: I DO NOT COMPLY

## Written Evidence from Individuals: Part One

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1371 |
|------------------|---------|

Hello,

I have been informed that the Mayor of London is looking to implement a Pay per Mile scheme which I DO NOT comply to.

Please note I do not consent to this new tax.

Kind regards, [personal information redacted for publication]

I do not comply

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1370 |
|------------------|---------|

I have been notified that the Mayor of London is looking to implement a Pay per Mile scheme.

Please note that I do not agree to this and my opinion is no.

Regards

[personal information redacted for publication]

Call for evidence: the future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1369 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

No to ULEZ and extended ULEZ

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

This will be a total nightmare for freedom of movement.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

No extra charging should be considered for any reason.

4. What strategies and targets could smarter road user charging support?

None.

5. What technology could be used to support smarter road user charging?

None.

## Written Evidence from Individuals: Part One

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

There is no such thing as climate change due to our cars which are tested for MOTs.annually. Litter/rubbish is a much bigger concern in this world.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

No road user charging schemes should be considered anywhere. We already pay enough taxes to use the roads.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Nothing should be changed.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

ONLY for healthcare professionals - or those visiting/looking after family (if any) and people who live in areas with poor levels of public transport (which is basically the whole of London due to continued strike action, reduced buses, etc).

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

ABSOLUTELY NOT as would cause absolute mayhem.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Road user charging SHOULD NOT be introduced WHATSOEVER.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Local referendums should be introduced for any changes.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Not familiar with other cities/countries who charge road users.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1368 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

No reform is required

## Written Evidence from Individuals: Part One

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

There should be no charges for driving anywhere. We pay vehicle excise duty already which is based on emissions plus fuel duty on petrol and diesel so the more we drive the more we pay. There is no need for more.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Who is to determine who's journey is essential? Most people only drive because they have to.

4. What strategies and targets could smarter road user charging support?

None

5. What technology could be used to support smarter road user charging?

None

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It won't. Charging for distance travelled is flawed. I can do 7 miles in London in an hour. I will be causing more pollution than if I were doing 7 miles in 10 minutes.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

There should not be any road charging schemes anywhere.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Things should remain as they are. There is no need to change anything. Those with higher emissions and driving more already pay more than those who drive more fuel efficient cars and low mileage.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

None. There should be no changes to the current system.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

London would be the most unsuitable place as it is unlike any other location to drive in.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

It should be less and combined with the removal of vehicle excise duty and fuel duty.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

They shouldn't have the power in the first place. It's not up to one individual to implement something like this.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

## Written Evidence from Individuals: Part One

What other countries do is up to them. We should not follow just because someone else is doing it. There is zero benefit

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|           |         |
|-----------|---------|
| Reference | RUC1367 |
|-----------|---------|

Hello,

Please see answers below in response to your call for evidence. Please also let me know how the final date for submissions is March 10th, and the topic was to be discussed in the [Committee's February meeting?](#)

KR,

[personal information redacted for publication]

In answer to your key questions:

**1. Do the current road user charging systems in London require reform?**

**Answer:** Yes, there needs to be less restrictions (ULEZ, LTNs, etc) that force people to buy newer cars, pay daily charges, or pay fines.

**2. How might smarter road user charging differ from the current daily charges for driving applied in London?**

**Answer:** There should be no smart user charging, and there should be less charging in general. Transport objectives should be reached with a carrot rather than a stick approach.

**3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?**

**Answer:** There should be no difference. All road users should use the roads freely.

**4. What strategies and targets could smarter road user charging support?**

**Answer:** None. Smart charging should not be implemented under any circumstance.

**5. What technology could be used to support smarter road user charging?**

**Answer:** None. Smart charging should not be implemented under any circumstance.

**6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?**

**Answer:** Smart charging should not be implemented under any circumstance.

**7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?**

**Answer:** Road user charging is not a good idea at any level.

**8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?**

**Answer:** Road charging should not be introduced. ULEZ fines are punitive, they have been increased from £160 to £180 during a cost of living crisis. The London Assembly should have no remit over road charging, they have proven themselves to have a punitive approach.

**9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?**

**Answer:** All road users should have equal access to use roads freely. There should be no road user charging.

**10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?**

## Written Evidence from Individuals: Part One

**Answer:** No, road user charging does not have the support of the public. Look at recent opposition to ULEZ expansion (60% in opposition), London people do not want more cameras/road charging/fining for non-adherence/London Assembly interference in their lives.

**11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?**

**Answer:** Road user charging should not be introduced. London Assembly should look at ways to remove other road charging such as ULEZ charges or LTN penalty charge fining that they have introduced.

**12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?**

**Answer:** Mayors should not have the power to introduce new road change schemes. There should be explicit agreement to schemes from the public before they can be trialed or adopted.

**13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?**

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1366 |
|------------------|---------|

Dear Sir or Madam,

This scheme to charge users by distance sounds like a heinous affront to civil liberty. It would take us down, or further down, the path of total surveillance, which quite obviously does not benefit the people. Abstract environmental benefits are not worth losing basic liberties for.

We should be promoting freedom of movement, not locking it down.

Are you aware of the abundant clean energy sources coming on line over the next few years? Solar? Nuclear?

In the course of time these 'schemes' will be seen as inexplicable, short-sighted and harmful.

Kind regards,

[personal information redacted for publication]

Occasional London driver

Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1361 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

YES, We would like both the Congestion Charge and ULEZ to be phased out as opposed to the impending ULEZ extension to London's outer boroughs as these Stealth Taxes are



## Written Evidence from Individuals: Part One

adding to the already crippling costs of acquiring, insuring and taxing motor vehicles, especially for the motorists who need a vehicle to get to work or to work with.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Is there anything more sinister than this 'smarter road user charging' in a city where there is already more CCTV of London motorists than any city outside of Communist China?

Apart from being yet another financially crippling Stealth Tax for ordinary people isn't the coordination of this additional information an obvious BIG BROTHER type infringement of our civil liberty, why my/our answer to 'smarter road user charging' is a resounding NO THANK YOU?

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Are you and the rest of the ivory tower posse truly unaware of the so crippling motoring costs anyway, especially of fuel and purchasing vehicles that comply with ULEZ, thus wouldn't additional 'smarter road user charging' equate to being the 10-ton straw that broke the camel's back, why my/our answer to 'smarter road user charging' is a resounding NO THANK YOU?

4. What strategies and targets could smarter road user charging support?

I/WE give up, truly do not have a clue as to what your strategies and targets could support, truly do not KNOW what your ongoing obsession with so continuously bleeding London's motorists via an additional Road Tax that also is not spent on the roads is about which is why I/WE reiterate my/our answer to 'smarter road user charging' is a resounding NO THANK YOU?

5. What technology could be used to support smarter road user charging?

Why are we supposed to assist in highlighting the overtly intrusive technology of the dystopian dictatorship that could, would become a reality if we do not give a resounding NO THANK YOU to 'smarter road user charging'?

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

I/WE give up, truly do not have a clue as to your strategies and targets with regard to 'traffic, air pollution and climate change', and is there a specific reason why the ordinary motorist is the primary target of this Stealth Tax?

Additionally, I/WE truly do not KNOW what your ongoing obsession with so continuously bleeding London's motorists via an additional Road Tax that also is not spent on the roads is about which is why I/WE reiterate my/our answer to 'smarter road user charging' is a resounding NO THANK YOU?

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

I/WE truly do not KNOW what your ongoing obsession with adding to the so punitive ROAD TAX and FUEL DUTY all cars are currently incurring in that why are you so continuously bleeding the UK's motorists via yet another additional Road Tax that also is not spent on the roads which is why I/WE reiterate my/our answer to 'smarter road user charging' is a resounding NO THANK YOU?

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

We do not want 'smarter road user charging', smart meters and the constant blocking of back streets that have forced the utility of main roads/severe congestion problems just because you overtly paranoid Controllers want to constantly observe us BIG BROTHER style in every area of human activity. What is your ongoing obsession with TOTAL CONTROL really about?

Additionally, do you truly believe that the Exchequer would give up on the billions they are currently fleecing out of motorists via ROAD TAX and FUEL DUTY and I/WE still would not

## Written Evidence from Individuals: Part One

want the so overtly intrusive 'smarter road user charging' even in exchange for the aforementioned taxes?

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We do not want 'smarter road user charging' in any shape or form as we truly cannot envisage anything beneficial about this so totally unnecessary additional Stealth Tax.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

I/We do not want 'smarter road user charging' in any shape or form in London or anywhere else in the UK as we truly cannot envisage anything beneficial about this so totally unnecessary additional Stealth Tax.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

I/We REPEAT, WE do not want 'smarter road user charging' in any shape or form in London or anywhere else in the UK as we truly cannot envisage anything even marginally beneficial about this so totally unnecessary additional Stealth Tax.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

A local referendum with regard to 'smarter road user charging' and the impending ULEZ extension is definitely the WAY TO GO which is why Sadiq Khan and co would NEVER have one as he knows that the electorate would kick this TOTAL CONTROL MADNESS straight into touch.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I/We REPEAT, WE do not want 'smarter road user charging' in any shape or form in London or anywhere else in the UK, truly do not care about what is happening in other country's cities as we truly cannot envisage anything even marginally beneficial about this so totally unnecessary additional Stealth Tax.

Regards

[personal information redacted for publication]

Smart Road User Charging Consultation - Closing Date: 10 March 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1360 |
|------------------|---------|

Dear sir

Please see my responses to the Smart Road User Charging Consultation that is currently open, below.

1. Do the current road user charging systems in London require reform?

## Written Evidence from Individuals: Part One

Yes. The planned extension to the ULEZ to Greater London must be stopped immediately. Despite the Mayor's propaganda, this crippling additional tax on individuals and small business owners is unfair, unjust and unwarranted. It has zero to do with air quality and everything to do with the Mayor extorting additional money from extremely hard-pressed Londoners. Following the cancellation of the ULEZ extension, there should be no further changes which involve ANY additional taxes and / or charges for ANY of London's motorists and drivers

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter Road charging is a misnomer for additional costs, which are completely unjustified. Smarter Road charging simply means additional road charging for drivers who rely on their cars and have already paid several taxes and charges for the right to drive their vehicles where they want and need to. Unless you are able to design a scheme that means charging for road use in London replaces the current national road fund licence tax and means that the AVERAGE motorist pay LESS than they do currently, no changes should be contemplated.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

There should be NO FURTHER charges of any sort for any type of journey

4. What strategies and targets could smarter road user charging support?

Smarter Road charging in London is a misnomer which means means simply, charging drivers more. It is unjustified, unfair and unnecessary.

5. What technology could be used to support smarter road user charging?

None. It is not necessary

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It wouldn't make any difference. The Mayors own studies for ULEZ prove that the expansion will have negligible impact on London's air quality. London remains one of the most congested cities in the world despite the congestion charge, LEZ charge and existing ULEZ charge. Additional charging policies do not work.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

They are best not set up at all.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It should NOT be introduced.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

NO additional charges for drivers or use of cars in London should be introduced.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No

## Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

They should pay LESS than they do currently. Odd how you don't even offer this option?

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes. Local referendums are essential and not just restricted to London residents. Home County residents should be able to vote as well. We know that the Mayor's ULEZ expansion plans will negatively impact thousands of people who do not actually live in a Greater London. We do, apparently, live in a democracy after all. Based on the results of the Mayor's own consultation (the result of which are very tainted anyway) a referendum would mean that the current ULEZ expansion would not be going ahead.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I have no idea.

Greater London resident

[personal information redacted for publication]

Smart road using consultation London

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1359 |
|------------------|---------|

I am against these proposals as I am a disabled driver and cannot use public transport.

[personal information redacted for publication]

ROAD USER CHARGING 'CONSULTATION'

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1357 |
|------------------|---------|

Dear Sir

ROAD USER CHARGING 'CONSULTATION'

1. Do the current road user charging systems in London require reform ?

A. NO. ULEZ has already unjustly impacted on working people enough. There should be NO additional CHARGING drivers going about their normal days. These driver have already been stressed and impoverished with cost of living rises and the impact of Congestion and other current road charging systems. What is actually needed is the immediate removal of these "cash grabs".

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

## Written Evidence from Individuals: Part One

- A. These suggest that current daily charges should have been employed in the first place. I am strongly against any and all road charging schemes.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services ?
- A. We already pay fuel duty, which is a cost-per-mile "tax". Not forgetting Road Tax. We do not need further road charging systems, London must not be a toll area ever.
4. What strategies and targets could smarter road user charging support ?
- A. Certainly not health - as that is not proven and subjective - and certainly not accrued financial benefits. In fact the only "benefits" are to the depleted coffers of The GLA and TFL
5. What technology could be used to support smarter road user charging? Answer. Who cares ? Lots of people - of all descriptions - are not technophobes. And many avoid technology. Why would people be seeking MORE technological interference in their lives ?
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change ?
- A. These systems (along with LTNs etc.) cause delays and pollution - it's just moved onto other roads. When I travel to visit an elderly person who needs help with shopping etc., because of the LTNs in the vicinity the surrounding roads are more congested. People need to get from A to B in the shortest route possible...
7. Are road user charging schemes best set up at a city or regional level, or as a national system and what benefits or difficulties would you expect with either approach ?
- A. There is already road charging at a national level. It's called ROAD TAX, along with FUEL DUTY. Nothing more is needed.
8. If smarter road charging is introduced, what charges and taxes should it replace and how should the current taxes and charges be changed ?
- A. It should NOT be started in the first place. The authors of this report should focus on ways of getting traffic running more smoothly and not on ways of monetising delays caused by these cash-grabbing-schemes, thereby unfairly penalising those on the lowest wage scales.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work or people who live in areas with low levels of public transport ?
- A. No discounts and exemptions would be necessary for any of these demographics if "smarter" road charging schemes are NOT implemented.
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial ?
- A. ANY government stupid enough to do that wouldn't get my vote in the first place. Should this mad scheme ever see the light of day, what have Londoners done to deserve being singled out for any dystopian trial ?
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same or more than they do currently.
- A. That question shouldn't even arise. Distance-based road user charging - in any form - SHOULD NEVER be introduced.
12. Mayor and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for those bodies to use those powers (for example a local referendum) ?

## Written Evidence from Individuals: Part One

A. What a dangerously insidious question dropped in towards the end of a dangerously insidious "survey". The only referendum I'd vote in is one to remove the office of London Mayor. So, I'm going with "NO" on that question.

13. How are other cities and countries working on similar smarter road user charging ideas faring and what alternatives are they looking at for achieving similar policy goals ?

A. As I was born in and lived in London all my life, what is done elsewhere is not necessarily relevant to what is done in a large City like London. My taxes are paid locally and what other cities and countries have to contend with, has no bearing on London roads.

Finally I object to any ULEZ

from

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1354 |
|------------------|---------|

Good morning,

Please see below for my answers regarding the above consultation.

Yours sincerely,

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023.

### **Do the current road user charging systems in London require reform?**

No. Further reform is NOT required. He zone that already exists is adequate. The basis for this proposed reform has not been fully studied to realise the impacts to normal motorist going about their daily business (visiting family, attending medical appointments, business travelling to work sites and travel for social engagements). The country is trying to recover from policies introduced by the Government that has decimated the economy, this is something that is not warranted or needed.

### **How might smarter road user charging differ from the current daily charges for driving applied in London?**

The system as it currently stands should be addressed. Sort out double charging, if someone travels before and after midnight. Systems should be reviewed and improved on an incremental basis, not wholly changed without proper forethought.

### **How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?**

There should not be a difference for whatever journey you are carrying out. Fuel duty already takes care of cost of journeys, more journeys equals more fuel used, which equals the extra cost that particular motorist is paying. Extra charging is not required on top of this.

### **What strategies and targets could smarter road user charging support?**

## Written Evidence from Individuals: Part One

Target driven strategies rarely have the desired outcome and normally slew/deform the intended purpose it was implemented for. Having this as a question highlights what thus us really about.

### **What technology could be used to support smarter road user charging?**

None, most motorists do not support road user charging above what is done now. The pushback against this should be clear to see.

### **How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?**

The current congestion charging zones is already addressing this. The motorists are already taxed via VED on emissions, however electric cars have been incentivised, while conveniently forgetting how the electricity to charge is produced and the energy required to build the components (especially batteries) in the first place.

### **Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?**

Road tax and fuel duty ARE road user charging schemes. The system successfully charges for the use of the roads and the types of vehicles which use it. This proposal is complicating matters based on shaky modelling at best.

### **If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?**

Smart road user charging, should Not be introduced. This in my opinion is a way to take more motorists off the road, rather than making things better for the motorist. Freedom to travel whether nationally or internationally, should be enhanced and not reduced by poorly conceived policies.

### **What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?**

Smart road charging schemes have not been asked for by the motorist. Physiocracy reigns supreme, especially when the likes of Sadiq Khan, who is currently promoting a ULEZ expansion whilst taking his dog for a walk in a 3 car convoy. Says it all really.

### **If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?**

No. Please be aware that no motorist is interested in this proposal, so it would be a waste of money to carry it out in the first place. Any money for the trial should be spent on improving the current system incrementally and thoughtfully, rather than a whole system change that very, very few motorists want.

### **If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?**

## Written Evidence from Individuals: Part One

I cannot comprehend why the people suggesting this proposal, think motorists would pay less, they would all pay more. It would cost many, many people dearly, except Mayors going for a dog-walk.

**Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?**

Of course, the people should decide. All of these proposed new schemes should be put to a public vote. Our constitution demands it. It is the people that choose to allow legislation to pass, not the representatives of the people. They are there only to implement the will of the people.

**How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?**

All countries are not the same, they have different geography, levels of road use and placement of facilities and amenities. You cannot treat other countries and cities in the same way. As stated above, the people are the final decision makers and always should have the right to vote on the policy, The chance should be given to vote on the road charging scheme. What comes after that vote can then be implemented by our representatives..

Road charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1353 |
|------------------|---------|

With rampant inflation road charging will only increase the burden on drivers and especially OAPs like myself!!

With bus and tube strikes there is no other way of getting around than driving.

Some destinations cannot be reached quickly by public transport and using taxis or Uber is not affordable for many people.

I hope this mad scheme is dropped!

Regards

[personal information redacted for publication]

Road User Charging Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1351 |
|------------------|---------|

I am writing to oppose the proposed road user charging currently under consultation.



## Written Evidence from Individuals: Part One

I live in a Greater London Borough, residents are currently under severe financial hardship with the current cost of living crisis, coupled with the ULEZ extension. Despite media coverage proclaiming "this does not affect many people", and that "the poor don't drive cars", I can assure you this is not the case in my borough! This new Road User Charging disguised as an "easier way to pay road charges", is simply another crippling tax. I oppose it for many reasons but all of which culminate to our lack of freedom and control by the authorities. I thought I lived in a democratic country, however democracy is now constantly ignored. The ULEZ extension consultation resulted in over 66% of people opposing it, but still it is being implemented. Now we have a Road User Charging consultation which hardly anybody knows about: Why was this not publicised? Why are the people it affects not asked to vote whether they agree or oppose it?

If the Mayor is really concerned about saving lives he should tackle the ever increasing knife crime on our streets instead of consulting about car usage, of which statistics show reduced emissions are negligible. In my town there were 4 teenagers stabbed in broad daylight on 2 different occasions within a week; all of whom are in hospital and lucky to be alive. Teenagers carrying knives has become the normal now. Nothing is being done about the things that the public really care about, instead we are just ruled by a dictatorship. The people will not accept this tyranny much longer.

[personal information redacted for publication]

### Road User Charging Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1348 |
|------------------|---------|

With regard to the Road User Charging Consultation, my answers are as follows:

#### **1. Do the current road user charging systems in London require reform?**

The ULEZ which is now being expanded will have a huge impact. If it works as we are told, why do you need to take more measures? Motorist already pay handsomely for the privilege of using a car - through Vehicle Excise Duty and huge fuel duties. People do not need further charges, especially in the current economic crisis.

#### **2. How might smarter road user charging differ from the current daily charges for driving applied in London?**

Instead of proposing new systems, make the current systems operate better. As an example, someone entering the area late at night for a few hours will end up paying twice for one trip!

#### **3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?**

There should be NO further charges. It's not right to penalise those who have to travel to work or travel to care for family members. We already pay enough in fuel duty.

#### **4. What strategies and targets could smarter road user charging support?**

Road charging is unnecessary - we already pay!

#### **5. What technology could be used to support smarter road user charging?**

Technology is not the answer to everything. We need less intrusion in our lives, not more!

## Written Evidence from Individuals: Part One

**6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?**

The ULEZ is already doing this. The people don't want any more charges.

**7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?**

We already pay on a national level to use the roads through Vehicle Excise Duty and Fuel Duty.

**8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?**

It should not be introduced. Full Stop!

**9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?**

I do not want a road charging scheme.

**10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?**

No, there should be no trial.

**11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?**

No-one should have to pay any more to drive around the UK. We already pay huge amounts!

**12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?**

Mayors are being given too much power with free reign to line their coffers through charges and fines. Any new scheme affecting the day-to-day life of the population should definitely be put to a public vote.

**13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?**

What is more relevant is what we, in the UK, think should happen.

I am strongly against this new idea of road-user charges and want my views to be noted.

Yours faithfully

[personal information redacted for publication]

RE:Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1347 |
|------------------|---------|

I wish to comment on the recent consultation document regarding smart road user charging/

**1. Do the current road user charging systems in London require reform?**

Reform is required to reverse the increase in the ULEZ outer zone and in time the Inner zone as well. The Government has decided that no new ICE cars will be sold in the UK after 2030. This means that air quality will get better without additional charges. We need joined up government not isolated policies.

## Written Evidence from Individuals: Part One

Given the current economic crisis we do not need to impact the very people that have the least resources to cope. We need good economic recovery and good communications is essential for this recovery. We need to use our roads to ensure that goods and people get around effectively. This means increasing road space and removing charges.

### **2. How might smarter road user charging differ from the current daily charges for driving applied in London?**

“Smart” road pricing has the ability to increase potential charges for existing users, especially commercial deliveries. An increase on these charges are passed directly back to the consumer and they pay. Instead of looking at road pricing look at the bigger picture and the real effect it has on people.

### **3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?**

Everyone’s reasons for travelling are different and trying to decide a system of differential charges based on the purpose seems a nightmare and an intrusion on personal information. Whilst the government may have a good case to explore alternatives to fuel duty with the advent of EV’s it has nothing to do with local governed areas. Current fuel duty is a pay-by-mile duty and works well, it incentivises smaller fewer polluting cars.

### **4. What strategies and targets could smarter road user charging support?**

Surely this is the wrong question that is aimed at getting answers that support the proposal. Surely the question should be “What are the principles about citizen freedom of movement that any transportation strategy MUST support”. Whilst road charging may be an effective way to increase taxation and gather movement information on citizens it may not support citizen freedom of movement very well.

### **5. What technology could be used to support smarter road user charging?**

It seems that we need to replace the fuel duty that EV’s are not/will not pay. Why not have an EV duty where the vehicle provides the KW charging data and is then priced at a pence/KW. This removes the need to collect journey information and sensitive personal information.

### **6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?**

It strikes me that the Government decision to ban new ICE car sales in 2030 is the most effective way of dealing with air pollution and climate change. We don’t need road pricing to do this. It seems a very complicated an expensive way of dealing with something that has already been dealt with.

### **7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?**

If individual cities create their own systems, we will have serious integration problems and cut down personal mobility. The replacement of Fuel Duty with a surcharge on electricity charging is the cheapest, simplest and most acceptable way forward. The cost of collecting the charges is likely to outweigh benefits with either a national or local system.

## Written Evidence from Individuals: Part One

### **8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?**

We should introduce a surcharge on electric vehicle charging, in this way both ICE and Electric Vehicles are part of a pay/mile system. ULEZ type charges should be removed in stages as EV penetration increases. Note that all new cars are equipped with telematics so recoding charging events is trivial. What is needed is to signal the intent that by 2030 all vehicles will be able to transmit charge events to a national database and monthly charges are then made. Quite simple and elegant.

### **9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?**

Having a list of exemptions is a sure-fire way of creating winners and losers and to create much acrimony. Creating the criteria for an exemption list is surely a vote loser. A Pay/mile surcharge on Charging is the fairest way and is also what people are used to. The only people that will complain are EV users who will complain that they were sold the vision of cheap transportation. That was always going to be a time limited offer until EV penetration rose to high levels.

### **10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?**

London is fraught with controversy with the existing congestion charging and ULEZ charges. Surely this complicates the picture. If there were a trial (which I am against) then a bounded area like the Isle of Whight or maybe one of our Scottish cities like Glasgow

### **11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?**

It should be a going in proposition that there should be GREATER freedom of movement, not less and that charges should be lower than they are today. Be reminded that the people that are normally hit the hardest are the ones that can ill afford it.

### **12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?**

The issue I have is that the users of the road network in a city are not necessarily the people who live and vote in the city. I would personally like to remove that power for mayors and local authorities to have unilateral decision making for schemes like this. These schemes have NATIONAL importance and perhaps a national referendum may be the answer.

### **13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?**

The current cost of public transportation in the UK is a disgrace and is not an incentive for people to use. Instead of creating a big stick to hit the motorists (again!) why not create a real juicy carrot – Free Public transport. Take a look at Luxembourg and Malta who have

## Written Evidence from Individuals: Part One

introduced nation wide free public transport and also Cities like Tallin, Dunkirk, Samakov, Mariehamn, Geneva, Lausanne, Basel, and Bern.

Create an incentive for citizens to use public transport and reduce reliance on the car, this works unless what you are really after is a way of introducing a stealth tax! I would much prefer to have public transport free and subsidised through taxes with incentives to modernise and streamline operations.

I hope that the above is of some use but suspect that the short consultation period and the way that the questions were set that all is wanted is universal support for Road Pricing. Sorry that I cant help with that

[personal information redacted for publication]

Fwd: Road Charging Consultation.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1346 |
|------------------|---------|

resent due address error

----- Original Message -----

From: [personal information redacted for publication]  
To: "scrutiny@london.go.uk" <scrutiny@london.go.uk>  
Date: 08/03/2023 10:52  
Subject: Road Charging Consultation.

Responses to questions :

1.Road Charging

Nothing new needs to be implemented, we already are heavily enough taxed for road use.

If anything reductions would be beneficial.

2.Smarter road charging is not needed, as above, already heavily taxed.

3.Charging should be the same for all vehicles no priorities towards reductions.

4.No new strategy needed, less impositions work better.

5.Adapt current technology, no new purchasing and certainly no procurement ahead of consultation.

6.Sensible thought, consult with public and implementation after consultation is far better, than imposition by the few affecting the many.

7. National systems rather than local systems, prevents the cross boundary conflict as of current ULEZ debacle.

8. If system implemented cancel all other taxations. One fee irrespective of residence. No Scot/ Wales devolution powers to be considered.

9.No discount lowest charges fairest for all.

10.London should not be the focal point implementation MUST be across the nations same day / date / time/ cost !!

11. Distance based driving the owner will decide, cost should be minimal and not over stretched into pounds !

12. The Mayor should NEVER have presiding authority, it must be by consensus and ideally referendum.

13.As I understand other countries are also objectors.

ABOVE all this consultation MUST be seen as fair and if democracy says NO it has to be observed.

Unlike, as was observed with the ULEZ, democracy was over-ridden.

## Written Evidence from Individuals: Part One

The mayoral response that it was only a consultation, his " I don't like the vote, I will discard block votes to suit my needs, it was not a referendum " this will surely go the same way..

Prepare for objection.

[personal information redacted for publication]

### Road User Charging Scheme

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1345 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

No because ULEZ is already in place, and this has negatively impacted people enough. Already road users are paying enough for Road Tax, and more road user charging will unfairly increase costs to lower income groups who cannot afford it. It will adversely target the elderly, the disabled (who are often on very limited income and many who have limited mobility) and those on low incomes. The only reform could be remove the ULEZ scheme.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

There are already too many charges which negatively impacts lower income groups. Any increase in charging will add to the current inequality, hitting those on poor incomes the most. Road charging is grossly discriminatory.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Drivers should NOT have to pay extra whether you are travelling for work, for caring or for essential services. Car owners already pay fuel duty, which is a cost per mile - because you pay more when you drive more. Additional charges would mean that the poorest sections of society would not be able to afford to own or drive a car. This is unjust, unfair, and discriminatory. This will likely impact many elderly people like myself, who undertake essential voluntary support to infirm, housebound neighbours within their communities, which includes taking them to medical and other appointments, running errands etc which at present is a daily occurrence that will be turned into a luxury expensive, unaffordable service impacting both sides. It will prevent this support from continuing in many cases. Many families share cars. Many grand parents provide essential child care support, and ferry grand children to and from schools and to leisure services. An additional £12.50 per day will make this prohibitive putting a greater financial burden on individuals and families. Many low income parents are dependent on this support. This will exile individuals from their families and communities and we have already had enough enforced isolation through lockdowns, measures which are currently being shown to have been purely 'control by government tactics'. All this community support will be undermined by unnecessary road user charging

## Written Evidence from Individuals: Part One

and could inadvertently lead to parents currently employed, giving up their jobs, becoming unemployed and impacting the economy as a result. This will also potentially have disastrous effects on the functioning of the family network and future family cohesiveness. Now more than ever, families and individuals need to have their freedoms restored, so that they can go about their lives without the state in all its forms undertaking the monitoring, surveillance and control over the minutiae of their lives, as if they were terrorists. Only this week the Mayor, and TfL has increased rail fares, so in order for them to balance their books they are attacking and stealing from the poor and the road charging will intensify this.

### 4. What strategies and targets could smarter road user charging support?

If smarter road using means additional costs per mile, beyond the road tax and fuel duty, then this would result in a levelling down rather than levelling up in society. It would mean the poor could not afford to use the roads, thus, restricting their freedoms in contrast to the wealthy and well off in society. Do you intend for this to be divisive and lead to untold discrimination? This is a backward step.

### 5. What technology could be used to support smarter road user charging?

This is a form of human 'track and tracing' via the road usage, which might be suited to China, but not the UK especially given there has NOT been proper open and transparent consultation on this plan. In a free society, people require less intrusion and monitoring of their daily activities. Millions of road users do not have access to smart technology, by choice or for economic reasons, so they will be adversely and unfairly affected by any system which is dependent on smart tech. The Mayor and TfL should be more concerned to bring about inclusion rather than exclusion of citizens.

### 6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The ULEZ is already doing this, as it has prohibited some road users from using their cars. The issue with pollution is not the vehicle, but how it is driven. Where is the published research which would underpin such draconian plans? How much of an impact will this have on climate change? Where is the research and studies which compare different industries and their polluting capacity as compared to road usage? What other ideas apart from road user charging has the Mayor and TfL considered?

### 7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

As I have said earlier, road user charging is discriminatory in that it will adversely impact poorer populations. One alternative option would be to reduce the road tax on older vehicles rather than encourage the buying of new cars that poorer, elderly current road users might not be able to afford. A lot of the carbon in the air is in the construction of new cars. Also, when one researches the construction of EV's, the carbon footprint is high, and worse, the precious metals essential for the engine are mined by young children, and therefore is dependent on abusive and exploitative child labour which should be abhorrent to all especially those in public office. This is something conveniently absent and invisible from

## Written Evidence from Individuals: Part One

the advertising of EV's and promotion of the so called preferred 'cleaner', more green car. This is shameful. How will the Mayor and TFL take account of this and address this?

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

This is yet another question with an inherent bias built into it to force a limited response. I do not believe a road charging scheme should be introduced. It disadvantages the poor, who can just about afford a car, or the car users who have older vehicles which they will not be able to replace, and therefore limits peoples freedoms to participate in society in a way they would ordinarily choose to without extra cost.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

The electorate do not want a road charging scheme. It was not in the Mayors Manifesto, and there has been no evidence to show it will be cost effective and will impact climate change to any significant degree, compared to other measures, like reducing air traffic, monitoring chemtrails polluting the London and UK sky on a daily basis, reducing emissions from industrial plants, etc. No comprehensive and comparative research has been undertaken or is taken account of. This is shameful given the likely negative impacts on the daily lives of specific demographics. In order to qualify for a TFL / London Mayor discount, people would be required to submit more information about their private lives including health/ finances etc which is overly intrusive and no business of the state or any of its agencies.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. Nowhere is a sensible place for a trial and using one city is divisive. People will see this as the thin end of the wedge, and will suspect that this is more evidence of a type of Behavioural Change/ Nudge Unit at work, which central government has employed and used in a sinister way during the past 3 years and more. This is starting to look like a work of dystopian fiction. The electorate would not openly consent to a system based on Fritz Lang's Metropolis.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

This question doesn't make sense and is confusing. I reiterate I don't support more road user charging beyond the current taxes.



## Written Evidence from Individuals: Part One

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Any new schemes should be put to a public vote like any good democratic country would do - anything that is imposed on the people is anti-democratic and the Mayor and TFL should not be allowed to impose schemes without proper open and transparent consultation - which this is not an example of given the absence of publicity and short time frame. The Mayor and TFL have failed to provide any scientific evidence to prove that this will impact the climate and reduce pollution compared to other measures and is an over reach and abuse of his powers against the population of London.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

You should be providing the people with hard research and facts, which should be put to the people for a vote. Give the people the opportunity to vote on the proposed policy, then the opportunity to vote on any road charging scheme. Anything else is a form of totalitarian rule which had people known, they would not have voted for.

### **My final statement:**

**This consultation has NOT been widely publicised, nor has it been given a long enough time for the public to debate in a transparent way.**

**Before the Mayor and his office defines me as a 'right wing', conspiracy theorist, 'anti vaxer', I would like to make clear that my opinions are my own and should be respected accordingly. I have dedicated over 40 years to serving London communities, having consistently worked in public service for all that time and that I am submitting this response in the good faith that it will NOT be removed from the consultation should it be raising points that have not been 'prompted' through the biased construction of the questions.**

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1344 |
|------------------|---------|

Dear Sir/Madam,

Overall i strongly disagree with all the proposals, please find my responses to the consultation on road user charging below

1. Do the current road user charging systems in London require reform?

We already have the ULEZ which has had a significant impact on people, so we don't need to burden motorists with any more charges for going about their day. Given the economic situation and the events of the past few years, people are already stressed and struggling financially. What we require now is less regulation and monitoring, allowing people to recover without further hindrance.

## Written Evidence from Individuals: Part One

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Rather than suggesting new systems, we should focus on refining the existing ones. For instance, the current daily charge ends at midnight, which means someone visiting between 10pm and 2am has to pay twice. It's imperative that we address this issue before considering any new proposals

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

It's unfair to charge extra fees for travelling, whether it's for work, caring, or essential services. We already pay fuel duty, which increases the cost per mile for those who drive more. Implementing additional road charging systems is unnecessary and burdensome, especially when people are already struggling financially

4. What strategies and targets could smarter road user charging support?

Rather than focusing on arbitrary goals, why not prioritize the well-being and contentment of the population? It's time to shift our attention towards the health and happiness of the nation instead of chasing after superficial targets.

5. What technology could be used to support smarter road user charging?

People prefer technology to have a smaller footprint in their lives, not a larger one. The general consensus is that we desire less intrusion from technology, rather than more

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The ULEZ has already accomplished this goal, and the public does not desire any further measures. We are already taxed through the Vehicle Excise Duty based on emissions, and electric cars have been encouraged with incentives. The time has come to put an end to additional measures

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have a form of road user charging at a national level, which is comprised of road tax and fuel duty. It's unnecessary to implement any further schemes. Instead of increasing taxes, we should consider reducing road tax for older vehicles that have already paid their carbon dues by remaining in use, as most of the carbon in cars is generated during the building process

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

The writers of this report should prioritize the well-being of the nation, rather than proposing additional measures that may dissuade people from driving their cars and visiting their loved ones. Such proposals are counterproductive and should not be entertained

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

## Written Evidence from Individuals: Part One

The public is opposed to the idea of implementing a road charging system, particularly when it is advocated by individuals such as Sadiq Khan, who is advocating for the expansion of the ULEZ while taking his dog for a walk in a three-car convoy, one of which has a fuel economy of only 13 miles per gallon. We require less hypocrisy and greater empathy from our leaders

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Absolutely not. There is no suitable location for such a trial, and it is beginning to resemble a dystopian novel. We must allow individuals to enjoy their freedom and autonomy

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Everyone would end up paying more, it nothing more than another tax, revenue generator for TFL

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Any new proposals should be subjected to a public vote, as is customary in any democratic nation. Any other approach is reminiscent of a dictatorial regime

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Primarily, the public was not granted a voice in determining the policy objectives. We must enable the public to vote on the policy before introducing a road charging scheme, or else we are acting in a dictatorial manner

Kind regards

[personal information redacted for publication]

Call for evidence

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1343 |
|------------------|---------|

Good morning

I object to the changes suggested.

I often have to travel up to London to visit friends and family via the A12, then over the Dartford Crossing, and onto the A2 to get into the Borough of Lewisham where I originally come from.

The journey is a cost to me already and this would cause me further difficulties linking up with family and friends and my isolation would be greater.

Parking and travelling in London is already difficult, and the smart system only causes further frustration physically and mentally, and congestion particularly over the Dartford Crossing.

## Written Evidence from Individuals: Part One

I also travel to London too shop for food items I cannot get in Suffolk, and for dental care as there are no dentist in Suffolk taking NHS patients.

Due to my health, I also have family and friends visit me in Suffolk and look forward to these visits for my wellbeing.

Please can you reconsider your decision.

Kind regards

[personal information redacted for publication]

### Road User Charging - Key Questions

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1342 |
|------------------|---------|

Has this been made deliberately difficult? Why not have a web form?

1. Do the current road user charging systems in London require reform?

Yes, scrap the congestion charge and ULEZ.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

They are presumably designed to price people off the roads in the same way. I don't support the existing congestion charge or ULEZ as neither was put to a referendum.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Again, I don't agree with the premise. Are you going to have a hierarchy of virtuous journeys?

4. What strategies and targets could smarter road user charging support?

There's only one and that is forcing people onto public transport because that's easier than improving it so people use it by choice.

5. What technology could be used to support smarter road user charging?

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The UK is only responsible for 2% of worldwide carbon emissions so this will not assist in the slightest.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

They're best not being set up at all.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

I would like to see everyone excluded from paying this regressive tax.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No trial and no implementation.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Scrap all the driving charges.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

A referendum should have happened for the existing congestion charge and ULEZ, so yes.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

## Written Evidence from Individuals: Part One

Roads

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1341 |
|------------------|---------|

Good morning

I find that many of the London Mayors feelings are placed at the time that he shows very little planning and sometimes he places his own merits on the placements that are not required.

The London roads are as stated very busy but the whole issue seems to place others at fault.

I am very aware that the London merits are there to be looked at also the whole London area is a busy climate, but, there are issues here

Surely it will prejudice people who need their car to visit, hospitals, doctors, relatives elderly parents etc, which have to make visits or deliveries.

I presume it will be by CCTV and charges will be sent out to car owners based on the distance travelled.

Alternatively they could offer people the opportunity to sign up so that the payment is made taken from your bank or credit card. it goes on and on.

It will have to apply to every motorist in London and the inefficiency of Transport for London who operate the congestion charge this will be a nightmare . It will prejudice people who need their car to visit, hospitals, doctors, relatives elderly parents etc. It will also prejudice businesses which just have to visit the aged and also those that make deliveries.

This will be an enormous undertaking because it will have to apply to every motorist in London . Given the inefficiency of Transport for London who operate the congestion charge this will be a nightmare .

5. Clearly if you don't pay they will issue a penalty charge by post. They have very quiet about this and it will become just that's another method of gaining revenue and punishing the motorist

Of course the people who won't be affected are those who have chauffeur driven cars like the Mayor, who according to the Daily Mail, is driven through the areas concerned.

So please re-think your ideas.

[personal information redacted for publication]

Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1338 |
|------------------|---------|

1 Yes, they should all be abolished.

2 It "might" cost us all a lot more - in fact I believe that is the idea. I'm against that.

3 Some journeys might be a bit more expensive, but the majority will be much more expensive. I'm against that too.

4 It could support stopping people using their cars. I'm against that.

## Written Evidence from Individuals: Part One

- 5 Big Brother technology? I'm against that.
- 6 By making car travel unaffordable. I'm against that.
- 7 Not local, not national, not global - but that is what is being planned. I'm shocked you were unaware of this. I am of course, against it.
- 8 Governments like to tax us as much as possible so I don't believe old taxes will be removed.
- 9 I don't want the proposed restrictions, so discounts and exemptions are irrelevant.
- 10 No.
- 11 Nobody should pay at all.
- 12 Too many Mayors - most should be scrapped
- 13 All the same ideas you have - heard of C40 Cities?
- 14 When Ken Livingstone introduced the CCZ I suggested to him that instead of penalising people for commuting as they needed to, he offered incentives to work locally rather than commute. I was told you can't dictate to people where they live or work. He didn't listen then, you will not listen now.

### ROAD USER CHARGING

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1337 |
|------------------|---------|

To Whom It May Concern:  
Re Road User Charging

I have just learned about this. It has not been well publicised for the public to put forth their views.

We are already heavily charged for using our vehicle and strongly disagree with any further charges .

The Govt must find other and ethical ways to fund themselves.

Sincerely  
[personal information redacted for publication]

Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1335 |
|------------------|---------|

To whom ever this may concern

I am responding to the Consultation on Road User Charging

I wish to object in the strongest terms to the proposed Road User Charge

I will answer each point to the best of my knowledge and ability

Point 1)

No. The ULEZ already impacts people financially and people do not need further charges just to go about their daily lives.

## Written Evidence from Individuals: Part One

Point 2)  
I don't know

Point 3)  
Why should people be penalised and charged more because they have a certain job or travel necessity. We already pay fuel duty which is costed per mile.

Point 4)  
I don't know

Point 5)  
You are going to link smart phone apps with GPS which is a massive intrusion into peoples lives. People want to be able to enjoy the benefits of smart phones without being spied on by Government

Point 6)  
Don't we have ULEZ for that ??? One day we will only be able to purchase Electric Cars so these challenges are being tackled

Point 7)  
We don't need any new Road User Charging Schemes , City or Regional.. We already pay Fuel Tax, Road Tax Etc.

Point 8)  
Don't change the current system

Point 9)  
We don't want a Road User Charging Scheme

Point 10)  
We don't want a trial anywhere. We already have enough intrusion into our lives

Point 11)  
I'm sure that cities like London would charge more, so people would feel the inch even more in these cities. It's hard enough to get by in a large city, especially London which is one of the most expensive cities in the world

Point 12)  
A basic public vote or referendum is essential before any of these schemes should go ahead. We live in a democracy not a dictatorship !!!!!

Point 13)  
I don't know

Following the Pandemic, a lot of people I know feel like the democracy of this country was severely put to the test, and now we are finding out in various ways, how we were not always told the truth by those who govern us.  
We don't want to live in a dystopian dictatorship. We must have freedom to leave our homes and travel to work, family or leisure activities without being logged, watched, or charged for every step or mile.

Yours Sincerely

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1332 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

- **no**, I don't agree with this concept. If there would

Need a change then not by charging everyone on top of what we have already paid to be on the road to be changed then not this way. It cost already a lot to have a car on the road

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It would just make it impossible for families to drive and use roads in London. We pay massive fees for driving car and to councils another charge would just suffocate all families trying to meet ends. Myself by having a car it enables me to let my baby go to shops and play dates which just helps him to develop, if I will have to start calculating if it's worth it I might as well stare at the wall.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

There should be any charge for driving in London except already in place e.g. congestion charge

4. What strategies and targets could smarter road user charging support?

Only if it applies to rush hour for lorries etc

5. What technology could be used to support smarter road user charging?

I don't agree with this concept so not applicable

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

- to be fair any changes done by current mayor of London has caused more chaos than good. First was the 'all time bus lanes' - failed and cost us (taxpayers) too Much money to put in place and then remove

'Giving the road back to residents' - failing(!) no resident wants them as it's just clogs the main roads and creates more pollution than ever. Also, spend a lot of many on setting up cameras on every corner just to be removed after residents complaining.

He might better off being a mayor of Castle Combe

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

- it shouldn't be in place at all

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

- I don't think there should be any 'smart road charging' in place. We as Londoners also have to live in this city and constant 'charging' for any move we do is just getting ridiculous. Whatever we do there is no room for human error. Every time returning from driving in city I am full of anxiety and waiting for another 'surprise' in case I have missed anything. It's getting a bit out of hand of how much everyone wants to change us or fine us for any yes do. This is also our town not just councils who do whatever they like and charge for every move.



## Written Evidence from Individuals: Part One

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

NO!!!

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

- NO!

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

- Yes, we should have a say before something like this is applied to any with a car.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Call for evidence response

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1331 |
|------------------|---------|

1. With the cost of living crisis and the lack of power the public have when the mayor decides to make a change I would welcome reform of the current charging system.

2. We don't need a smarter charging system. We don't need more charges we need education and support in how to improve our transport situation.

3. We don't need to be charged. We already pay too much tax.

4. I don't support smart user charging. It's just another charge we can do without. We can educate and encourage for free.

5. Don't need more technology because I don't support this charging scheme.

6. Not interested.

7. This charging is just another scheme for the government to take more of our money. There should not be any more charging.

8. Smarter road user charging should not be imposed and we can look at getting rid of some of these other taxes too.

9. Don't want and charging at all.

10. Don't need this trial anywhere.

11. Should not have this scheme and its charges imposed on us at all.

12. They are not acting in our best interests and appearing greedy and inconsiderate so they should be strongly scutinized and more power given to the people.

13. Don't know.

Smart charges

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1329 |
|------------------|---------|

Hello

Please please I do not concede to the ideal of the above smart charges .

## Written Evidence from Individuals: Part One

I vote no to the above . It is another way of robbery. We already have enough payments going out and besides you guys are making the roads smaller and smaller each day with all these cycles business.  
Enough is enough.

Best Regards

[personal information redacted for publication]

### ROAD PRICING CONSULTATION FOR 10 MARCH

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1328 |
|------------------|---------|

Dear Consultation Team,

I am writing in response to the consultation on road pricing and other issues which closes on 10 March.

In my opinion, when the technology allows, road pricing will be a logical and inevitable step towards revising the manner in which the provision and maintenance of roads across the entire country is funded. It needs to be done at a national level through an act of Parliament after a full national debate, and should replace the current system of road tax. It should not be undertaken on a piecemeal basis by different towns and cities - even those of substantial import, such as London. This is essentially because in order to be fair to all road users, it would need to be applied nationally across all vehicles at the same time. Having both the old and the new regimes in place together would cause distortion and injustice, even on a temporary or trial basis.

In respect of the further suggested measures which the consultation document cites, some of these seem to have a 'big brother' or totalitarian dimension which does not fit with the democratic society in which we live. However I would of course accept such additional national measures as might be approved by act of Parliament in the future, but would object to any local or metropolitan authority implementing such measures unilaterally, even after some measure of local 'consultation'.

I hope that the results of this consultation will be reported fully and transparently, and in a manner which avoids all allegations of distortion, which many people appear to believe occurred in the recent ULEZ consultation.

I understand that the responses to this consultation and the names of respondents are to be published in full. While I have no particular objection to this, I would ask you to respect your obligation to observe the applicable data protection requirements of respondents in full.

[personal information redacted for publication]

Road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1327 |
|------------------|---------|

Hello team

## Written Evidence from Individuals: Part One

Please see my responses below

Do the current road user charging systems in London require reform?

Yes the system requires reform, the roads in London are still very busy, I use to drive for my work- home visiting NHS worker. I paid to go through the zone and it would take over 1 hour to do 7 miles.

I think it is unfair the weekend charges, before my grandmother died I would go on the weekends and take her shopping - allowing her to maintain her independence. With the charge now being over the weekends it was an extra expense which caused less visits to go to the shops. I would imagine there are a number of older people who are now facing more isolation as their family members are not visiting them as often.

How might smarter road user charging differ from the current daily charges for driving applied in London?

If you are having to go through the charging zone 4 days of the week the 5th day should be free. the infrastructure has been in long enough to pay for itself at this stage.

How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

The charge was designed to reduce congestion in central London, it has failed. The traffic moves no quicker through the zone than if you go around during peak times. Their could be different charges for the peak time to 7 -10 then cheaper until 3pm then the higher rate would be enforced.

Essential workers who need to drive for home visits should have free travel, we are trying to keep more people at home and it will be easier for staff to get from one home to another.

For families each vulnerable person should have 8 journeys for free each month for caring responsibilities.

What strategies and targets could smarter road user charging support?

It is a money making scheme, nothing to do with air quality or congestion. Be honest about what is happening.

Kind regards

[personal information redacted for publication]

Call for evidence: The future of smart road user charging consultation response

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1326 |
|------------------|---------|

Dear sir/madam,

Please find below my reply to the consultation questions.

I require acknowledgement of receipt and a reference number of my reply in return.

1. Do the current road user charging schemes in London require reform?

a. Yes. They are not fit for purpose and need to be scrapped in their entirety. Ever since Mayor Livingston brought in the congestion charge and then rephased all the traffic lights to create congestion – prices in London have become ever more expensive to the point of ridiculous. Tied to the LEZ and then ULEZ scheme it is killing trade in London. I have worked in London for 25 years and have never seen so many empty units on roads such as Oxford Street and Tottenham Court road to name but two.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

a. They should differ by being removed. They are nothing more than a never ending set of taxation brought in on those wishing to freely move around in London. Do not forget, drivers (ICE and EV) pay tax at the pump and the plug already – the current plans and these heinous per mile plans are just once again taxing motorists and

## Written Evidence from Individuals: Part One

those who rely on their cars (who tend to be the lower paid “key” professions) in an unrelenting fashion.

3. How might charges for driving in London be varied for different types of journeys such as travelling for work, caring responsibilities or essential services?

a. Mayor Khan has no interest in tariff charging. He wants to remove all vehicles from the road by 2041, per his C40 manifesto. He sees attack through revenue as the single simplest format of achieving this. The road user charging schemes have been worked on for well over a year to the best of my knowledge already, the ULEZ scheme is simply a ruse to get the infrastructure in place to target ALL modes of transport in due course. Quite simply there is no legal, health or mandated reason for this scheme. ALL his “evidence” has been debunked and he has himself chosen to ignore consultation outcomes – a consultation which is under investigation for being predetermined through the purchasing of the cameras before the consultation even went live.

4. What strategies and targets could smarter road user charging support?

a. The ONLY target that should be achieved is the total removal of all road user charging schemes and allowing the roads to flow freely per the key reason behind the highway code – the safe and effective throughflow of traffic.

5. What technology could be used to support smarter road user charging?

a. N/A – the millions currently being wasted on this surveillance and control tax should be reinvested into the Police to address the horrific rise in knife crime since Mayor Khan took office.

6. How could smarter road user charging assist with tackling current challenges such as traffic,

air pollution and climate change?

a. It can't. The data on air pollution is invalid and all air quality monitoring in greater (and central) London shows it to be – in the norm – good to excellent. The only smart solution is to open the roads up to allow all vehicles, public and private, to move around more freely thus providing more efficiency of their engines.

7. Are road user charging schemes best set up at a City or Regional level, or as a national system and what benefits or difficulties would you expect with either approach?

a. They are best removed and at a National level. We know the Mayor Khan as head of the C40 Cities initiative is keen to stop any and all motor vehicle usage apart from his own and is aiming to “sell” this scheme around the world, which is the only the reason he is pursuing it so doggedly – when it will surely see him ousted from office next year, if he is allowed to rewrite the rules in his own favour and “go for a 3 rd term”. <https://www.c40.org/leadership/the-chair/>

8. If smarter road user charging is introduced, which charges or taxes should it replace and how

should the current taxes and charges be changed?

a. The scheme should never see the light of day. We pay already per mile at the pump and the plug, so the only change should be a reduction in excise duty so that this country can actually function freely – as democracy enshrines.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low income, those who need to drive for work or people who live in areas with low levels of public transport?

a. What is interesting here is the admission that this scheme will hit the worse off the hardest. The simple answer is - The scheme should never see the light of day and as

## Written Evidence from Individuals: Part One

such, these requirements are irrelevant as people would still be able to move around freely without fear of being taxed into an early grave.

10. If the Government were interested in a national distance-based road user charging scheme,

would London be a sensible place for a trial?

a. No. It is the Capital city and should have free flowing roads which would reduce any amount of emissions there may still be. However, Oxford appears to be stepping up to do this, so once again, this is a biased question and is already in play.

11. If distance based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving based charges, the same or more than they currently do?

a. They/I already pay more for the privilege of driving and parking where I live. This question once again tries to obfuscate the point of the scheme and set communities against each other. Quite frankly it, like the scheme it represents – is abhorrent.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

a. THERE IS NO MANDATE FOR THIS SCHEME! The Mayor's manifesto of 107 pages commits 1 paragraph alone to road planning. That is not a mandate. Therefore Mayor Khan has NO MANDATE to continue with this illegal scheme. He also completely ignored the results of the consultation, having previously said he would stand by the outcome. So it appears this question is technically irrelevant as it does not fit his C40 narrative.

13. How are other cities and countries working on similar smarter road user charging ideas faring and what alternatives are they looking at for achieving similar policy goals?

a. Hidalgo failed in France and got dumped out. Mayor Khan is the Chair of the C40 cities initiative and is keen to sell this onto other countries. Not the other way round. THERE IS NOTHING RIGHT, JUST OR MANDATED ABOUT THIS SCHEME AND IT NEEDS TO BE STOPPED. NOW.

I expect notification of receipt for this level of input - in reply.

Regards

London Borough of Sutton [personal information redacted for publication]

Smart charging

|           |         |
|-----------|---------|
| Reference | RUC1325 |
|-----------|---------|

To Whom this may concern.

Appreciate you may not share my opinion, but I would like to see a referendum and with the 75% quorum of those that hold driving license.

Kind regards

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

Objection

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1324 |
|------------------|---------|

I am objecting to the fact the Mayor is looking at pay per mile for all motorists as his next plan after ULEZ

[personal information redacted for publication]

Pay by the `mile

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1323 |
|------------------|---------|

Very bad idea - and will be very unpopular as well as veryunpopular with the older people who rely on their cars to go out and do not want to take public transport. It is very unfair on older people and will trap them at home when they should be getting out and enjoying their last active years...and all these people will have to sell their cars - no more tax money, no more income from parking meters etc no more money from fines!!!

[personal information redacted for publication]

London road usage charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1322 |
|------------------|---------|

I'm a road user for which I pay government road tax. As a road user this entitles me to drive on uk roads. Full stop, there is no argument about this and the proposals to charge extra for road usage/miles in London is nothing short of usury. It's a clear and cynical/desperate proposal to raise funds from the long suffering car user due to dwindling funds post lockdown. What next? Pay extra for fast-track services on tube and buses à la Ryanair or similar? My Freedom Pass was demoted during rush hour periods with promises that this was only temporary and you guessed it, that was reneged upon, so it's all about money-grubbing and finding ways to do this, isn't it?!

Sincerely,

[personal information redacted for publication]

London resident, car user and London Transport user.

The future of smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1321 |
|------------------|---------|

**1. Do the current road user charging systems in London require reform?** No, current systems are both adequate and understandable for the general public. Instead of pouring money into a new scheme it would be better to use that money to repair roads, improve existing systems such as speed bumps and traffic light phasing which itself can sometimes

## Written Evidence from Individuals: Part One

be the culprit of backed up traffic that can cause more pollution. On top of this the local restrictions and closure of many roads has itself resulted in far more build up of traffic.

**2. How might smarter road user charging differ from the current daily charges for driving applied in London?** I have many concerns about 'smarter road user charging', this will inevitably mean more surveillance of the people of London. Why does the Mayor feel that he should be able to monitor and check all the journeys of people living in London? Is this what living in a Democracy now means? State surveillance and possible future infringement of people's freedom of movement? This is a worrying move towards infringing on peoples human rights in the name of decreasing pollution when there are already systems in place to help with this. This will also require huge sums of money for more cameras to check where people are going and how far they are travelling. The batteries, even if solar charged to maintain this whole system will necessitate more mining of precious metals, like Lithium and Cobalt which are a scarce resource and require cheap labour of poor people and children in far away countries. This may also penalise people with disabilities who rely on using a car because they have no other way of moving around, those who are unable to use technology and who do not have a smart phone. This may also penalise those who have to use their cars for their businesses or Healthcare workers who visit people at home and need to use vehicle to carry equipment etc. It is also concerning that it is not clear in the consultation whether this would only be for car use or whether it could be rolled out for cyclists and pedestrians, in the future, this would then mean that it is indeed a Chinese-style freedom inhibiting surveillance tool under the guise of climate change and pollution control.

**3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?** Charges should not be different for different types of journeys, this would set a precedent of needing to ask permission of the authorities and then justifying why the type of transport has been chosen. This adds complications and also infringes severely on one's human rights and freedom of movement. This will be too complex for many to navigate and may mean that there is a temptation to justify journeys by being dishonest. Are we to give up our freedom of movement for the sake of supposed climate improvements?

**4. What strategies and targets could smarter road user charging support?** Target monitoring is costly and may result in incentivising certain types of transport above others and in some circumstances will be penalising some sectors of society, such as people with physical disabilities or with mental health problems who can not use public transport or who are unable to walk or cycle.

**5. What technology could be used to support smarter road user charging?** There is already far too much technology in use resulting in more and more surveillance of citizens and monitoring of everything that they do. Some members of society are unable to understand and use the technology and they will be penalised alongside others who choose not to use smart phones and those who wish to maintain a level of privacy in their lives and do not feel that the Mayor/ Local Government/ Government need to know where they are travelling to and from.

**6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?** Smarter road user charging itself can not tackle these challenges; it will only penalise, by increasing charges and therefore allowing the rich to still use the roads, while the poor will be unable to. It would be better to invest in quality road design, more parking for deliveries and people that need to use cars, to allow locals to shop locally and support local businesses.

**7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?** Road user charging should not be used anywhere in the country as it will require too much surveillance of citizens, huge cost in setting up, including the use of precious metals for batteries etc as noted above. It will ultimately infringe on people's freedom of movement and their human rights and has no place anywhere in a Democracy. There are already systems in place that do not need to be changed.

## Written Evidence from Individuals: Part One

**8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?** Smarter road user charging should not be introduced as it will penalise and marginalise the poor and the disabled and those who can not or choose not to use smart devices and because the level of surveillance required has no place in a Democratic society.

**9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?** Discounts and exemptions will not change the key fact that this system should not be in place, because citizens should never have to log their journeys and ask permission to move around. The blue badge system already exists for people with disabilities and does not need changing.

**10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?** A national distance based road user scheme does not serve the people in any way, it should not be implemented or trialled for all the reasons mentioned above- infringement on freedom of movement, state surveillance and the fact that there are taxes and systems in place already. This kind of system may result in people who need to visit loved ones or care for someone will feel that they can no longer visit very often because of the cost and will be beholden to a system that requires them to book and pay for journeys that they should be able to make without any restrictions in a Democratic society.

**11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?** No such distance based charging scheme should be introduced for all the reasons cited above.

**12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?** Mayors and local authorities should never have this kind of power over the people, there should never be a scheme that infringes so severely on people's freedom of movement just implemented with no say from the people themselves. This consultation is hardly known about as it has not been advertised widely enough, if at all. I think that this should be advertised and debated with all sides of the argument allowed to be heard and only then should something like this be put to referendum, it should certainly not be implemented without these things having been done.

**13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?** I do not think that this idea has a sound foundation in any place in the world that considers itself a Democratic society as it is fundamentally flawed and allows too much surveillance and restriction of citizens.

Regards,

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|           |         |
|-----------|---------|
| Reference | RUC1318 |
|-----------|---------|

To whom it may concern,

Is there anyway that the highly intelligent people who came up with this could possibly think of a solution that does not involve increased costs to road users? Frankly it's a little lazy.



## Written Evidence from Individuals: Part One

The answer to the London Road problem is not charging users off of the road. Although you may say that that is not the intention, ultimately that is what will end up happening. I am always happy to sit in on any future consultations. I do however require advance notice as I have to book time off work.  
Thank you for your consideration.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1317 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

The existing ULEZ has already greatly impacted the people who live and work in and around London in a negative way. The whole system needs to be abandoned. Since the Covid19 lockdowns, a lot of businesses have either gone bust or are struggling to survive. People are living on the breadline and food banks are at capacity. The last thing they need is for more costs, more regulations, and more monitoring. What is needed is that these nonsensical control systems are abandoned and regulation is lessened. As law-abiding humans we have the God-given right to freedom, without the state surveillance and restrictions.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Instead of trying to introduce new systems, why don't you fix the current one? For example, the daily charge stops at midnight, meaning someone who is visiting between 10pm and 2am pays twice. This needs to be sorted out first along with the dreadful state of the roads that the government & councils have let fall into disrepair.

3. How might charges for driving in London be varied for different types of journeys, such as travelling to/from work, caring responsibilities or essential services?

We all pay enough as it is without having to pay extra for the privilege of owning and running a car. Those who use a car around London are already paying the ULEZ, the congestion charge, road tax, and fuel duty tax, so the more you drive, the more you have to refuel and pay the fuel duty tax.

How would you know if the person driving was going to work, going to care for their elderly relative, or a carer going to visit patients to give them their

## Written Evidence from Individuals: Part One

medication?

The carer would have several patients to attend, and thus would be driving more than the person who works in an office. The carer would probably be on minimum wage, and thus would not be able to afford an "EV". Therefore, these are the people who would be most likely be driving a diesel or petrol vehicle, so are already being penalized over those who can afford an EV. EV owners who don't have to pay the ULEZ and the congestion charge.

If you want a road charging system, make it fair and charge those using EV's, most who can afford it, and don't hound those who cannot.

4. What strategies and targets could smarter road user charging support?

None, nobody wants it and it is not needed.

5. What technology could be used to support smarter road user charging?

I don't know, but I would imagine ANPR and facial recognition would play a large part in such systems, and these are rejected by the populous when they are going about their daily business. Who wants to be spied upon by the government, what right have they to do this?

As I said in my answer to question 3, how would you ascertain who was driving and what their purpose was for driving on a given road / time of day?

The government and the council have no right to hold a digital database of law-abiding citizens' information and biometrics, and what their business is when going about their work and private life.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

I thought that you were already doing this with your ULEZ , congestion charges, LTN's. It seems they the government does not want us to have private transport, unless you are super rich.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

The public does not want this in any form. We are already being heavily charged to use the roads via road tax and fuel duty tax and other charges mentioned above. Why not charge

## Written Evidence from Individuals: Part One

Electric vehicles road tax as their weight is damaging the road surfaces, particularly during acceleration and braking.

Maybe consider reducing charges on older cars as keeping them on the road is better for the environment. It is costly and impacts the environment when cars get cut-up for scrap, then the processing to recycle them, polluting the air and using massive amounts of energy in the process of scrapping and building new. Buying a new car will reduce the life expectancy of an older one. The scrap yards are full of cars that could have given further service.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

None. There is no need for it to be introduced; we are taxed to the hilt as it is.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

People don't want more road charging schemes that penalize the poor and benefit the rich, they just want the roads to be repaired and kept in good order, already paid for by their taxes.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No, we do not want this proposed system. What starts in London always spreads to other areas of the country, people are wise to how the government sneak these systems in, and they don't want them.

As I have stated in question 9, people don't want and don't need to pay more, they are already paying enough as it is. When a car goes for an MOT, it passes an emissions test; if the car fails then it doesn't get an MOT certificate and thus cannot be driven on the road until fixed or replaced. So all cars currently on the road have passed an emissions test.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

## Written Evidence from Individuals: Part One

This question does not make sense.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

I don't know if I live in a democratic country anymore, but I believe that a real democracy would not put any new scheme such as this in to action, especially when it negatively affects most of the nation.

The government have in recent years pushed through a lot of legislation of which the public have had little notice, if any. Road pricing is another example of the government working behind people's backs in trying to bring in unwanted and unnecessary control systems.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I don't know, but I suspect they are doing so and our government will try and follow suit. By introducing any form of road charging, you the government are imposing control systems upon the people, when they are not wanted or needed. Enough damage has been done in the last three years, and the nation is fed up to the back-teeth of government interference in their lives.

Road user charges

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1316 |
|------------------|---------|

No to the proposal

[personal information redacted for publication]

Road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1311 |
|------------------|---------|

### **1. Do the current road user charging systems in London require reform?**

This issue doesn't really matter so much for private car drivers in Central London. It will, however, have the potential to restrict people's freedom to move around the country as they please,. The motorist is already bled dry by Purchase tax, VAT, VED and outrageous Fuel duty. Enough is enough

## Written Evidence from Individuals: Part One

### **2. How might smarter road user charging differ from the current daily charges for driving applied in London?**

I don't understand the objective here. Is it raising even more tax or trying to force cars off roads or an attempt to control Freedom of movement/travel. No need for ANY new systems,

### **3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?**

There should be NO further charges on anyone.

### **4. What strategies and targets could smarter road user charging support?**

Road charging is outrageous - motorists already pay enough

### **5. What technology could be used to support smarter road user charging?**

Technology used to be welcomed by most people. Now, however, we're seeing tech being used against the population. Time to put brakes on.

### **6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?**

I'm saying "NO" to any more Road charging. Full Stop...!!! .

### **7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?**

We don't want ANY MORE charges of any kind. We already pay enough/too much. Stop this madness NOW

### **8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?**

Road users already pay for every mile travelled via Fuel Duty. It should not be introduced - AT ALL

### **9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?**

No to any road charging scheme.

### **10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?**

No place is sensible to try this. HMG is already haemorrhaging votes. Any steps to try to introduce a national scheme would be crazy beyond belief and would lose them even more. Labour, sadly, will be even worse

### **11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?**

Wherever we live, we must not pay any more to drive in the UK. It's already too much

### **12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?**

Local referenda would be good - but only if it was properly advertised & the dangers explained. Mayors & Councillors seem to think that they have power - probably too much. Anything that affects the life of the people should definitely be put to a referendum.

### **13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?**

Totally irrelevant. Aren't we a Sovereign nation? We can make our own decisions. I am strongly against any attempt to introduce any new road-user charges and want my views to be recorded.

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

### Road Charging

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| Reference | RUC1309 |
|-----------|---------|

I am submitting an opinion against road charging. London was once a great city. This means people have to use the roads – to bring supplies, to do the shopping, to go to the parks. Slowly, the mayor has made it almost impossible for ordinary people to use their cars. The bad traffic he talks about is actually manufactured by his own road closures, detours, and unregulated road works. My wife and I do not use the roads indiscriminately – we go to our doctors, we take our dog to the park, we pick up things like Christmas ornaments and summer clothes at the place we use for storage. By forcing people to stay in their own tiny section of the city, the mayor takes away a lot of the pleasure to be had in London. Particularly for oldies like us. I vote NO and hope his new proposals will not become law. Thanks [personal information redacted for publication]

Call For Evidence: The Future of Smart Road User Charging February 2023 - resend of earlier email sent incomplete erroneously.

|           |         |
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| Reference | RUC1308 |
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1. Do the current road user charging systems in London require reform?

**Yes, they should be abolished totally. They are an attempt by the current Mayor to drive the working class off the road and prevent their freedom of movement using climate change, clean air and green issues as the excuse to continue and increase them. We pay VED and fuel duty therefore we should have the right to use all public roads without any further cost.**

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

**They would make it easier to ramp up the costs to motorists at a time of financial crisis when any measures to increase the burden should be halted.**

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

**It doesn't take a genius to realize that the charges would be ramped up at times when motorists are most active - travelling to work, school run, etc. It would be morally correct to exempt those with caring responsibilities and essential services but in practice it won't happen. The current congestion charge, LEZ and ULEZ doesn't even exempt those already living in these zones before they were even introduced.**

4. What strategies and targets could smarter road user charging support?

**None, the whole idea is complex, unwelcome and an attempt by the current Mayor to drive the working class off the road and prevent their freedom of movement using**

## Written Evidence from Individuals: Part One

**climate change, clean air and green issues as the excuse to continue and increase them.**

5. What technology could be used to support smarter road user charging?

**There's plenty, but the whole idea is complex, unwelcome and an attempt by the current Mayor to drive the working class off the road and prevent their freedom of movement using climate change, clean air and green issues as the excuse to continue and increase them.**

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

**The current systems are already doing this at a cost to the poorest and working classes who are being priced off the road. Less poor and working classes on the road means less traffic, air pollution and climate change - a result for those advocating this stupid idea of road user charging but at a great cost to a lot of the population.**

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

**If this stupid idea ever gets fully off the ground then it must be done at a national level so there is no ambiguity when driving around the country.**

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

**If this stupid idea ever gets fully off the ground then it must replace VED and fuel duty entirely and the charges set so the the average motorist doing the average mileage should not pay any more than they would if there was no road charging and VED fuel duty was still in place.**

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

**There should be exemptions for all those examples given in question 9 and additionally for those already residing in areas affected by road charges. They were there first.**

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

**It is blatantly unfair to introduce a scheme in one part of the country. Why should Londoners pay twice to us the same piece of road.**

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

**If distance-based road user charging was introduced the rate should be the same for all of the country. A mile is a mile and doesn't change in length in any other part of the country.**

## Written Evidence from Individuals: Part One

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

**Mayors and local authorities currently have far too many powers to introduce new road charging schemes. The opposition to the current Mayor of London's expansion of the ULEZ to all of Greater London is a perfect example of why road charging must be put to a referendum. Mayors (especially the current London Mayor) and local authorities act more like dictators, ignoring the wishes of their constituents and lying about statistics to back up their harebrained schemes.**

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

**It is clear that other cities and countries working on similar smarter road user charging ideas are using the schemes to restrict freedom of movement for all but the wealthy who can afford using climate change, clean air and green issues as the excuse to continue and increase them. Unfortunately residents in these other cities and countries seem to lack the will to fight the repression of the working classes. Britain has the chance now to show it can be democratic and must put all these repressive measures to a referendum or risk a return to pre 1960's time's when only the rich could afford personal transport.**

road user charging

|                  |         |
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| <b>Reference</b> | RUC1307 |
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- 1.No
- 2dunno
- 3 scrap them
- 4buses
- 5 have a debate on telly
- 6buses
- 7national;road tax,fuel tax
- 8dont change
- 9 discounts for everyone
- 10 no
- 11 dont charge
- 12 yes
- 13 park n ride is great

Call For Evidence: The Future of Smart Road User Charging February 2023

|                  |         |
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| <b>Reference</b> | RUC1305 |
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1. Do the current road user charging systems in London require reform?

**Yes, they should be abolished totally. They are an attempt by the current Mayor to drive the working class off the road and prevent their freedom of movement using**



## Written Evidence from Individuals: Part One

climate change, clean air and green issues as the excuse to continue and increase them. We pay VED and fuel duty therefore we should have the right to use all public roads without any further cost.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

**They would make it easier to ramp up the costs to motorists at a time of financial crisis when any measures to increase the burden should be halted.**

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

**It doesn't take a genius to realize that the charges would be ramped up at times when motorists are most active - travelling to work, school run, etc. It would be morally correct to exempt those with caring responsibilities and essential services but in practice it won't happen. The current congestion charge, LEZ and ULEZ doesn't even exempt those already living in these zones before they were even introduced.**

4. What strategies and targets could smarter road user charging support?

**None, the whole idea is complex, unwelcome and an attempt by the current Mayor to drive the working class off the road and prevent their freedom of movement using climate change, clean air and green issues as the excuse to continue and increase them.**

5. What technology could be used to support smarter road user charging?

**There's plenty, but the whole idea is complex, unwelcome and an attempt by the current Mayor to drive the working class off the road and prevent their freedom of movement using climate change, clean air and green issues as the excuse to continue and increase them.**

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

**The current systems are already doing this at a cost to the poorest and working classes who are being priced off the road. Less poor and working classes on the road means less traffic, air pollution and climate change - a result for those advocating this stupid idea of road user charging but at a great cost to a lot of the population.**

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

**If this stupid idea ever gets fully off the ground then it must be done at a national level so there is no ambiguity when driving around the country.**

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

**If this stupid idea ever gets fully off the ground then it must replace VED and fuel duty entirely and the charges set so the the average motorist doing the average mileage should not pay any more than they would if there was no road charging and VED fuel duty was still in place.**

## Written Evidence from Individuals: Part One

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

**There should be exemptions for all those examples given in question 9 and additionally for those already residing in areas affected by road charges. They were there first.**

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

**It is blatantly unfair to introduce a scheme in one part of the country. Why should Londoners pay twice to us the same piece of road.**

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

**If distance-based road user charging was introduced the rate should be the same for all of the country. A mile is a mile and doesn't change in length in any other part of the country.**

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities currently have far too many powers to introduce new road charging schemes. The opposition to the current Mayor of London's expansion of the ULEZ to all of Greater London is a perfect example of why road charging should be put to a referendum. Mayors (especially the current London Mayor) and local authorities act more like dictators, ignoring the wishes of their constituents and lying about statistics to back up their harebrained schemes.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Future of smart road charging

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| Reference | RUC1304 |
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Key questions

1. Do the current road user charging systems in London require reform? Yes. Those who drive short distances are - under current charges - charged the same as those who drive further. However, distance-based charging should apply to all road-related taxes, such as vehicle road fund licence. Different systems should not be mixed.

2. How might smarter road user charging differ from the current daily charges for driving applied in London? By being based on time or distance driven.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? By recognising that those who live within the boundaries of the charges being given exemptions or reductions, including when travelling for work.

## Written Evidence from Individuals: Part One

4. What strategies and targets could smarter road user charging support?
5. What technology could be used to support smarter road user charging?
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? Nationally.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? Other road usage-related charges/taxes.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? Those who live inside the boundaries of the charging system should be subject to exemptions or reductions. Otherwise, those drivers are being discriminated against, simply by virtue of where they live.
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? No more or less sensible than other places, but others with more knowledge should weigh in.
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? The same. The difference should be for those who live within the boundaries of the charges.
12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?
13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

London does not need variable or distanced-based smarter road user charging.

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|------------------|---------|
| <b>Reference</b> | RUC1302 |
|------------------|---------|

Smart Road Charging is awful and a terribly unfair idea. It will completely restrict people's freedom of movement.

It will prejudice motorists who are already struggling with higher prices.

It will prejudice people who need their car to visit, hospitals, doctors, relatives elderly parents etc. It will also prejudice businesses which have to make deliveries.

It will have no effect on the environment with India, China and America still polluting the atmosphere on a huge scale. And with city airports in the sky above London.

Only the rich will be able to drive and have a more time efficient life.

Clearly if you don't pay they will issue a penalty charge by post. Fining innocent law abiding citizens rather than taxing billion pounds/dollar companies.

Only rich people won't be affected like those who have chauffeur driven cars (the Mayor, who is driven to work and doesn't use public transport. For example).

It would not be financially viable for the majority of working people to go to work. Plumbers, electricians, builders, handyman, painters, graders, brick layers etc.

## Written Evidence from Individuals: Part One

The London Underground has more toxic air than the cars and streets above it and this needs to be investigated fully first.

The London Underground also has high noise pollution levels that could permanently damage hearing. This also needs investigating.

People already pay per mile with Road tax, petrol taxes, MOTs and insurance as well as general car maintenance.

People will now longer be able to live in cheaper housing and commute to other parts of London to work.

Teachers will no longer be able to take piles of books and resources back and forth to schools to teach in outer boroughs or in the surrounding counties.

Grass roots sports and sporting events will have to close as parents and adults will not be able to travel to various events before or after work to get to an event on time.

Sports and leisure activities will stop as people will be unable to reach those services.

Bus routes are being stopped and cancelled in various London boroughs due to driver shortages. Less public services.

Charity workers will no longer be able to drive to visit people to offer support or services like lost animals, counselling, mental health workers, social services bereavement. Church groups will no longer be able to check on the needy or the services massively reduced. For example instead of busting 7 people a day. This would be reduced to a maximum of three with the time it takes to use public transport especially in areas of low public services.

Families will no longer be able to have access to a variety of shops and services.

Disabled people will be trapped in their own homes.

London does not need variable or distanced-based smarter road user charging.

No doubt the charges will go up every year like the train fair increases that most commuters already struggle with.

People often drive to local train stations to get to work because of unsocial hours and difficulties with public transport to actually get to the train station.

This is another tax for working people and this will have a devastating impact on their lives.

Yours sincerely

[personal information redacted for publication]

London Road Used Charging.

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| <b>Reference</b> | RUC1301 |
|------------------|---------|

## Written Evidence from Individuals: Part One

DO NOT GO AHEAD WITH THIS MAD IDEA.

Why should car users, for example from Outer London, subsidise fabulous inner London transport systems such as bus or tubes, when we have next to zero public transport.

This is GENTRIFICATION gone absolutely bonkers. Are you happy with the less well off subsidising large unwieldy Range Rovers?

Please leave us alone, or we will have to react I'm afraid.

Thanks and kind regards.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
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| <b>Reference</b> | RUC1297 |
|------------------|---------|

- 1. Do the current road user charging systems in London require reform?** No, current systems are adequate and understandable for the general public. Rather than pouring money into a new scheme it would be better to use that money to repair roads, improve existing systems such as speed bumps and improved traffic light phasing which itself can sometimes be the culprit of backed up traffic that can cause more pollution. On top of this the local restrictions and closure of many roads has itself resulted in more build up of traffic.
- 2. How might smarter road user charging differ from the current daily charges for driving applied in London?** I have many concerns about 'smarter road user charging', this will inevitably mean more surveillance of the people of London. Why does the Mayor feel that he should be able to monitor and check all the journeys of people living in London? Is this what living in a Democracy now means? State surveillance and possible future infringement of peoples freedom of movement? This is a very worrying move towards infringing on peoples human rights in the name of decreasing pollution when there are already systems in place to help with this - the congestion charge and the ULEZ. This will in require huge sums of money for more cameras to check where people are going and how far they are travelling. The batteries, even if solar charged to maintain this whole system will necessitate more mining of precious metals, like Lithium and Cobalt which are a scarce resource and require cheap labour of poor people and children in far away countries. This may also penalise people with disabilities who rely on using a car because they have no other way of moving around, those who are unable to use technology and who do not have a smart phone. This may also penalise those who have to use their cars for their businesses or Healthcare workers who visit people at home and need to use vehicle to carry equipment etc. I am a Community Physiotherapist and depend on my car to visit patients who are housebound. If I have to check an app and input everywhere I go it would take time away from patients and may mean that it is more expensive for the NHS. It is also concerning that it is not clear in the consultation whether this would only be for car use or whether it could be rolled out for cyclists and pedestrians, in the future, this would then mean that it is indeed a freedom inhibiting surveillance tool under the guise of climate change and pollution control.
- 3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?** Charges should not be different for different types of journeys, this would set a precedent of needing

## Written Evidence from Individuals: Part One

to ask permission of the authorities and then justifying why the type of transport has been chosen. This adds complications and also infringes severely on ones human rights and freedom of movement. This will be too complex for many to navigate and may mean that there is a temptation to justify journeys by being dishonest. Are we to give up our freedom of movement for the sake of pollution and perceived 'climate change?'

4. What strategies and targets could smarter road user charging support? Target monitoring is costly and may result in incentivising certain types of transport above others and in some circumstances will be penalising to some sectors of society, such as for people with physical disabilities or with mental health problems who can not use public transport or who are unable to walk or cycle.

5. **What technology could be used to support smarter road user charging?** There is already too much technology in use, this ultimately results in more and more surveillance of citizens and monitoring of everything that they do. Some members of society are unable to understand and use the technology and they will be penalised alongside others who choose not to use smart phones and those who wish to maintain a level of privacy in their lives and do not feel that the Mayor/ Local Government/ Government need to know where they are travelling to and from.

6. **How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?** Smarter road user charging itself can not tackle these challenges it will only penalise by increasing charges and therefore allowing the rich to still use the roads, while the poor will be unable to. It would be better to invest in quality road design, more parking for deliveries and people that need to use cars to allow locals to shop locally and support local businesses.

7. **Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?** Road user charging should not be used anywhere in the country as it will require too much surveillance of citizens, huge cost in setting up, including the use of precious metals for batteries etc as noted above. It will ultimately infringe on peoples freedom of movement and their human rights and has no place anywhere in a Democracy. There are already systems in place that do not need to be changed.

8. **If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?** Smarter road user charging should not be introduced as it will penalise and marginalise the poor and the disabled and those who can not or choose not to use smart devices and because the level of surveillance required has no place in a Democratic society.

9. **What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?** Discounts and exemptions will not change the fact that this system should not be in place, citizens should never have to log their journeys and ask permission to move around. The blue badge system already exists for people with disability and does not need changing.

10. **If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?** A national distance based road user scheme should not be implemented or trialled for all the reasons mentioned above- infringement on freedom of movement, state surveillance and the fact that there are taxes and systems in place already. This kind of system may result in people who need to visit loved ones or care for someone will feel that they can no longer visit very often because of the cost and will be beholden to a system that requires them to book and pay for journeys that they should be able to make without any restrictions in a Democratic society.

11. **If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?** No such distance based charging scheme should be introduced for all the reasons cited above.

## Written Evidence from Individuals: Part One

**12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?**

Mayors and local authorities should never have this kind of power over the people, there should never be a scheme that infringes so severely on peoples freedom of movement just implemented with no say from the people themselves. This consultation is hardly known about as it has not been advertised widely enough, if at all. I think that this should be advertised and debated with all sides of the argument allowed to be heard and only then should something like this be put to referendum, it should certainly not be implemented without these things having been done.

**13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?**

I can not answer this but I do not think that this idea has a sound foundation or that it should be used in a Democratic society as it is fundamentally flawed and allows too much surveillance and restriction of citizens.

Regards,

[personal information redacted for publication]

### Road User Charging

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| <b>Reference</b> | RUC1296 |
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1. Do the current road user charging systems in London require reform?

No. We already have the ULEZ, which has had a sufficient impact on individuals. We urgently want an end to drivers who charge to get through their days. The situation of the economy and the consequences of the last few years have resulted in stressed and impoverished people. Less regulation and oversight are required. Let the folks heal.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Consider modifying the current systems rather than suggesting new ones. For example, if the daily fee ends at midnight, everyone who visits between 10 p.m. and 2 a.m. must pay twice. First, fix it.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Whether you are travelling for a job, caregiving, or for necessities, you shouldn't have to spend more. Fuel duty, which is a fee per mile and increases as you drive more, is already a tax that we must pay. Road pricing schemes are unnecessary because everyone has already bowed down.

4. What strategies and targets could smarter road user charging support?

Why don't we consider the wellbeing of the country instead of arbitrary goals?

5. What technology could be used to support smarter road user charging?

We prefer LESS, not MORE, intrusion from technology in our lives.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

This is already done by the ULEZ. The populace is done with more. We pay a levy on emissions through the VED, and electric vehicles have received incentives. Enough is enough.

## Written Evidence from Individuals: Part One

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Nationally, we already have a system of road user fees known as ROAD TAX and FUEL DUTY. More is not required. Instead of replacing an old car with a new one, why not lower the road tax on older vehicles that have been around for a while and have paid their own carbon dues by continuing to be used (most of the carbon in cars is in the BUILDING OF THEM WHILE THEY ARE IN PRODUCTION!).

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Not at all. The nation's health should be the primary concern of the authors of this study, not finding new methods to make it more expensive for people to drive their automobiles and see their families.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Road user charges are not something that the general public wants. Especially when it is promoted to us by people like Sadiq Khan, who is presently supporting an expansion of the ULEZ while driving his dog in a convoy of three cars, one of which has a 13 mpg average. Please, less hypocrisy and more compassion.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. There is no rational location for a trial. This is starting to resemble a dystopian novel, to be honest. Everyone should have freedom.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Everyone would have to pay more. Several individuals would pay a steep price for it.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

All of these new initiatives should be put to a vote by the general population, as any respectable democratic nation would do; anything less is the product of a dictatorship.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

First of all, the objectives of the policy were not determined by the people. Give the populace a chance to vote on the policy before allowing us to vote on the road toll system. Everything else is a totalitarian regime.

Road user charging consultation

|           |         |
|-----------|---------|
| Reference | RUC1295 |
|-----------|---------|

### 1 Do the current road user charging systems in London require reform?

*NO, they don't require reform. Government intervention is destroying our country and our people have had enough of this meddling and tinkering with unnecessary mad-cap*



## Written Evidence from Individuals: Part One

*objectives. It's high time this state predilection to meddling is stopped; we already have the ULEZ system of charging.*

### **2 How might smarter road user charging differ from the current daily charges for driving applied in London?**

*An 'if it ain't broke then don't fix it' approach should continue and remain unchanged. We need a smaller government and not more invasive meddling.*

### **3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?**

*The penal rate of duty on diesel and petrol vehicles is more than most individuals and families can afford.*

### **4. What strategies and targets could smarter road user charging support?**

*You could start with a more efficient, more integrated public transport system that doesn't cost the earth to use.*

### **5. What technology could be used to support smarter road user charging?**

*More surveillance technology is not the answer. All road users deplore the heavy handed system proposed, and used for many years in China's tyrannical social credit system.*

### **6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?**

*'Smarter' is an inappropriate word for what is needed. Excessive public transport charges must be brought under immediate control and made more attractive for passengers. Human beings are not widgets, and to treat us as such is tyrannical and simply demonic. Air pollution is much less than it was ten years ago, and its effects on our health today pales into insignificance when measured against other hazards. As for 'climate change', this is literally self evident, it has always changed. Carbon dioxide makes up only 0.04% of our climate gasses. If anything, it should be increased as it is the food for all plant life without which all life would die off.*

*While people like Gates, Gore, & Obama choose to buy ocean side properties, we can only assume they are either hypocrites or not unduly concerned about adverse climate change.*

### **7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?**

*The motorist is already subjected to an excessive tax burden: road fund licences, massive excise duty on all fuel purchases, etc.*

### **8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?**

*This is too much 'Big Brother' like state control for everyone, and if anything should change by a significant reduction of existing taxes.*

### **9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?**

*My previous answers to this question applies here. No other financial measures are required, except perhaps, sports car and upmarket vehicle owners should pay much higher taxes for their road fund licences. In consideration of the very poor state of our roads, our road fund licences should be lowered or revoked completely to cover the cost of repairs arising from such lamentably poor transport infrastructure.*

### **10. If the Government was interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?**

## Written Evidence from Individuals: Part One

*In brief, a trial is unnecessary because past experience of government meddling shows that it is a waste of time, and more importantly, its outcome is invariably ignored. My answer to this question is **NO**, making a trial is unnecessary and the thin end of the wedge to make a case for its permanent introduction.*

**11.If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?**

*The answer is a definite: 'NO further meddling with our lives'.*

**12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?**

*If local authorities want to get involved, their proposals should be made clear and then put to a local vote at the ballot box.*

**13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?**

*It seems that most, if not all countries, are intending to copy the system used by the Chinese Communist Party, initiated and assisted by American technology without any hint of a public consultation.*

*Since the majority of people are inherently opposed to being treated like widgets and not like God's own creations, given the chance of a ballot most respondents would be unanimous in their rejection of this proposal.*

**In conclusion, if a caring government had its electorate's interests at heart, it would widely publicize the existence of all its surveys, and furthermore, make provision for people who do not have access to the internet. None of these basic requirements has been followed, and must contribute to the nefarious nature of the idea of the consultation.**

Referendum on LTN, 15 min and pay per mile

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1294 |
|------------------|---------|

I do not agree with all the restrictive measures being forced upon the people of London  
I have disabled problems but not disabled enough for blue badge however I have not enough seats  
when forced to walk everywhere nor can I cycle  
I am happy of referendum was brought in to address all these draconian measures  
Haringey LTN graveyard resident [personal information redacted for publication]

Road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1293 |
|------------------|---------|

This new regulation is discriminatory

we the public have already suffered with covid, not being able to see loved ones

## Written Evidence from Individuals: Part One

Not everyone lives near their friends and family. Not everyone dr or hospital is local and not everyone is able body to be able to use public transportation

This is a cruel recommendation from the mayor and his team and the fact that such a huge change has tried to happen through the back door is despicable and inhumane

This needs to be stopped asap

Smart Road User charging.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1292 |
|------------------|---------|

Dear Sir/Madam,

The general public ( Freedom Loving People) have had enough of mounting government surveillance, with too much control over their lives.

Please listen to the experts and scientists who proclaim the effect of toxic air on the public, in the outer London boroughs, from the present car emissions is negligible. This point has been totally ignored with Khan spending millions of our public money with the toxic air lie, to support his hated Ulez expansion plan.

There is no wonder the cameras are being vandalised/cut down and damaged and this will undoubtedly get worse.

Scrap the Smart Road User Charging as it is yet another nail in the coffin of Freedom and will impact the poorest and those small businesses the most, which, on its own would make this scheme totally unacceptable.

Regards,

[personal information redacted for publication]

### LONDON ASSEMBLY - ROAD USER CHARGING

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1291 |
|------------------|---------|

To whom it may concern.

Please do not make life any more difficult for Londoners. Your ULEZ charge is unfair, as is your increase in travel cost.

Why are there cycle lanes all over when they are not used, as a result the slow moving narrow roads now have a higher volume of traffic. Surely it makes sense not to slow down the traffic by not having cycle lanes as they narrow the roads up.

WE HAVE PARENTS, RELATIVES, AND FRIENDS IN HOSPITALS, HOMES AND LIVING ALONE. You are slowly going to kill them. Why? It is more GEORGE ORWELS world we are moving towards.

This is not the answer.

1. Do the current road user charging systems in London require reform? **NO**
2. How might smarter road user charging differ from the current daily charges for driving applied in London? **EXTORTION**

## Written Evidence from Individuals: Part One

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? **THIS IS MORDERN DAY TYRANY.**
4. What strategies and targets could smarter road user charging support? **IT IS POLICY IN REVERSE.**

**Best regards**  
**[personal information redacted for publication]**

Call for Evidence

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1290 |
|------------------|---------|

***1. Do the current road user charging systems in London require reform?***

No. Reform will further encroach upon the freedoms and privacies of the public. It will give rise to data gathering beyond that needed for reasonable government. Current measures are already impacting poorer individuals and communities detrimentally by providing barriers to citizens looking to engage in lawful travel.

***2. How might smarter road user charging differ from the current daily charges for driving applied in London?***

All charges issued on the grounds of environmental protection should be abandoned immediately. Highly taxed fuel prices, car tax and a vehicle industry rapidly advancing low/zero emission vehicles is already adequate incentive for individuals to lower the carbon footprint associated with their travelling.

***3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?***

Any such categorisation of journey types is intrusive government at its worst and drive segregation into communities. There should be no categorisation systems at all. High fossil fuel prices and other expenses associated with owning and parking a car are already adequate in factoring whether to drive in London (or anywhere, for that matter).

***4. What strategies and targets could smarter road user charging support?***

Industry strategies and targets for more environmentally efficient vehicles and the reduced need to travel for work make the London Assembly Transport Committee's initiatives irrelevant. Any such Transport Committee dictated strategies and targets are further bureaucracy, complicating matters and offering no positive effect.

***5. What technology could be used to support smarter road user charging?***

There should not be road user charging.

***6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?***

Road user charging is not irrelevant here. Industry is responding to low carbon emission targets in a positive way.

## Written Evidence from Individuals: Part One

**7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?**

Greed is a potential issue that will bias national, city and regional authorities. They should not be trusted to implement such schemes, further underpinning the rationale for abandoning the road user charging initiative completely.

**8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?**

There should not be road user charging.

**9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?**

Social services support these members of our community. Road user charging is not a factor here.

**10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?**

There should not be road user charging. London authorities are particularly ignorant of the expense and social impact such initiatives have on citizens, so no such scheme should be rolled out.

**11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?**

There should not be road user charging.

**12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?**

Well promoted, highly visible opportunities for public engagement are vital. This very questionnaire is poorly publicised with a short period to the deadline for public participation: something seen as nefarious and heavy-hand government at its worst. Trust in such authorities is already low. Let's fix this long before road user charging is discussed.

**13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?**

Overseas cities (e.g. Germany, Italy and Belgium) benefit from much cheaper public transport and free city periphery parking, making road user charging an irrelevance. Sort that out throughout the UK first.

Kind regards.

[personal information redacted for publication]

Road User Charging Consultation

|           |         |
|-----------|---------|
| Reference | RUC1288 |
|-----------|---------|

## Written Evidence from Individuals: Part One

From [personal information redacted for publication]

Tel: [personal information redacted for publication]

### ROAD USER CHARGING 'CONSULTATION'

1. Do the current road user charging systems in London require reform?

A. NO. ULEZ has already unfairly impacted people enough. There should be NO CHARGING MOTORISTS going about their normal days. These motorists have already been stressed and impoverished with cost of living rises and the impact of Congestion and other current road charging systems. What is actually needed is the immediate removal of these "cash grabs".

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

A. These suggest that current daily charges should have been employed in the first place. I vehemently oppose ALL road charging schemes.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

A. We already pay fuel duty, which is a cost-per-mile "tax". Not forgetting Road Tax. We do not need further road charging systems, full stop.

4. What strategies and targets could smarter road user charging support?

A. Certainly not health - as that is unproven and subjective - and certainly not accrued financial benefits. In fact the only "benefits" are to the depleted coffers of The GLA and TfL.

5. What technology could be used to support smarter road user charging? A. Who cares? Many people - of all descriptions - are not technology-savvy. And many are also technology-averse. Why would people be seeking MORE technological interference in their lives?

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

A. These systems (along with LTNs etc.) cause traffic and pollution - it's just moved onto other roads. When I travel to visit an elderly person who needs help with shopping etc., because of the LTNs in the vicinity the surrounding roads are more congested. People need to get from A to B in the shortest route possible...

7. Are road user charging schemes best set up at a city or regional level, or as a national system and what benefits or difficulties would you expect with either approach?

## Written Evidence from Individuals: Part One

A. There is already road charging at a national level. It's called ROAD TAX, along with FUEL DUTY. Nothing more is required.

8. If smarter road charging is introduced, what charges and taxes should it replace and how should the current taxes and charges be changed?

A. It should NOT be introduced in the first place. The authors of this report should focus on ways of getting traffic running more smoothly and not on ways of monetising delays caused by these cash-grabbing-schemes, thereby unfairly penalising those on the lowest wage scales. 9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work or people who live in areas with low levels of public transport?

A. No discounts and exemptions would be necessary for any of these demographics if "smarter" road charging schemes are NOT implemented.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

A. ANY government stupid enough to do that wouldn't get my vote in the first place. Should this Kafkaesque scheme ever see the light of day, what have Londoners done to deserve being singled out for any dystopian trial?

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same or more than they do currently.

A. That question shouldn't even arise. Distance-based road user charging - in any form - SHOULD NOT be introduced.

12. Mayor and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for those bodies to use those powers (for example a local referendum)?

A. What a dangerously insidious question dropped in towards the end of a dangerously insidious "survey". The only referendum I'd vote in is one to remove the office of London Mayor. So, I'm going with "NO" on that question.

13. How are other cities and countries working on similar smarter road user charging ideas faring and what alternatives are they looking at for achieving similar policy goals?

A. As I was born in and lived in London all my life, what is done elsewhere is not necessarily relevant to what is done in a large City like London. My taxes are paid locally and what other cities and countries have to contend with, has no bearing on London roads.

## Written Evidence from Individuals: Part One

### Road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1287 |
|------------------|---------|

#### Key questions

1. Do the current road user charging systems in London require reform? NO
2. How might smarter road user charging differ from the current daily charges for driving applied in London? NONE not required
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? NONE not required
4. What strategies and targets could smarter road user charging support? Nothing
5. What technology could be used to support smarter road user charging? NONE
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? they cant
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? No benefit, just more cost setting up and running for the tax payer.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? Dont introduce it!
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? Same for everyone, free no charge, system not required
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? No, nowhere in UK is suitable
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? Leave London alone.
12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? Getting rid of the GLA would be a good start, then stop these extra charges. I already pay VEd, then tax on fuel, so the more i drive the more fuel i use , the more I pay. Just stop trying to squeeze every penny out of the motorist.
13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? Don't care about other countries problems and issues.

### Road Charging in London.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1284 |
|------------------|---------|

The current charging systems in London for road users, do not need any kind of reform. You will be penalising those without choice and with limited resources for essential road, usage connected to their work and livelihoods not to mention the need to support families who don't live with them . This is a backward step. We have a road tax system in this country where we collect revenue from an appropriate source and it needs no further revision.



## Written Evidence from Individuals: Part One

All your other questions are loaded ones where you are asking us to sign up to a changed system and we are allowed only to suggest modifications. This is not an open consultation. My response wants to close it down after question one. Don't change it any further. I feel so strongly that I will join any campaign to oppose this proposal. I am convinced it will be a massively unpopular move to implement this and London residents will show their strength in numbers in its opposition to it.

Kind regards

[personal information redacted for publication]

Road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1283 |
|------------------|---------|

Hello,

I can see you are trying to sneak in yet another scheme hitting us Londoners. Why do you even bother doing this consultation when you will do whatever you want anyway? Look at what happened with LTNs and ULEZ. Besides your website says the deadline for responses is 10<sup>th</sup> March 2023 and yet those responses will be discussed during a meeting in February 2023... You are either able to go back in time or you have already decided you are going ahead with this scheme.

No doubt you will not bother to read my responses; you only seem to acknowledge views from LCC, XR or any other climate change protesters groups but I hope at least one of you is not small minded and will listen to my views.

Key questions

1. Do the current road user charging systems in London require reform?

Yes, they do. You need to scrap all those schemes including ULEZ and LTN. They have nothing to do with covid or environment, whatever we are told at certain times. Due to LTNs, I can hardly breathe now working on the main road. Contrary to what lobbying groups like LCC, Councillor Claire Holland and the Mayor alongside his sidekick Will Norman are saying, the traffic does not evaporate. It is pushed onto main roads where people work, live, shop or go out. And ULEZ? How can you think of such scheme during the cost of living crisis? My best friend uses his car to commute to work at Heathrow. Like others working for BA, he was forced to sign worse-than-before terms, he hardly makes ends meet now and how do you expect him to sell his 10 year old car at loss to buy something second hand that history you don't know? He does not qualify for your scrapagge scheme and even if he did, how do you expect him to buy a new car for £2k? I don't see how scrapping tens of thousands of cars will help the environment either. They don't vanish. Subsequently you point about introducing/extending ulez to help the environment is no longer valid.

You lot need to get off your high horses and see what is happening in real life. And please, do stop the lies 'oh, it is to fight climate change', 'oh, it is to fight covid', 'oh, it is for cyclists' safety'. Not buying it at all. £200 million made from ulez and not a penny has been spent to improve air quality? 20 mile speed limits and nobody thought this will contribute to more accidents? Giving false sense of security to pedestrians? LTNs introduced and businesses situated in them are going bust? Changes to the DVLA code favouring cyclists and they do whatever they want now? Congestion charge introduced on weekends and you wonder why Central London is dead? Hundreds of millions of pounds spent on cycling infrastructure for absolutely zero return? And now this?

## Written Evidence from Individuals: Part One

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Drivers, like landlords, are treated as cash cows. The petrol is expensive enough, nobody is doing, as you like to call them 'unnecessary car journeys'. Drivers pay more than enough. If you need to make money, why don't you start charging cyclists? As road users, they should pass the cycling test, they should have compulsory insurance and their bikes must come with reg plates. I for once would feel much safer on roads. As a driver and as a pedestrian. And if you claim this has nothing to do with money and it is to improve air pollution, why don't you get rid of TFL's stinky buses? Their Hybrids run on diesel most of the time anyway.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

As above, with the price of petrol these days, nobody makes so called 'unnecessary car journeys'. I use my car for work. I cannot rely on public transport as either there are strikes, engineering works or you see a group of teenagers running around with knives (personal experience unfortunately). Of course I shouldn't pay for this type of a journey. Why should I pay for a food shop trip too? You can't expect me to walk to my shop and risk breaking my back from carrying heavy bags. You can't expect me to pay for driving to see a friend when it is dark either. I will not risk my life walking through dangerous streets just to keep you all happy. Every car journey is essential.

4. What strategies and targets could smarter road user charging support?

None. You will only come up with another set of rigged data anyway. Lambeth's LTN or Norman's lies are the best example. Or TFL's games to trick air monitor's readings (true fact).

5. What technology could be used to support smarter road user charging?

None, scrap this idea all together.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

As above, this has nothing to do with the climate change and air pollution. £200 million made from Ulez and I don't really see 90% from it being spent on improving air quality. Current problems with traffic congestion are caused by LTNs and cycle lanes. Not my words, but your friends' at the Guardian. Even they know that. I want clean air as much as you do but so far, with your insane ideas, you have made it worse for me. Can you please stop? I only have one life.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Stop them all together. As a woman, I don't feel safe using any other transport than my car. Why are you discriminating me because of my gender?

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

If you are so bent on introducing smart charging, you need to get rid of most of taxes so I don't spend more while driving my car. It is expensive as it is.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Typically, you seem to forget about bread and butter of this country, people on mid range incomes, with a mortgage on 1 or 2 properties. Theirs should be discounted too.

## Written Evidence from Individuals: Part One

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Absolutely not. Who comes up with stuff like that? Don't you think any test like this should happen in a small town?

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Really, this is not a communist country. We get told what to eat, what to wear, how many hours we should sleep, how many to exercise, now you want to tell me how long I can drive for? Please, do stop, go on a holiday and get some perspective.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes, those powers should be taken from the mayor and local government. They seem to think we live in a communist country. Public consultation says no to LTN and what does the local government do? Ignores it and make them permanent. People say no to ULEZ and what does the mayor do? Introduces it.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Other countries listen to their residents, unlike London. Look at Greece where during Covid one lane was removed and passed onto pedestrians. It lasted a month only as they realised increased traffic congestion did not help anybody.

Hasn't Manchester delayed introducing the clean air zone because their knew it wouldn't be good for their residents?

In a nutshell, please do scrap your silly idea. It is not on to even think about it when we deal with the cost of living. It will not improve air quality either. It is clear it is yet another money making machine. To line up your pockets and pay for things like the Old Street roundabout works (hasn't it gone past the £100m mark yet???)

Kind regards,

[personal information redacted for publication]

Referendum for LTNs, 15min cities & pay per mile scheme

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1280 |
|------------------|---------|

Hi there,

I Would like to ask you if its possible to please do

A referendum for LTNs, 15 minute cities and also pay the pay per mile scheme.

Our Council Haringey Council has sprung LTNs on us unfairly and on the poorest side of the borough.

## Written Evidence from Individuals: Part One

Please help us we don't want this and its destroying our community, our working life and killing our small businesses.

Looking forwards to hearing back from you.

[personal information redacted for publication]

RESPONSES to the LONDON ASSEMBLY Transport Committee RE: 'Road User Charging'

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1278 |
|------------------|---------|

Dear LONDON ASSEMBLY Transport Committee,

I refer to your 'Call For Evidence: the future of smart road user charging February 2023' (posted at [https://www.london.gov.uk/sites/default/files/2023-02/Road%20User%20Charging%20-%20Call%20for%20Evidence%20\\_0.pdf](https://www.london.gov.uk/sites/default/files/2023-02/Road%20User%20Charging%20-%20Call%20for%20Evidence%20_0.pdf)) in which it is stated that the 'Call for Evidence is open to all who would like to respond'.

Please find below my Responses to several of the 'Key Questions' posed in the Call for Evidence.

1. Do the current road user charging systems in London require reform?

RESPONSE to Q1: YES, the ULEZ expansion must be scrapped.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

RESPONSE to Q2: <left blank>.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

RESPONSE to Q3: There must be no charge for people to travel in London to their place/s of work (e.g., office/s) or for travel in London necessary to perform their work. Registered carers would be included in this category. Otherwise, a charge for driving in London is a tax on working - which is outrageous!

Fuel excise duty is a cost per mile tax on motorists, whether private or business, such that more tax is paid the greater the mileage travelled. This tax of course goes to the Treasury and not the London Mayor.

Yet another road charging or taxing system in London is not warranted; it is also not wanted by the majority of Londoners, a fact which the London Mayor has undemocratically ignored.

Any proposal to charge essential services to drive in London is ridiculous.

4. What strategies and targets could smarter road user charging support?

RESPONSE to Q4: <left blank>.

5. What technology could be used to support smarter road user charging?

RESPONSE to Q5: Unless information is provided to describe the technology that is available, above and beyond number plate recognition, it is not possible to answer this question.

## Written Evidence from Individuals: Part One

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

RESPONSE to Q6: The London 'Congestion Charge' zone has (reportedly) reduced the number of vehicles in central London and has presumably lowered traffic congestion in general. Air pollution in the Congestion Charge zone should therefore have fallen as a consequence. According to the London Mayor, the ULEZ has reduced air pollution in this zone (although data to show this is true across all of the current ULEZ should be made public to support this very broad claim).

I expect the so-called 'smarter road user charging' will be *in addition* to existing schemes and not replace them, and hence will be *a further tax* on London drivers and other people travelling into London. A further tax is *not* justified. Vehicle owners are already taxed on emissions via VED, and even the exemption incentivising the switch to electric vehicles is to be removed and a VED charged.

It is difficult to know how a smarter road user charging scheme applied in London will affect climate change as the latter is a global phenomenon and results from many factors and not solely the activities Londoners or others travelling in/out of London.

The London Assembly must provide an impact assessment of the effects on London of introducing smarter road user charging before any such scheme is introduced. All Londoners should then be given the opportunity of a referendum (i.e., to vote) on whether a new scheme is introduced.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

RESPONSE to Q7: Road user charging at a national level has been levied for years – these charges are called VED and Fuel Excise Duty. No other charge/s is/are needed or justified.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

RESPONSE to Q8: Please see response to Q1 and Q3.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

RESPONSE to Q9: Please see response to Q3.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

RESPONSE to Q10: No; any such 'trial' would be better conducted in a smaller, provincial city, and the results fully and independently assessed before a charging scheme is introduced more widely or the scheme as trialled is scrapped or modified.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

RESPONSE to Q: Please see response to Q3.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

## Written Evidence from Individuals: Part One

RESPONSE to Q: Yes, any proposal to impose additional tax/es on residents should, as a minimum, be subject to local referenda, and the results of the latter should be independently verified and accepted by mayors and local authorities. Please also see response to Q6.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

RESPONSE to Q: How is a lay member of the general public with no expertise in road user charging supposed to answer this question? It is ridiculous to assume ordinary people have competence to answer.

This question should be put to the London Assembly itself or other authority or organisation/s (e.g., motoring organisations; universities) to summarise what schemes are being or have been tested, and importantly the outcome/s of trials of these schemes. The summary should be provided to Londoners as background supporting information to a London referendum before any road user charging is introduced in the capital.

Yours faithfully,

[personal information redacted for publication]

Resident in London Borough of Hillingdon

Road User charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1276 |
|------------------|---------|

Why haven't you provided an on-line consultation portal?

Is it because of your experience with the ULEZ extension "Consultation"?

This looks like you are not being transparent.

Here are my responses to your questions;

| <b>Key questions</b>                                                                                                                                              | <b>My response</b>                                                                |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| 1. Do the current road user charging systems in London require reform?                                                                                            | <b>yes, they are blatantly about income generation to prop up an overpaid TFL</b> |
| 2. How might smarter road user charging differ from the current daily charges for driving applied in London?                                                      | <b>by stopping all unfair charges</b>                                             |
| 3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? | <b>it would not be possible to determine this. This sounds like a PR stunt</b>    |
| 4. What strategies and targets could smarter road user charging support?                                                                                          | <b>income generation for the Mayor</b>                                            |
| 5. What technology could be used to support smarter road user charging?                                                                                           | <b>fuel levy only would be fair</b>                                               |

## Written Evidence from Individuals: Part One

|                                                                                                                                                                                                                                                                |                                                                                                                                                 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|
| 6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?                                                                                                                             | <b>it wouldn't as proven so many times. Air pollution comes mostly from industry and the filthy tube system</b>                                 |
| 7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?                                                                                   | <b>mass revolt and public dissent.</b>                                                                                                          |
| 8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?                                                                                                              | <b>CC, ULEZ, road fund licence</b>                                                                                                              |
| 9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? | <b>How would you determine who is on net low income?</b>                                                                                        |
| 10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?                                                                                                                    | <b>no</b>                                                                                                                                       |
| 11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?                                                             | <b>less</b>                                                                                                                                     |
| 12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?                    | <b>yes, a proper referendum and not run by the mayor's office</b>                                                                               |
| 13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?                                                                               | <b>more efficient, reliable public transport, not going on strike every 5 minutes for yet more exorbitant pay holding the country to ransom</b> |

Thank you

*[personal information redacted for publication]*

Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1275 |
|------------------|---------|

I have read your document and here are my answers. I show you the questions first in case you need to be reminded.

Key questions

## Written Evidence from Individuals: Part One

1. Do the current road user charging systems in London require reform?

No they don't, unless you cancel the whole system. The original ULEZ made life harder and more expensive to drive in London.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It's too expensive now, don't charge us more

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Going to hospitals, why should the ill pay such a charge to fund the GLA? Drivers pay for fuel, if you get rid of that then you can consider paying by distance. You're just adding another charge.

4. What strategies and targets could smarter road user charging support?

Stop paying for more CCTV and IT systems, then

5. What technology could be used to support smarter road user charging?

Not needed, we want less control by GLA and others.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

London's drivers need to get across London, for work (builders etc - you can't fit equipment on the tube or a bus), for going to visit sick family members and more. Air pollution has been reduced by technology not charges. Climate Change really?

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

No. I have an older car (already built so carbon is a sunk cost) so they should charge less for old cars. As new cars have more carbon created in building a new car compared with old cars.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It shouldn't be introduced unless you've held and won a referendum.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

**All** Londoners might want to go out for pleasure, to go to a lovely park, see a beautiful building, go to see friends and family who live in other parts of London - and more than that. What about Blue Badge holders?

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No, Have you read 1984 and then used it as the template for so many of your policies?

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Less but I don't believe that is possible under the current regime.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?



## Written Evidence from Individuals: Part One

Your current plans shouldn't be introduced unless you've held and won a referendum with over 50% of the adult population, not just voters.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking they looking at for achieving similar policy goals?

We need a referendum but before you put your plans into action, not after.

What policy goals do the GLA have in mind?

Do the GLA subscribe to Agenda 21? I believe that 70% of UK local authorities had committed to Agenda 21 by 1997.

Regards

[personal information redacted for publication]

smart road user charging.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1273 |
|------------------|---------|

To whom it may concern,

I and so many others hugely object to the new discriminatory concept of smart road charging! You are penalising only the most vulnerable and low income in society. Considering there is a current cost of living crisis the people who need to get to work or drive for a living or visit a hospital regularly or care for a loved one or have a disability will be hardest hit.

The rich just keep getting richer because they well still be able to go about their day as usual without it affecting them.

You will absolutely kill some of the small shops on the outskirts and takeaway restaurants etc!

This is a terrible idea and I urge you to use some common sense and drop this idea immediately. Why cause stress and upset to the poorest in your community by even suggesting it. It is despicable and those who are pushing for it need to get their heads out the sand and make some real change where it is actually needed.

Signed

[personal information redacted for publication]

Road user charging consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1271 |
|------------------|---------|

I am giving evidence to why I think road user charging is not a good idea

QUESTIONS

1: do the current road user charging system in london require reform.

## Written Evidence from Individuals: Part One

No, over the past couple of years we are trying to recover from Covid. The financial and mental affects of that period has taken a toll on everyone. we need to recover and if you bring this in, this is going to affect us financially and also mentally as people will not be able to afford to see their friends and family. We was keep in our homes through Covid we don't want to be monitored anymore.

2: how might smarter road user charging differ from the current daily charges for driving applied in london.

You have a system in place for central london, instead of bringing in new systems improve the existing one. And if you change to charge per mile this will have devastating affects on people trying to earn a living and seeing loved ones.

3: how might charges for driving in london be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services.

Why do we need different charges for different journeys?. We should not have to pay more for different journeys we pay fuel tax and if I do more journeys I have to pay more. If you add on top of the cost of fuel the charge. People will not afford to spend money and that will put us into a recession. And job losses. Meaning more people claiming unemployment benefits taking money from the government. It's a no brainier !!

4: what strategies and targets could smarter road user Charging support.

The Only targets it will support is replacing money the TLC have wasted. Surely the health of the nation is more important. If this is brought in more people will be taking their own life's.

5: what technology could be used to support smarter road user charging.

We do not want more technology, watching what we do and where we go. This feels like big brother controlling us.

6: how could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change.

It won't, ulez is doing this

Road user charging consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1270 |
|------------------|---------|

I am giving evidence to why I think road user charging is not a good idea

### QUESTIONS

1: do the current road user charging system in london require reform.

No, over the past couple of years we are trying to recover from Covid. The financial and mental affects of that period has taken a toll on everyone. we need to recover and if you bring this in, this is going to affect us financially and also mentally as people will not be able

## Written Evidence from Individuals: Part One

to afford to see their friends and family. We was keep in our homes through Covid we don't want to be monitored anymore.

2: how might smarter road user charging differ from the current daily charges for driving applied in london.

You have a system in place for central london, instead of bringing in new systems improve the existing one. And if you change to charge per mile this will have devastating affects on people trying to earn a living and seeing loved ones.

3: how might charges for driving in london be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services.

Why do we need different charges for different journeys?. We should not have to pay more for different journeys we pay fuel tax and if I do more journeys I have to pay more. If you add on top of the cost of fuel the charge. People will not afford to spend money and that will put us into a recession. And job losses. Meaning more people claiming unemployment benefits taking money from the government. It's a no brainier !!

4: what strategies and targets could smarter road user Charging support.

The Only targets it will support is replacing money the TLC have wasted. Surely the health of the nation is more important. If this is brought in more people will be taking their own life's.

5: what technology could be used to support smarter road user charging.

We do not want more technology, watching what we do and where we go. This feels like big brother controlling us.

6: how could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change.

It won't, ulez is doing this, we are being taxed by VED on emissions. people can not afford another tax on top of all the price increases in fuel heating etc.

7: are road users charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach

We already have a road users charge on a national level which is fuel duty and road tax. So why change it. To me this is just a way to get more money out of motorists.

8: if smarter user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed.

It should not be brought In, instead on focusing on finding ways to get more money for people. How about we think about the health of the nation. We are trying to recover from Covid. If you bring this In people living on their own will not get visitors as it will cost to much and that is going to create more cases of metal health

9: what discounts and exemptions would you like to see for any new smarter road charging scheme, for those who need to drive for work, or people who live in areas with low levels of public transport

We do not want a road charging scheme. This is being sold by the major of london. Who calls anyone who disagrees with him far right and is extremely un professional when he is

## Written Evidence from Individuals: Part One

being asked simple questions. The man is a hypocrite he takes a 3 car convoy to walk his dog. So I'm sorry I do not trust anything he says. And I didn't even get the choice to vote for him as I'm not in the london borough.

10: if the government we're interested in a national distance based road user charging scheme, would london be a sensible place for a trial

No, no where is a good place, because this is looking like the government want to control our movements. It's against our human rights.

11: if the distance based road user charging was introduced, do you think Londoners who drive should pay less in total for driving based charges, the same or more than they do currently.

They shouldn't pay any more than they pay now, by introducing this. It's going to cost more money. People can not afford to pay more. You will put the country into a recession if people are just paying bills. And no one is spending on luxury items.

12: mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers for example a local referendum.

these new schemes should be put to the public vote. As we are a democratic country. Or are we creating a dictatorship?

13: how are other cities and countries working on similar smarter road user charging ideas faring, what alternative are they looking at for achieving similar policy goals.

We do not have a say on the policy goals, let us vote on the policy let us vote on the road Charging scheme and i suspect that all the other countries residents feel exactly the same. We are being dictated too.

Regards

[personal information redacted for publication]

Pay per mile car charging.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1269 |
|------------------|---------|

Am totally against as this is just another additional cost to one's budget.  
[personal information redacted for publication]

The future of smart road user charging Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1267 |
|------------------|---------|

To whom it may concern,  
I am replying to your Consultation:

## Written Evidence from Individuals: Part One

Firstly, Smart Road User charging is a ridiculous idea and is going against our Human Rights!

Motorists are already struggling with the Cost of Living Crisis. Lots of people can't afford to eat or heat their homes, let alone pay for Road Charging.

Deliveries and goods will be more expensive if they are transporting them on a Pay by Mile basis and this will be passed on to their customers!

It will prejudice people who need their car. I for one am a Carer for my Mum and have to do a 100 mile round trip from Essex to Kent every other week. I'm doing something helpful, which is free. Why should I have to pay for a 100 mile journey, everytime I go down to look after and help my Mum??? Absolutely disgraceful.

Why should drivers have to pay to go to hospital appointments or to visit elderly parents?

Transport costs will affect businesses and yet again these additional costs will be passed on.

This is an absolutely terrible idea, as is expanding the ULEZ zone out to the Outer London boroughs, when it certainly isn't necessary. The Mayor has lied over and over again about the Outer London Boroughs, he only needs to look at the pollution levels on the maps to find that there is nothing wrong with them. He keeps saying that 4,000 people have died due to bad air quality. We all know that it's only one person in the last 20 years!!! He also threw out 4,000 postal votes when the original ULEZ zone was being muted.

SO many people are fuming about his ridiculous schemes and his lies.

Does he not realise how much this will affect Pensioners in their pockets and who don't even understand the technology, that will be needed to make the scheme work? I won't have a clue how to use the technology. Technology makes me ill, I didn't grow up with it and neither did lots of others.

Those like myself who have Mental Health issues over this sort of scheme are already making themselves ill about it. I'm so stressed already. In

We all know why he needs the money after bankrupting TfL. This is his fault not ours. This is a disgusting misuse of power.

[personal information redacted for publication]

The future of smart road user charging - Smart Road Charging is a disastrous concept

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1266 |
|------------------|---------|

Smart Road Charging is a horrendous concept, because:

1. It will prejudice motorists who are already struggling with the higher cost of living;
2. It will prejudice people who need their car for medical appointments and visit family/friends
3. It will prejudice tradesmen who will have to increase their rates
4. It will also prejudice businesses which have to make deliveries
5. Thousands of perfectly working cars will be sent to the scrapheap causing unnecessary wastage

Yours faithfully,

[personal information redacted for publication]

Objection to road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1263 |
|------------------|---------|

## Written Evidence from Individuals: Part One

To whom it may concern

Please acknowledge this email as my unequivocal objection to your nefarious strategies. This consultation is a farce, which I'm sure you're aware for the following reasons. The average person is completely apathetic, and is significantly overwhelmed with the unfair pressures, resulting from the hike in the cost of living, and does not have time or energy to respond, or engage in any meaningful way. It is also evident that you do not wish for this strategy to be widely known among the general population, hence the poor promotion of, and the tiny, narrow window of the consultation.

I am a Croydon resident, and I decided to take early retirement, after [personal information redacted for publication] years as a Registered Nurse and Registered Health Visitor, with a Masters degree in Public Health and Health Promotion; and considerable knowledge and experience in safeguarding adults and children. All you are doing is encouraging the enlightened to distance themselves from engaging with society; and in my case taking decades of knowledge, wisdom and experience with them when they retire.

No, the current road user charging systems do not require reform. Vehicular road users are already paying according to the time and distance they travel in the following ways. Users of public transport pay to utilise these services, and car owners (or keepers according to you), pay duty on petrol, duty on new cars, annual road tax, congestion and ULEZ fees if they travel into included areas; depending on their vehicle.

Genuinely, and seriously consider reducing the time when congestion charging is in place to the previous times (07.00- 18.30, five days a week). This will allow people to travel freely, and unhindered within a larger time window., thereby reducing congestion and pollution.

Your strategies are simply corralling traffic like cattle, onto main roads, increasing time spent in travel, increasing congestion by idling vehicles, and increasing traffic on the only freely available 'rat runs', for longer time periods. Also increase vehicular access on all the roads that have been narrowed, eg Blackfriars Road, and fewer cycle lanes. I can assure you that these might have a positive impact on the overall lives and general well being of the population.

The purpose of travel is irrelevant, and is not the business or concern of the draconian, dictatorial authorities, providing these activities are lawful, and do not harm others. We, the people want less tyrannical, technocracy; and do not want more control and dictatorship. People also want, and have a human right whether to engage with technology. Your strategy is to force this engagement, whether we want it or not.

We, the people do not want additional road user abuses inflicted upon us. However, in the event that you ignore our dissent, please seriously consider removing taxation on new cars, taxation on petrol, road tax, reopening roads that we paid for, which have been made unavailable due to the travesty of LTN. Please also consider making my road a private road, at no additional cost to me, so only the residents have use of it, but the general population pay for it's maintenance.

In the event that you choose to continue to promote the myth of democracy, please hold a referendum so the people are able to clearly express their views and wishes before you impose any strategy that so few want to be implemented.

Proverbs 29:2 KJV - When the righteous are in authority, the people rejoice, but when the wicked beareth rule, the people mourn.

I trust that I have expressed my dissent clearly. Some of us are fortunate and we truly know who is in control of this earth; and it isn't man!

Yours Faithfully

[personal information redacted for publication]

Mayor of London's "Pay By The Mile" Smart Road Charging is a stupid idea.

## Written Evidence from Individuals: Part One

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1261 |
|------------------|---------|

It would prevent vast amounts of expense, distress and inconvenience to existing residents and visitors to London.

Businesses currently are having tremendous problems with the current economic situation and such a scheme would exacerbate the decline of London's commercial activity.

What is the alternative, why has one not been put forward?

This proposal is a further ridiculous addition to the current restrictions on transport flows in London.

[personal information redacted for publication]

London resident for over 80 years

Smart road using consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1258 |
|------------------|---------|

As a London resident, that goes to work everyday and also help to care for my parents, I feel like the everyday driver in London is already overtaxed. I understand the issue of loss of revenue cause of the loss of gas tax, but using smart technologies to charge Londoners more is an insane breach of privacy, it reminds me of the surveillance of the poor people of China. I understand the need to generate more money for the city, but it can be done without orwellian tracking of the everyday people. I suggest a fixed daily fee for every non electric vehicle, or if the loss is still too big, then a lesser fee for electric or plug in hybrid , and a higher fixed rate fee for non electric vehicles.

ROAD USER CHARGING SURVEY

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1255 |
|------------------|---------|

To whom it may concern, below are my answers to the road user charging survey, please heed.

1. Do the current road user charging systems in London require reform?

No, we should no longer pay money to drive when we already pay too much tax and this is just a way of earning money from motorists. It will have minimal impact of any on carbon emissions.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

## Written Evidence from Individuals: Part One

Why charge at all. This is a stealth tax and has no effect on the apparent intended purpose of reducing emissions.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

These are all essential services, we all create a society together, how would you know what the intention of someone driving is. We don't all fit in neat boxes as your questions intimate.

4. What strategies and targets could smarter road user charging support?

Feed the poor, home the homeless, council the ill, this all should be done anyway however. Again I don't agree with charging.

5. What technology could be used to support smarter road user charging?

We have enough technology spying on us, we need more emphasis on common sense and trust.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The ULEZ is already doing this.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road tax, fuel duty are already there, why should we pay even more. People are struggling financially, why make it worse?

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

See last answer

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

I would think that most people are against road charging at all levels, freedom of movement should be respected without pay!

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

See last answer.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

See last answer

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

All these should be voted on!

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Many people in cities like Birmingham are refusing to pay in huge numbers as they have not been consulted and it is effecting businesses immensely, we need more humanity and charity not more fines and taxes.

Kind regards

[personal information redacted for publication]

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Road User Charging "Consultation"



## Written Evidence from Individuals: Part One

|           |         |
|-----------|---------|
| Reference | RUC1253 |
|-----------|---------|

from : [personal information redacted for publication]

tel: [personal information redacted for publication]

email: [personal information redacted for publication]

Please let me know if you require any other "identifying" information.

### ROAD USER CHARGING 'CONSULTATION'

1. Do the current road user charging systems in London require reform?

A. NO. ULEZ has already unfairly impacted people enough. There should be NO CHARGING MOTORISTS going about their normal days. These motorists have already been stressed and impoverished with cost of living rises and the impact of Congestion and other current road charging systems. What is actually needed is the immediate removal of these "cash grabs".

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

A. These suggest that current daily charges should have been employed in the first place. I vehemently oppose ALL road charging schemes.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

A. We already pay fuel duty, which is a cost-per-mile "tax". Not forgetting Road Tax. We do not need further road charging systems, full stop.

4. What strategies and targets could smarter road user charging support?

A. Certainly not health - as that is unproven and subjective - and certainly not accrued financial benefits. In fact the only "benefits" are to the depleted coffers of The GLA and TfL.

5. What technology could be used to support smarter road user charging?

A. Who cares? Many people - of all descriptions - are not technology-savvy. And many are also technology-averse. Why would people be seeking MORE technological interference in their lives?

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

A. These systems (along with LTNs etc.) cause traffic and pollution - it's just moved onto other roads. I was at the top of my road where an LTN was installed; a quick right-hand-turn-journey to get to where I live that should have taken less than one minute, was turned into an horrendous nightmare of **54 minutes!** This was in backed-up traffic, with engines idling. Since the removal of the unwanted/unasked for/hated, LTN, traffic has returned to smooth-running-efficiency. As regards "climate change", that's an entirely different debate.

7. Are road user charging schemes best set up at a city or regional level, or as a national system and what benefits or difficulties would you expect with either approach?

A. There is already road charging at a national level. It's called ROAD TAX, along with FUEL DUTY. Nothing more is required.

8. If smarter road charging is introduced, what charges and taxes should it replace and how should the current taxes and charges be changed?

A. It should NOT be introduced in the first place. The authors of this report should focus on ways of getting traffic running more smoothly and not on ways of monetising delays caused by these cash-grabbing-schemes, thereby unfairly penalising those on the lowest wage scales.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work or people who live in areas with low levels of public transport?

## Written Evidence from Individuals: Part One

A. No discounts and exemptions would be necessary for any of these demographics if "smarter" road charging schemes are NOT implemented.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

A. ANY government stupid enough to do that wouldn't get my vote in the first place. Should this Kafkaesque scheme ever see the light of day, what have Londoners done to deserve being singled out for any dystopian trial?

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same or more than they do currently.

A. That question shouldn't even arise. Distance-based road user charging - in any form - SHOULD NOT be introduced.

12. Mayor and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for those bodies to use those powers (for example a local referendum)?

A. What a dangerously insidious question dropped in towards the end of a dangerously insidious "survey". The only referendum I'd vote in is one to remove the office of London Mayor. So, I'm going with "NO" on that slippery question.

13. How are other cities and countries working on similar smarter road user charging ideas faring and what alternatives are they looking at for achieving similar policy goals?

A. As I was born in and lived in London all my life, I'm not in the least bit interested in what is done elsewhere. My taxes are paid locally and what other cities and countries have to contend with, has no bearing on London roads.

### SMART ROAD USER CHARGING

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1250 |
|------------------|---------|

I am against road user charging unless this is as the result of a meaningful national consultation which will introduce this nationally.

To do this locally will not remove any of the existing /car user taxes but just add to the misery of London car owners and users.

Rationale:

1. Are motorists not already overtaxed, especially in London:
  - a. RFL
  - b. Fuel duty
  - c. Congestion charges, including QE2 bridge 'Toll' (if you live in Havering no option to use QE2 unless you want extra miles and considerable journey time to use other central London tunnels).
  - d. Eyewatering penalties for minor traffic infringements reported by camera and with no human interaction
2. Please stop treating Outer London boroughs the same as Inner London. We are different and have different transport needs e.g. poorer public transport links – trying to go for fairly short journeys (4/5 miles) can take 2/3 hours by public transport compared to 15/20 mins by car).
3. We need bespoke solutions not one size fits all (e.g. no pretty red brick bus stops, expensive and unused cycle lanes, proliferating keep left islands or speeds humps / platforms – all of which have been generously funded by TFL)

## Written Evidence from Individuals: Part One

4. **Will TFL implement this anyway irrespective of any consultation. as with the ULEZ expansion – cameras etc ordered before consultation / consultation result? What a waste of London taxpayers money and cavalier attitude to us as well.**

Please stop demonising car drivers who are seen as a 'cash cow' to be milked at every opportunity.

Regards

[personal information redacted for publication]

Road charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1247 |
|------------------|---------|

Question 1 yes

Question 2 it needs to be scrapped all together

Question 3 it needs to be scrapped all together

Question 4 None

Smart road user charging - appalling idea

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1246 |
|------------------|---------|

The proposal for 'smart' road user charging must never be implemented.

1. This is against all natural laws and our inalienable rights of freedom to travel.

As human beings we have for our entire existence been able to explore our environment, we have the right to travel to work, to visit family and friends, to see the beauty of beaches, parks, moorlands, rivers, forests and every single thing that nature has provided. There is no living man that has the right to deny his fellow people their use and enjoyment of land that does not belong to him or his masters.

This non inclusive and prohibitive tax on top of a lifetime of increased grabs on the incomes and rights of the people of the UK is not just an over reach it is nothing short of war on its own people, to deny a grandmother for instance the right to see a newborn grandchild, a sick relative the comfort of a family member or the simple joy of a short trip away for a hardworking family is disgusting, my grandfather's and my great grandfather fought for my freedoms in the most abominable conditions witnessing unimaginable horrors in order that I can live free and without fear or hindrance.

This proposed tax would see people herded into ghettos, not being able to venture further than the neighbourhoods that will serve as their jails, children that would no nothing of the world outside their zone, all of this under the pretext of saving the planet, that same planet that would be only for the richest of people to enjoy and explore.

Written in horror and disgust

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

## Written Evidence from Individuals: Part One

|           |         |
|-----------|---------|
| Reference | RUC1244 |
|-----------|---------|

Dear sir/madam

I wish to raise my deep concern for the proposed changes to way our public roads are currently managed.

**I am completely against all of the proposed changes relating to your 4 questions**

Kind regards

[personal information redacted for publication]

Smart road user charging

|           |         |
|-----------|---------|
| Reference | RUC1240 |
|-----------|---------|

1. Do the current road user charging systems in London require reform?

Londoners have been hit the hardest way back since the introduction of the congestion charge and the poorest Londoners are the people who suffer the most. These systems are always unfair at their introduction. Reform should not punish the average working person. Those of us who need transport to earn a living should not pay more.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter road charging might focus on "hot spots" in order to avoid congestion and keep traffic flowing.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Vehicles associated with big businesses should be considered for charges. Charges will never be fair to the average Londoner.

4. What strategies and targets could smarter road user charging support?

Target those who could afford to pay a charge and not those who struggle to earn a living.

5. What technology could be used to support smarter road user charging?

The amount of cameras used in London is already ludicrous.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

With the onset of electric vehicles overall pollution levels are dropping even now. Using climate change to clobber the London working classes is appalling. The ULEZ should never be expanded to the M25. Nox emission changes would be insignificant.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Why do Londoners always get hit first? and get hit the hardest. We really have had enough by now.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

I get the impression you mean when smarter road user charging is introduced! Road Tax, Congestion Charge, Low Emission Zone charges, Ultra Low Emission Charges, Fuel Tax, VED. We just cannot pay more.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

## Written Evidence from Individuals: Part One

Exemptions for those employed to keep London working and all of those you have listed in Q.9.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Absolutely not as it would clearly cost us even more.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

We should be paying less now.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes the people should have a local referendum. The Mayor for London has far too much power and unfortunately for many Londoners this power is used to punish us rather than enhance our life in this capital city.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

For many many years other countries have used tolls to move through areas.

Thank you.

[personal information redacted for publication]

Proposed charges in London

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1239 |
|------------------|---------|

Dear committee,

It is a myth and an illusion that drivers are financial well off. Many drivers cannot use public transport to get to work because of substandard services. No consideration has been given to people who live in the countryside and have to commute to London.

I cannot visit family and friends in London due to costs. My daughter lives in [personal information redacted for publication] and has 2 autistic children and a baby [personal information redacted for publication]. The cost of Dartford coming within the London charging zone will prevent many visits.

While the government might be promoting its discount on electric vehicles, the poor people of this country who are taxed to death are unable to obtain or afford finances for these vehicles.

You are targeting people who have valid reasons for not driving a microscopic vehicle. My sister-in-law and my terminal ill nephew cannot get into a small car.

The motorists are at crisis point and are not able to bank roll the national debt. The plans to pour more costs onto motorists will lead to more unemployment. I cannot afford any more extra expenses, I will become unemployed as it will not be financially viable to run a car, no car, no way to get to work.

[personal information redacted for publication]

The future of smart road user charging - Answer: Smart Road Charging is a terrible idea!

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1238 |
|------------------|---------|

Smart Road Charging is a terrible idea.

## Written Evidence from Individuals: Part One

It will prejudice motorists who are already struggling with higher prices, including those who have already made great financial sacrifices to purchase LEZ or ULEZ compliant vehicles.

It will prejudice people who need their vehicle to carry goods, tools to provide services or make deliveries. This will have a local inflationary effect by increasing the price of all goods and services within London (even more!).

The motives appear quite transparent. Despite the worthy objectives mentioned in sound-bites it's obvious to everyone that as vehicles become electric over the next decade, income generated by emissions based congestion charges and ULEZ will eventually diminish to the point of being negligible.

At that point the honourable thing to do would be announce the success in reduction of emissions and dismantle the camera system as no longer required, NOT to try and devise new schemes to continue trying to extract money from motorists using a different excuse.

It is disingenuous to include private transport in theories about changing "how the way daily transport is charged for" as this should ONLY apply to charging for transport on vehicles that TFL provides, not those which are bought, paid for and operated by private owners!

Yours faithfully,

[personal information redacted for publication]

Smart road charging is deplorable

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1236 |
|------------------|---------|

It will prejudice drivers who are already suffering dreadfully .

It will be appalling for people needing to visit hospitals , the elderly, children going to schools etc.

For many businesses it could well mean bankruptcy.

Please STOP this

[personal information redacted for publication]

Call for Evidence on Road Pricing

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1235 |
|------------------|---------|

I should like to submit the following in response:

It is time Central Government put a stop to the ability of individual Mayors to introduce a plethora of piecemeal anti-pollution/anti-congestion/anti-car (Low Traffic Neighbourhoods, 15

## Written Evidence from Individuals: Part One

Minute Cities) and road pricing schemes. The latest just having been launched in Sheffield. If there is to be a debate on such issues it only makes sense to do so in the round at the national level to include a fully independent impact assessment without presumptive parameters that fully takes into account individuals and businesses needs and expectations. It should also include analysis of the continued validity of the Road Fund Licence alongside it. The alternative is that drivers will end up paying through the nose multiple times to go about their business and move between neighbourhoods, regions and cities. Moreover, they risk innocently wandering into an affected zone without knowing they have done so and to add insult to injury potentially attract a penalty. It is modern-day highway robbery. The C40 seem intent on keeping the poor poor (where they belong) and the rich richer.

As things stand there is clear evidence that financial gain on the part of Mayoral authorities is too prevalent in the analysis and thinking behind the implementation of these measures

I cannot think of a worse place for any trial of any scheme than London given the current Mayor's inability to recognise the truth, answer any question honestly and his thirst for motorists' money to prop up TfL.

Public sector effort and money would be better placed in encouraging the pivot to BEVs both in terms of the physical infrastructure needed for charging, a single charging standard and insisting that manufacturers produce rapidly a more mature technology that overcomes consumer resistance eg range and charging time.

[personal information redacted for publication]

Response to Road User to Scrutiny!

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1234 |
|------------------|---------|

1. Do the current road user charging systems in London require reform? No. We have the ULEZ which has already impacted people enough. What we need now is no more charging motorists to go about their day. We need LESS regulation and monitoring. And better infrastructure in public transport.
2. How might smarter road user charging differ from the current daily charges for driving applied in London? Instead of proposing new systems, adjust the old systems. Eg. the daily charge stops at midnight, meaning someone who is visiting between 10pm and 2am pays twice. Fix that first.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?. We already pay fuel duty, which is a cost per mile as you pay more if you drive more. We don't need any more road charging systems,
4. What strategies and targets could smarter road user charging support? I do not agree with the charges .
5. What technology could be used to support smarter road user charging? None, I don't want more technology in my life.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? The ULEZ is already doing this. I don't want any more. We are taxed via Road tax on emissions. That is enough.

## Written Evidence from Individuals: Part One

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? We already have a road user charging at a national level, it's called ROAD TAX and FUEL DUTY.. We do not want anymore. " Why not reduce the road tax on older vehicles that have been around for many years and have paid their own carbon dues by remaining in use instead of being replaced by another brand new car (most of the carbon in cars is in the manufacturer)

. 8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? We do not want smart road user charging" The people writing this report should focus on the mental health of the nation, not on more ways to price people out of driving their cars and visiting family.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? I do not want a road charging scheme.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? No - the Government work for the PEOPLE. WE are the people. We do NOT want a distance based road user charge scheme ANYWHERE. Therefore we do NOT want any trials.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? We do NOT want a distance based road user charge scheme ANYWHERE. It is NOT up for further discussion until it the question of "Do we want a road user charge scheme?" has been voted on by the public.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

All of these new schemes should be put to a public vote like any Use the word "FAIR" country would do - anything else is the work of a dictatorship.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? We have NOT yet voted on this issue of "smart road user charging". The Government work for the PEOPLE. WE are the people. We make our voices heard by voting.

Pay by mile charging

|           |         |
|-----------|---------|
| Reference | RUC1231 |
|-----------|---------|

Another appalling idea, but am I surprised? The attacks on the motorist continue.

[personal information redacted for publication]



## Written Evidence from Individuals: Part One

against - Smart Road Charging

|           |         |
|-----------|---------|
| Reference | RUC1227 |
|-----------|---------|

Another example of the further exploitation of motorists.

Taking my elderly relatives to hospital medical appointments, we are not supposed to be using ambulances and buses are not always suitable

Taking children with heavy sports kits, that cannot travel on their own on public transport, to sports grounds

Trips of bulky items to recycling centres ( as we are supposed to be doing)

Every tradesman will pass on the cost to us, a totally unnecessary inflationary measure.

We already pay just to park outside our own homes.

Yet another measure to make living in London even more difficult, it feels as if the Mayor is acting against all respectable families trying to live as everyone else can do in other parts of the UK.

Yours faithfully

[personal information redacted for publication]

Response to London Assembly Road Charging Consultation questions.

|           |         |
|-----------|---------|
| Reference | RUC1226 |
|-----------|---------|

Re: 'Call for Evidence: The future of smart road user charging February 2023' - Please find below my responses to the questions

1. Do the current road user charging systems in London require reform?

**No.**

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

**Some people (myself included) do not have smart phones (i.e. pay-as-you-go or no mobile phone at all) and some who may not even have internet access; therefore, there needs to be some way that these people can pay such a charge (e.g. by post).**

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

**I don't see how it would be possible to determine the reasons for such journeys. It will be much better to not introduce road charging at all to avoid charging people for necessary car journeys.**

4. What strategies and targets could smarter road user charging support?

**It would be best not to introduce road charging at all – with regard to strategies and targets, we already have the ULEZ/ULEZ Expansion and we pay Vehicle Excise Duty.**

## Written Evidence from Individuals: Part One

5. What technology could be used to support smarter road user charging?

**If road user charging is introduced it should be possible to pay online or by post for those who do not have smart phones.**

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

**It will not have any significant impact on traffic, air pollution and climate change. It will simply penalise the less well-off. We already have the ULEZ and the upcoming ULEZ expansion which is supposed to reduce air pollution and many people have to replace their vehicles (at great expense) to comply. This includes people who need vans for business purposes.**

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

**Road User Charging should not be set up at all – we already have Vehicle Excise Duty which seems to me to be perfectly adequate. Road User Charging seems complicated to implement compared to VED.**

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

**If it is introduced, the existing Vehicle Excise Duty and ULEZ charging for vehicles which do not comply with the emissions limit should be removed.**

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

**People over the age of 60, disabled people and those for whom driving to work is a necessity.**

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

**No.**

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

**They should pay less.**

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

**Introduction of new road charging schemes should be put to a referendum with a reasonable time window set to allow people to respond (at least 3 months). There should also be advanced notification that the referendum is taking place. Mayors and local authorities should not give little or no notification of these plans expecting that less people will respond (I presume that people who do not respond are automatically assumed to agree with the schemes).**

## Written Evidence from Individuals: Part One

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

**I would expect that other countries introducing road charging would be experiencing push-back against the scheme. I would expect protests and potential civil unrest in London if this is introduced.**

Regards

[personal information redacted for publication]

Survey response to TFL London does not need variable or distanced-based smarter road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1224 |
|------------------|---------|

Dear Sir/Madam

As a hard working tax paying Londoner I think both ULEZ and Smart Road Charging is a terrible idea. As London Borough of Camden resident I already pay £500.00 per year just to have a residents permit (normal car nothing fancy) On top of that I have to pay high charges for my friends and family to visit me at my highest Council tax in London address (small flat rent soring currently), local and London parking charges are obscenely high and they are also regularly now making it impossible to understand parking restrictions guaranteeing motorists get obscenely expensive parking tickets.

As a London based motorist who contributes hugely in taxes (as a motorist and resident) Both Local Councils and TFL have waged a war on our wallets, charging us obscene amounts we can do nothing about. You take away our freddoms and our ability to move around our own city telling us its for our own good!!

I use Public Transport as much as I can!!! This by the way is also the highest fares in Europe!!!

So in conclusion to ULEZ/Smart charging and all your taxation schemes:

A) It will prejudice motorists who are already struggling with higher prices.

B) It will raise my business costs to a point where they are no longer sustainable and I will be forced to close my business

## Written Evidence from Individuals: Part One

C) It will adversely prejudice people who need their car to visit, hospitals, doctors, relatives elderly parents etc. It will also prejudice businesses which have to make deliveries who will charge me more.

STOP TAXING US MORE AND MORE!!!! We are struggling and you seem blind and completely indifferent to it.

Of course I realise this email is pointless as you are completely undemocratic but I have to try in the face of your constant attacks on me and my families economic future in London.

Yours faithfully

[personal information redacted for publication]

PS: I voted for Mayor Khan. I will now never vote for him again. I'm hoping nobody else does either. Ever.

The future of smart road user charging - Answer: Smart Road Charging is a diabolical

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1222 |
|------------------|---------|

Dear Sir,

This idea is absolutely diabolical.

Motorists are already being targeted with various congestion charges plus road restrictions such as LTNs, speed limits, cycle lanes etc and these proposals will further affect those who are already struggling with higher prices including those who need their vehicles to visit elderly relatives, doctors, hospitals and businesses which need to make deliveries.

Pay by mile is already being paid in the cost of fuel and this is yet another revenue raising scam.

Yours faithfully,

[personal information redacted for publication]

Pay by Mail

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1219 |
|------------------|---------|

I think it is a bad idea. The public transport system is diabolical and now this. Khan is no good for London. Too many cycle lanes already and you're increasing them. It doesn't make

## Written Evidence from Individuals: Part One

sense. Try the embankment, empty cycle lanes and mega traffic for cars. Do you think this makes emissions better?

Smart Road Pricing

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1217 |
|------------------|---------|

I have studied the proposals.

The questions are not fairly drafted because they presume that everyone agrees with the proposal.

There is no reference in the proposal of the effect of further inequality in London that would be caused.

[personal information redacted for publication]

Matter of urgent attention

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1215 |
|------------------|---------|

Dear Sir/Madam,

In regards to the Road user charging consultation, I'm surprised to see that you have removed the initial link given for this questionnaire - namely:

<https://bit.ly/RoadUserChargingConsultation>

Therefore, I was unable to find the actual questionnaire, however I will still be sending you my comments and responding to the consultation, that is definitely happening and I am sharing this email address everywhere so others could respond too.

In regards to the proposed Road user charging:

1. I'm not aware that you have provided any proof, ever, that the money received so far for ULEZ charging from millions of users have been used successfully for the purposes they are claimed to be used;
2. You have not provided any proof, ever, that these monies are actually payable to yourselves;
3. You have not provided any proof of your claimed status - i.e. proof that you are not for profit corporate structure that doesn't possess a D-U-N-S registration number. Should you claim not to have such, I'll be more than happy to email you the D-U-N-S number of your corporation. The implications of having a D-U-N-S number are you cannot act as a government body issuing fines to road users when you are a private for profit corporation. Given the above circumstances, I suggest you rethink your proposal to expand the illegal ULEZ charging practice to all road users because there will be compensations to be paid far greater than you could manage when this information is brought to the attention of road users and steps are taken to compensate them for losses suffered due to fraud.

Regards,

[personal information redacted for publication]

7 Mar 2023 Objections to the Proposals

## Written Evidence from Individuals: Part One

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1214 |
|------------------|---------|

The proposals must first be extensively published in the all the media, press, TV, and News Channels and a referendum held.

The referendum voters need to reject or approve each individual proposal.

How expensive it is to live outside of, but have to travel in for work, deliveries, education, tourists too, in Khan's London. The congestion charge costing £15.00 per day, ULEZ charge costing, daily, from £12.50p for cars, small vans & motor cycles and three LEZ charges, £100 or £300 for larger vehicles and £100 for smaller vehicles. High fuel charges are not helping and the parking fees, traffic fines have to be factored in when adding up the weekly cost. Travel in and out by train? TFL have just announced a big rise in train fares which will probably make the annual train ticket unaffordable for many who need to travel into London to work or for education.

I object to each of the 4 proposals below, as the present road user charging systems in London are working for the benefit and the best interest of all concerned, is prohibiting to reform or to make any variations or changes. Also, further restricting the freedom of movement certainly harms the economy and is the beginnings of mass enslavement of the worst kind, I am against to add more expense to move about.

### The Key Issues

- 1 Do the current road user charging systems in London require reform?
- 2 How might smarter road user charging differ from the current daily charges for driving applied in London?
- 3 How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?
- 4 What strategies and targets could smarter road user charging support?

[personal information redacted for publication]

London Assembly Road Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1212 |
|------------------|---------|

Any wider road charging in London should involve a UK wide vote. London is our capital City, we all pay taxes which is allocated to LONDON. North/South divide ring any bells ? Billions from the tax payer paid to bail out your miss management of TFL. Did that money come from only people living in London ? Will London pay that money back to the Uk tax payer ?

This so "call of evidence" reads as a done deal. You have already decided to bring road charging to the whole of London without non London UK citizens having a say. We have already paid for your roads and now you want to charge us for using them.

## Written Evidence from Individuals: Part One

You are ignoring the protests for the extended ULEZ. Clearly you can ignore what the people want Roll on the next election.

Hopefully the UK Government will veto both the ULEZ extension and this crazy extended road charge scheme.

Its high time the whole of the UK gets to vote on who is the mayor of London.

Regards,

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1211 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?
  - Possibly. the current charges are blunt and you pay the same if you nip a mile to the supermarket at an off peak time vs driving around all day. The charges also planned to treat outer, inner London the same. Despite the local situation being very different and alternative transport options worlds apart.  
In Central London there is little justification for the majority to need to drive in this area and so a Congestion charge fee in many ways is justified.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

- Currently only journeys in Central london definiately incur a charge and Inner and Outer only incur a charge when driving an older more poluting vehicle. This is something the conversation seems to inherently miss or overlook. By TFL own estimates the majority of London drivers wont/dont pay the ULEZ charges. Any additional charging will be felt as an additional cost incurred on Londoners, as TFL/GLA have no remit over VED or fuel tax. There is no way of dressing this up as anything other than an additional cost to london drivers.
- If you progress with this, which you seem intent on, you need to be very aware of the differences between central, inner and outer London. In central London there is little justifiication for the majority of people to be driving thier cars, and there are plentiful of other public tranSPORT options open to them, a myriad of Tube and Bus Services, Cycle hire both TFL, and Lime and a whole host of other options.  
In Inner London this starts to thin out and the options become a little more limited but there remains still widespread tube and bus provision. In outer London the distances are larger and the public transport is a poor relation, in particualr in South London there is minimal tube services and any train services are designed to go in/out to Zone 1 rather than across or around the broughs. Furthermore, bus services are infrequent and don't always take you where you need to be, especially in the evenings, and at weekends.
- There has been much noise about extra bus services being invested in ahead of the ULEZ expansion to outer london, but from a bit deeper looking very few of those additional bus miles are actually going into the broughs which is seeing the ULEZ expansion.

## Written Evidence from Individuals: Part One

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

- Again if you move forward with this, Different parts of London should see different levels of charges. Central London should be high as there are many many different public transport options available and driving a car should be last resort. Inner London at a lower level and outer London should be minimal, as there are far fewer public transport options. Outer London could be divided into North and South, again North has a much higher density of Tube services than South London. In fact there are South London boroughs without one tube station.

4. What strategies and targets could smarter road user charging support?

- Sounds like you are trying to come up with justification for charging people more to use the roads.
- Money raised should be used to improve the road network, roads are horribly potholed and councils say they don't have the funds to repair them properly. If road users are paying more they should get better infrastructure.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

- By changing charging by time of day/day of week could influence travel away from times of more congestion

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

- National level, as at the moment this scheme is proposed as an additional tax on London. London is already a more expensive place to live and work. Common perceptions are that salaries are higher in London, this isn't always the case, or certainly don't significant higher costs of living.
- At a National level there is more opportunity to weave this into changes in VED and fuel duty, and to deliver a message around the change in road charging.
- Funds raised should be distributed to the areas that raised them. That is true of a national scheme or London centric scheme. If the money raised by borough went back to be spent on that borough there may be more public support. However if a South London borough with no tube network were paying lots of money for using their cars as they have no real alternatives, and yet found that money was being pumped into supporting the tube or bus routes in central London those residents have a right to be annoyed, far better to be using that money to support better transport in those boroughs.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

- All current fixed charges (eg ULEZ, Congestion charges) as well as the VED and Fuel tax. Without removing VED and Fuel tax, this is an additional charge on all Londoners.
- Currently in Inner and Outer London only a very small percentage pay the current ULEZ, (TfL own data). Therefore the scheme for many is simple as it is. Any change is a complication and an additional charge to drive.
- Maybe within VED there is an included allowance for each of a certain amount of miles per vehicle per year /per month and then any additional miles are then charged. This could be more acceptable to the population as a whole.



## Written Evidence from Individuals: Part One

- There could even be a London opt out of VED? - You pay VED or you pay per mile? This may make it more palatable to the London Population.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

- Lots of talk about active transport, but sometime public transport is not a viable alternative. As an example, I live in Outer London, I take my kids to a sports club on a Sunday morning this is a 15 minute drive. To make the journey by public transport would take the best part of an hour, 2-3 different busses and involve a 15 min walk along a dangerous single carriage country lane. Clearly using public transport isn't a sensible or practical way to get to the club.
- Having listened to the Transport Select committee, I was struck that many of the panel members seemed to live and work in Inner & Central London, I would encourage them to get out to outer London more, experience what public transport is like in zones 5 and 6 and the real journeys people make in their daily lives.
- If you want to implement charges on outer London you need to understand it and how people live their lives, it's very different to how people live in Central and Inner London.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

- Maybe, but if the Government wanted to trial this and learn from London, then there should be some benefits to Londoners, maybe a London Opt out of VED or fuel tax reduced or waived for those that have cars registered in London. There could be a way of showing a 'London card' where the fuel tax is reduced when paying for fuel within London.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

- This should be the same or less, assuming you drive an average amount. If you drive more than average you could arguably (and fairly) expect to pay more.
- Bear in mind currently in outer London there are no daily charges, and come August ULEZ will only be for a small number of vehicles. Therefore, any scheme like this would potentially represent an increase in charges. Thus it should be considered in line with VED and Fuel duty.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

- This should be in Mayor's manifestos, the push back the current Mayor is getting in ULEZ expansion is the fact he has pushed this down the throats of outer London without proper consultation, and the consultation he did run he ignored the outcome.

Call for evidence - Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1206 |
|------------------|---------|

## Written Evidence from Individuals: Part One

### Key questions

1. Do the current road user charging systems in London require reform?

**NO. COULD SCRAP EXISTING ULEZ AND NEVER AGREED WITH THE PRINCIPLE.**

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

24 HOUR BASED RATHER THAN MIDNIGHT-MIDNIGHT (flexibility for shift workers)

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

VOLUNTEERS / CARERS DISCOUNTS. TOO MUCH ADMIN THOUGH! DONT WANT TO APPLY FOR PERMIT TO TRAVEL. DONT WANT TO APPLY FOR REFUNDS.

AGE RELATED CHARGING. I AM 56 AND UNABLE TO RIDE A BIKE MORE THAN A MILE!! DESPITE WHAT THE GREENS IMAGINE. HOWEVER NOT CLASSED AS DISABLED.

4. What strategies and targets could smarter road user charging support?

CHEAPER RATES FOR OUT OF PEAK HOURS.

5. What technology could be used to support smarter road user charging?

AM OPPOSED TO FULL CAMERA SYSTEM LIKE PROPOSED FOR EXPANDED ULEZ.

TOO MUCH CHANCE OF DATA BEING ABUSED. INVASION OF PRIVACY.

AGAINST CIVIL LIBERTIES / MENTAL HEALTH / SOCIAL EXCLUSION TO THINK CAN I AFFORD TOLLS TO VISIT MY ELDERLY PARENT(S).

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

NO NEED. WE HAVE PAY-PER-MILE ALREADY. ITS CALLED FUEL DUTY & VAT.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

CHARGING SCHEMES ARE UNFAIR. THOSE UNFAMILAR ARE CHARGED £130 FOR A £12.50 FEE. PEOPLE SHOULD HAVE OPTION TO PAY THE £12.50 FEE, NOT A FINE. ALREADY WE HAVE DOZENS OF PARKING APPS. DOZENS OF TUNNEL/BRIDGE TOLLS. WE DO NOT NEED DOZENS OF ROAD TOLL APPS AS WELL. NOT EVERYONE HAS SMARTPHONES!!

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

REMOVE CURRENT ULEZ & CONGESTION CHARGE.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

EXEMPTIONS FOR DISABLED, ELDERLY AND GENERALLY LESS-ABLE. EXEMPTIONS AREAS LOW PUBLIC TRANSPORT.

DISCOUNTS/EXEMPTIONS THOSE TRAVELLING EARLY / LATE SHIFTS. ITS SCARY GETTING THE NIGHT BUS HOME!!

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

NO. TOO MANY COMMUTERS. TOO MANY FOREIGN LORRIES.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

## Written Evidence from Individuals: Part One

LESS. EVERY JOURNEY ALREADY INTRODUCES TAX REVENUE INTO THE ECONOMY

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

REFERENDUM AT MINIMUM. CURRENT ULEZ EXPANSION TOTALLY UNDEMOCRATIC AT MOMENT.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals

LONDON IS QUITE UNIQUE CHALLENGING BEING SUCH AN ANCIENT CITY, DIVIDED BY RIVER, THEN DIVIDED BY RAIL LINES. VERY FEW ALTERNATIVE ROUTES AVAILABLE. WE HAVE NARROW ROADS, NOT WIDE BOULEVARDS LIKE OTHER CITIES WITH PLENTY OF SPACE FOR CYCLE LANES, ETC  
CYCLE LANES JUST MAKING ROAD NETWORK WORSE, RESTRICTING THROUGHPUT. CYCLE LANES SHOULD NOT BE SITED ON BUSY ROADS.

Smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1204 |
|------------------|---------|

Answers to questions on the Call for Evidence document:

1. I think the Congestion Charge and ULEZ should be scrapped, but not be replaced by a Smart Road User Charging system.
2. Smart Road User Charging will be more intrusive & restrictive on the freedom of movement of citizens, also probably cost motorists more money.
3. Charges for driving in London should not happen at all and particularly not used by behavioural psychologists to manipulate motorists' driving habits through varying charges for different types of journeys. Where citizens choose to travel and how they travel is none of the business of the Mayor of London.
4. Smart Road User Charging should not be introduced at all and certainly not used by behavioural psychologists to change people's behaviour to support strategies and targets. Londoners and all citizens have the fundamental human rights to privacy and freedom of movement, which should not be undermined or restricted in any way.
5. No technology should be used to support smarter road user charging, as this would involve intrusive tracking, completely contrary to the fundamental human rights to privacy and freedom of movement.
6. Smarter road user charging should not be used as a tool to beat motorists concerning challenges such as traffic, air pollution and climate change. Traffic and air pollution could be helped by less interference with the roads which would allow traffic to flow more freely, eg LTNs, speed humps, excessive red light phases at traffic lights, continual road works and closures etc. Climate variation is a natural phenomenon, completely beyond the control of human beings.
7. Road user charging schemes should not be introduced either at city, regional or national level. There is no democratic mandate for any such scheme at any level, and would be highly intrusive and restrictive, adversely affecting the mental health of the whole population.

## Written Evidence from Individuals: Part One

8. Smarter road user charging should not be introduced at all, therefore no need to replace or change any other charges or taxes, however the Congestion Charge and ULEZ should be scrapped.
9. Smarter road charging schemes should not be introduced at all, therefore there would be no need for discounts and exemptions.
10. London would not be a sensible place for a trial for a national distance-based road user charging scheme and it should not be introduced by the Government, as it is highly intrusive and restrictive on people's fundamental human rights to privacy and freedom of movement, thus adversely affected mental health across the whole population.
11. Distance-based road user charging should not be introduced at all.
12. Mayors and local authorities may have been given powers to introduce new road charging schemes, but they have no moral authority to restrict people's freedom of movement or intrude upon their privacy, therefore should not be using these powers.
13. I have no idea what other cities and countries are up to in this regard, but I guess they are all trying to implement Agenda 30, which is an attack on our way of life. These schemes are against the interests of the population and all plans should be scrapped.

Thank you for reading.

Yours sincerely,

Resident in London Borough of Bromley[personal information redacted for publication]

My submission of evidence for The Road User Charging Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1203 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

NO THEY DON'T need reform !

We have the ULEZ which has already negatively impacted more than enough people. So what needs to happen now, is to STOP CHARGING MOTORISTS FROM GOING ABOUT THEIR NORMAL DAILY JOURNEYS!

People are stressed and poor enough thanks to the state of the economy and the impact of the last few turbulent years.

We actually need LESS REGULATION AND MONITORING -And Less charging.

So leave the motorist alone and let the public recover.

2. How might smarter road user charging differ from the current daily charges for driving applied to London?

Adjust the OLD SYSTEMS instead of proposing new systems.

Such as stopping the current daily charge at midnight so that for someone visiting between 10pm and 2am, or a night shift worker, no longer has to PAY TWICE!!

This is ridiculous- please deal with issues like this first!

3. How might charges for driving in London be varied for different types of journeys such as travelling for work, caring responsibilities or essential services?

## Written Evidence from Individuals: Part One

There should be no more extra charges for anyone to have to pay for ANY journeys travelled whether it's for work, domestic or pleasure!! As currently we simply all pay more than enough already with road tax, car/van insurance AND fuel duty which is already a cost per mile charge (as the more miles travelled, the more you pay) which is on top of PAYING for the vehicle.

People are already on their knees with the continued conflated cost of living crises and trying to pay the extravagant charges the government allow the gas/electric/water companies to charge us.

SO we don't need any MORE road charging systems..

4. What strategies and targets could smarter road user charging support/smart road user charging (sruc) ?

None!!

Why not just look into the happiness and wellbeing of the nation instead by making their daily life easier and less stressful- stop the ULEZ expansion and Stop the road user charging money cow ideas right now.

We have an inalienable right to freedom and freedom of movement.

5. What technology could be used to support sruc?

WE DONT want any more technology, us human beings actually wasn't LESS TECHNOLOGY intruding into and controlling our lives.

We don't want the Chinese social credit/Orwellian/surveillance state here-Not ever ! Please stop trying to impose it on us under the guise of ULEZ, 15/20 minute cities and smart road user charging systems and more...

6. How could sruc assist with tackling current challenges such as traffic, air pollution and climate change?

Current ULEZ is already doing this. We're taxed by VED on emissions, incentives pushed for electric vehicles (which are not eco friendly-another con!!).

So STOP, we've all had enough!!

7. Are the ruc schemes best set up at a city or national level or as a national system, and what benefits or difficulties would you experience with either approach?

We're already paying at a national level by way of ROAD TAX and FUEL DUTY so we don't need any more charges!! There are NO benefits to us the public by you introducing ruc schemes at any level except to PROVIDE REVENUE FOR THE GOVERNMENT and TO STEAL away OUR FREEDOMS AND LIBERTY from us all.

And we DO NOT CONSENT to any of this.

8. If sruc is introduced, which charges and taxes should it replace and how should the current taxes and charges be changed?

It shouldn't be introduced, ever!!

## Written Evidence from Individuals: Part One

We don't want this system, it's not for our good or benefit so if you want to help us then put your focus and energy into improving the health of the nation rather than trying to rob us blind and pricing good decent hard working people off the road when they're driving to work or visiting family..

9. What discounts or exemptions would you like to see for any new sruc system, eg for the disabled, those on low incomes, those who need to drive to work, or people who live in areas with low levels of public transport?

Please listen carefully- We the people DO NOT want a smarter road user charging (sruc) system, full stop! Especially when it comes on the back of Sadiq Khans corrupt proposed ULEZ expansion, both proposals here are purely "money cows" and clearly are ways to control us the people by those who have positions of authority and abusing that authority by NOT listening to us the people, the majority of whom say No . WE DO NOT CONSENT.

10. If the government were interested in a national distance based ruc scheme would London be a sensible place for a trial?

No Nowhere needs this! There is NO sensible place for a trial like this ! This is like you're describing a future dystopian state for us. But let me tell you very clearly, let us the people be free, free to move around without any road user charging scheme.

11. If distance based ruc was introduced, do you think Londoners who drive should pay less in total for vehicle or driving based charges, the same or more than they do currently?

ANY scheme would cost them more, cost them dearly so No one should be charged or pay anything!

12. Mayors and local authorities currently have powers to introduce new ruc schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers eg a local referendum?

All of these new schemes should be put to a public vote like any good democratic country would do. Anything else is the work of a dictatorship.

You cannot impose this on us like Mayor Khan is currently trying to do with his proposed ULEZ expansion despite an overwhelming 66% majority of us saying NO WE DO NOT CONSENT.

We are not interested in having anything to do with the United Nations', WHO and World Economic Forum led Agendas 2021 and 2030.

13. How are other cities and countries working on similar sruc ideas faring and what alternatives are they looking at for achieving similar policy goals?

Firstly we the people did not have a say on the policy goals. Give the people the chance to vote on the policy then give us the chance to vote rucs. Again anything else is a dictatorship.

## Written Evidence from Individuals: Part One

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1200 |
|------------------|---------|

Dear Sir/Madam,

I am responding to the Call for Evidence: The future of smart road user charging February 2023. I want my views recorded as below:

1. Do the current road user charging systems in London require reform? No. **We need better public transport infrastructure.** The ULEZ has already impacted people significantly. We need LESS regulation and monitoring, not charging motorists who go about their day. More people would use public transport if there was better and more provision.
2. How might smarter road user charging differ from the current daily charges for driving applied in London? Instead of proposing new systems, adjusting the old systems should be the priority. For example, the daily charge stops at midnight, meaning someone who is visiting between 10pm and 2am pays twice. This is unreasonable.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? We don't need any more road charging systems. We already pay fuel duty, which is a cost per mile - you pay more if you drive more.
4. What strategies and targets could smarter road user charging support? I strongly disagree with the charges. If I did, perhaps it could be spent on public transport.
5. What technology could be used to support smarter road user charging? I don't want more technology in my life. I am sorely concerned about increased surveillance and use of AI in our society.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? The ULEZ is already doing this. I don't want any more. We are taxed via Road tax on emissions. The powers that be should be changing business, not targeting everyday people.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? We already have a road user charging at a national level, it's called ROAD TAX and FUEL DUTY. We do not need any more. Why not reduce the road tax on older vehicles that have been around for many years and have paid their own carbon dues by remaining in use instead of being replaced by another brand new car (most of the carbon in cars is in the manufacture, especially that of batteries).
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? It shouldn't. The people writing this report should focus on the mental health of the nation, not on more ways to price people out of driving their cars and visiting family.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? I do not want a road charging scheme.
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? No. I think manufacturers should be charged if they produce non-biodegradable plastics instead and manufactured goods should be made to last a reasonable length of time this would help support the climate. Stop charging the people and charge the manufacturers and those with more money.

## Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? They would all pay more than they do currently and I believe enough is enough. They would all pay more. It would cost many, many people dearly.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? All of these new schemes should be put to a public vote like any good democratic society - anything else is the work of a dictatorship. However, this is increasingly not the case, and these road schemes are being introduced, despite significant public opposition. Listen to your local communities.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I didn't vote for this! Give the people the opportunity to vote on the policy, then give us the chance to vote on the road charging scheme. Anything else is a dictatorship.

[personal information redacted for publication]

### The Future of Smart Roads charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1199 |
|------------------|---------|

My answers :

### The Future of Smart Roads charging

1. Do the current road user charging systems in London require reform?

Yes. Give back the cycling lanes to motorists. Cyclists can use bus lanes. Apart of rush hour, no one is using the cycle lanes. That creates traffic.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

No one should be charged extra for entering London.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

You are pushing the public away from London. At the end only the Londoners on benefits will stay in it. Because the rest of us will be charged for them!

"Charge for driving in London" is by itself not necessary. Climate change is a hoax. Human activity doesn't even compare to the CO2 released from Oceans and volcanic activity. We have only studied last few hundred years of climate. The earth is 4.5 billion years old. Climate changes with or without us. Taxing people will NOT stop climate change. This is a scam.

4. What strategies and targets could smarter road user charging support?

1: manage the road works

Second: open all shortcut.

3: build new roads not only block of flats

Make London attractive, accessable, not unwanted!



## Written Evidence from Individuals: Part One

Stop this nonsense.

Stop charging people for travelling to London

5. What technology could be used to support smarter road user charging?

It is called Policing, spyware....

Just gas them. Dirty polluters.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

There are no challenges existing. For the last 10 years 1 (ONE) person died in direct result of pollution in London.

Traffic is created by taking the bus lanes and cycling lanes away from motorists.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

There will be no benefits. Just mass surveillance and control of everyone's journey.

We don't live in North Korea!

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It should never be introduced.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

I firmly object the introduction of smart roads charging.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

This will be the biggest totalitarian freedoms grabbing government on record

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No, we all pay road tax. Why should I pay second tax to drive in my city. No additional charge!

Taxation should happen through the price of fuel. More fuel used-more tax paid.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Referendums are the way forward. Not local major's decision.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Other cities are looking after the citizens not like you double taxation for using the roads.

Communism is fast approaching around the world. Unelected billionaires at the WEF are creating Net Zero agenda that no one asked for.

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[personal information redacted for publication]

## Written Evidence from Individuals: Part One

Road User Charging Consultation.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1197 |
|------------------|---------|

Firstly, I am appalled that the GLA/Sadiq Khan is trying to implement charges for road users. I shall attempt to answer your questions as best as I can. I do have concerns that this email, probably along with many others will disappear into the ether as the 5000 plus responses to the ULEZ scheme did. We all know Mayor Khan will not listen to the people and has his own agenda, which is to ride rough shod of the good people of London.

1. Do the current road user charging systems in London require reform?

No they do not. You are already trying to push through the ULWZ scheme, which is not wanted by the public. I think there should be less monitoring of the public, not more. I am curious to know what the bigger agenda is.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

New systems are not required but the current ones need to be rethought out. Instead of proposing new systems, adjust the old systems. From my limited understanding the daily charge stops at midnight, meaning someone who is visiting between 10pm and 2am pays twice. Might be an idea to adjust this scam.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

I don't believe there should be an extra charge for travelling for work, for caring duties or for essential services. There is already a fuel duty that we have to pay and road tax. Why not give the public a break instead of trying to screw more money out of the.

4. What strategies and targets could smarter road user charging support?

I don't really understand the question or what you are trying to achieve but I would suggest that you try to support the public rather than screw them. That would be a first.

5. What technology could be used to support smarter road user charging?

Are you for real?? We want less technology in our lives, not more. Why is it necessary to follow us with tech? Feels too intrusive.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Its enough nonsense already. You already have the Congestion Charge and the ULEZ charge up to the North and South Circular Road. We are already taxed to the hilt. Everyone knows that LTN's are not working as the traffic is pushed onto other roads and the myth that the air is toxic in the outer London boroughs is just a lie.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

How stupid are the people that are trying to implement this nonsense? We already have road user charging by way of road tax and fuel duty.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Nothing needs to be changed. Focus on supporting the public, not on more ways to price people out of driving their cars and going about their business. It is evident that this proposal does not take into account family life, caring obligations and getting to and from work.

## Written Evidence from Individuals: Part One

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

I think the straightforward response is that the road charging system is not needed or wanted. It is not a better system for anyone but I am curious of the real agenda for pricing people out of their cars. Didn't Sadiq Khan get caught by the press taking his dog to the park in a three car convoy. Why isn't he walking to the park?

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Now you are scaring me! Dystopian views creeping in here. The answer is NO! There is not a sensible place for this scheme, in fact it should be consigned to the trash. Why can't you just leave us all alone.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

I don't think we should pay at all, as previously stated this idea should be in the trash. But if you introduce it, you will screw the Londoners and they will pay more because you have no morals or ethics and really don't care about the people.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Rather than just introducing the schemes there should at least be a public consultation and vote. That doesn't mean getting rid of the responses you don't like. Whatever happened to democracy? Oh, I forgot, you don't care about that, just like any other dictator.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

How would I know how other cities and countries are doing and what they are working on? What sort of dumb-arse question is that? You, and I expect other countries, should/will consult the public and take a vote. A real vote, let the people speak. Remember we are not in a dictatorship just yet. I shall be voting to get Sadiq Khan out of office in the 2024 elections.  
Not that you care.

I'd love to know if you will count this email as an 'Against' the proposals.

Re: Road User Charging Scheme

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1196 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

No because ULEZ is already in place, and this has negatively impacted people enough. Already road users are paying enough for Road Tax, and more road user

## Written Evidence from Individuals: Part One

charging will unfairly increase costs to lower income groups who cannot afford it. It will adversely target the elderly, the disabled (who are often on very limited income and many who have limited mobility) and those on low incomes. The only reform could be remove the ULEZ scheme.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

There are already too many charges which negatively impacts lower income groups. Any increase in charging will add to the current inequality, hitting those on poor incomes the most. Road charging is grossly discriminatory.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Drivers should not have to pay extra whether you are travelling for work, for caring or for essential services. Car owners already pay fuel duty, which is a cost per mile - as you pay more when you drive more. Additional charges would mean that the poorest sections of society would not be able to afford to own and drive a car. This will likely impact many elderly people who undertake voluntary support to neighbours within their communities. It will prevent this service from continuing in many cases. Many families share cars. Many grand parents provide essential child care support, and ferry grand children to and from schools and to leisure services. Many low income parents are dependent on this support. All this will likely be undermined by unnecessary road user charging and could inadvertently lead to parents in work giving up their jobs, becoming unemployed and impacting the economy as a result. This would have a disastrous effects on the functioning of the family network and future family cohesiveness.

4. What strategies and targets could smarter road user charging support?

If smarter road using means additional costs per mile, beyond the road tax and fuel duty, then this would result in a levelling down rather than levelling up. It would mean the poor could not afford to use the roads, thus, restricting their freedoms in contrast to the wealthy and well off in society. Do you intend for this to be divisive and lead to untold discrimination? This is a backward step.

5. What technology could be used to support smarter road user charging?

This is a form of human 'track and tracing' via the road usage, which might be suited to China, but not the UK especially given there has not been proper open and transparent consultation on this plan. In a free society, people require less intrusion and monitoring of their daily activities. Millions of road users do not have access to smart technology so they will be adversely and unfairly affected by any system which is dependent on smart tech.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The ULEZ is already doing this, as it has prohibited some road users from using their cars. The issue with pollution is not the vehicle, but how it is driven. Where is the published research which would underpin such draconian plans? How much of an impact will this have on climate change? Where is the research and studies which compare different industries and their polluting capacity as compared to road

## Written Evidence from Individuals: Part One

usage? What other ideas apart from road user charging has the Mayor and TFL considered?

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

As I have said earlier, road user charging is discriminatory in that it will adversely impacts poorer populations. One alternative option would be to reduce the road tax on older vehicles rather than encourage the buying of new cars that poorer, elderly current road users might not be able to afford. A lot of the carbon in the is in the construction of new cars. Also, when one researches the construction of EV's, the carbon footprint is high and worse, the precious metals essential for the engine are mined by young children, and therefore is dependent on abusive and exploitative child labour. This is something conveniently absent and invisible from the advertising and promotion of the so called preferred 'cleaner' car. This is shameful. How will the Mayor and TFL take account of this and address this?

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

This is yet another question with an inherent bias built into it to force a closed ended response. I do not believe a road charging scheme should be introduced. It disadvantages the poor, who can just about afford a car, or the car users who have older vehicles which they will not be able to replace, and therefore limits peoples freedoms to participate in society in a way they would ordinarily choose to without extra cost.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

The electorate do not want a road charging scheme. It was not in the Mayors Manifesto, and there has been no evidence to show it will be cost effective and will impact climate change to any significant degree, compared to other measures, like reducing air traffic, monitoring chemtrails polluting the London and UK sky on a daily basis, reducing emissions from industrial plants, etc. No comprehensive and comparative research has been undertaken or is taken account of. This is shameful given the likely negative impacts on the daily lives of specific demographics.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. Nowhere is a sensible place for a trial and using one city is divisive. People will see this as the thin end of the wedge, and will suspect that this is more evidence of a type of Behavioural Change/ Nudge Unit at work, which central government has employed and used in a sinister way during the past 3 years and more. This is starting to look like a work of dystopian fiction. The electorate would not openly consent consent to a system based on Fritz Lang's Metropolis.

## Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

This question doesn't make sense and is confusing. I reiterate I don't support more road user charging beyond the current taxes.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Any new schemes should be put to a public vote like any good democratic country would do - anything that is imposed on the people is anti-democratic and the Mayor and TFL should not be allowed to impose schemes without proper open and transparent consultation - which this is not an example of given the absence of publicity and short time frame.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

You should be providing the people with hard research and facts, which should be put to the people for a vote. Give the people the opportunity to vote on the proposed policy, then the opportunity to vote on any road charging scheme. Anything else is a form of totalitarian rule which had people known, they would not have voted for.

[personal information redacted for publication]

### Road User Charging Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1194 |
|------------------|---------|

### Answers to the Road User Charging Consultation:

1. NO: Let's not ruin the inroads we have already made into healthy air with yet more regulations and monitoring. Everyone is already exhausted after the last few years and are trying to make a come back. Yet more changes thrust upon us can only prove counter productive.

2. There are holes in the present charging system which should be sorted first eg someone who is visiting between 10pm and 2 am pays twice.

3. Fuel Duty already gives a cost per mile driven. To designate extra charges for the reason of travel is completely unnecessary and overbearing.

4. What more would you want to target other than cleaner air?

5. Overuse of technology is intrusive and some people have difficulty even using the smart phone they already own.

6. ULEZ is already effectively producing a reduction in emissions in the centre of the City - no more is required.

## Written Evidence from Individuals: Part One

7. Road Tax and Fuel Duty are national charging devices and require no more tinkering. Recycled older cars are already doing their bit in reducing their carbon footprint by not being replaced. The making of a brand new car surely only increases the carbon footprint.

8. Do not replace the present charging system. Concentrate on consolidating the infrastructure needed to recharge electric cars and encourage the use of public transport rather than pricing everyone out of their cars before all that is in place.

9. Your new Road Charging scheme, by its all inclusive nature, will not advantage people of low wages, disability etc especially as you want to monitor their very reason for travel in the first place.

10. No. Nowhere is suitable for a trial. Sadiq Khan has ignored the negative responses from the first consultation last year why bother with a trial if there is no appetite to engage with the public as a whole.

11. So far the present charges are barely sustainable and they should not pay any more and nor should any one else.

12. A referendum should be enacted as we cannot trust local London government to be impartial.

13. None of us have been given a voice regarding policy goals either here in London or elsewhere. We need a proper vote on this road charging scheme both locally and nationally. Why has all this been thought about in secret so that main media has not been involved....

Thanking you for your kind attention.

Yours, [personal information redacted for publication]

### Road User Charging Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1193 |
|------------------|---------|

Dear Sir/Madam,

In regards to the Road user charging consultation, I'm surprised to see that you have removed the initial link given for this questionnaire - namely:

<https://bit.ly/RoadUserChargingConsultation>

Therefore, I was unable to find the actual questionnaire, however I will still be sending you my comments and responding to the consultation, that is definitely happening and I am sharing this email address everywhere so others could respond too.

In regards to the proposed Road user charging:

1. I'm not aware that you have provided any proof, ever, that the money received so far for ULEZ charging from millions of users have been used successfully for the purposes they are claimed to be used;
2. You have not provided any proof, ever, that these monies are actually payable to yourselves;
3. You have not provided any proof of your claimed status - i.e. proof that you are not for profit corporate structure that doesn't possess a D-U-N-S registration number. Should you

## Written Evidence from Individuals: Part One

claim not to have such, I'll be more than happy to email you the D-U-N-S number of your corporation. The implications of having a D-U-N-S number are you cannot act as a government body issuing fines to road users when you are a private for profit corporation. Given the above circumstances, I suggest you rethink your proposal to expand the illegal ULEZ charging practice to all road users because there will be compensations to be paid far greater than you could manage when this information is brought to the attention of road users and steps are taken to compensate them for losses suffered due to fraud.

Regards,

[personal information redacted for publication]

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Call For Evidence - Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1192 |
|------------------|---------|

Dear Sirs

This email is in response for a call for evidence relating to the proposed Smart Road User Charging. I note that the deadline for submission is 10th March, but that the information will be used in the Transport Committee's meeting in February, which either requires time travel or perhaps the February meeting takes place in March? Nonetheless I have taken the time to construct this response in the hope that my views are taken into consideration.

I note that the Call For Evidence did not ask for information as regards the capacity in which the respondent was commenting, nor did it ask for any indication of the expertise in, or experience of the respondent, which is unusual.

For your information these are my views as a resident of the London Borough of Bromley who drives out of necessity and who will be impacted by the introduction of a smart road user charging system.

Question 1 - Do the current road user charging systems in London require reform.

Answer: Yes they do. The current ULEZ system, and in particular the expansion into Greater London requires a significant investment in technology and is aimed at improving air quality.

**This is directly targeting those users who can not afford to upgrade their vehicles** to more modern, and theoretically less polluting models. It is therefore unfair and needs to be reformed,

Driving a vehicle which is more than 16 years old is not a lifestyle choice for the majority of those who own these cars. Whilst some may have a preference for historic or classic cars, **the vast majority of those who are still driving older vehicles simply can not afford to upgrade.** The scrappage scheme only applies to those on benefits, not everyone can afford a loan, or has savings in place to use on upgrading their car. This is, therefore, an unfair charge on those who can least afford it, and does not take into account the level of public transport available in the outer boroughs, particularly for night workers, and those who need to travel to areas of employment with inadequate transport links.

ULEZ will become obsolete in 5 to 10 years' time (or sooner) as older cars become unroadworthy and have to be replaced anyway, it will always be a reducing revenue stream. If air quality is the main driving force for this charge then the £4m to be spent on creating and installing the necessary technology to police ULEZ could be better spent assisting those with older cars to update, and also in improving transport in those areas least well served. Incentives are always the key to changing behaviour and will be more beneficial, and are more popular.

The congestion charge seems to work in discouraging people from driving in central London, and combined with ULEZ in the central boroughs has worked to improve air quality.

Transport links are strong in the current area. The same impact can not be achieved in outer boroughs where a car is often a necessity, particularly in semi rural areas on the outer edges



## Written Evidence from Individuals: Part One

of the London Boroughs where transport links are poor, particularly with neighbouring counties.

Aside from public transport not everyone is physically able to ride a bicycle, and many people do not feel safe cycling on public roads without significant investment on cycle routes (reference my comment on the £4m investment). Car sharing is impractical where the nearest depot is not easily accessible by public transport.

I believe that introducing more technology, (cameras etc) not only has a significant installation and maintenance cost, but also is environmentally unfriendly both in looks and in the use of the planet's resources.

For the purposes of this exercise I am assuming that country-wide mechanisms for road user charging such a fuel tax and, to a lesser degree, car tax are not included here as they are not specific to London.

Question 2 How might smarter road user charging differ...

That entirely depends on whether anyone can come up with a fair means of applying charges. In outer boroughs distances between places (nearest bus stop, train station, local post office, dentist, hospitals etc etc) are greater than in inner London boroughs, those in outer boroughs would be penalised as their journey will necessarily be longer. This may have the consequence of making people look to move closer to London putting more stress on rental and other properties and concentrating the population in the more polluted areas. Without having cameras at every corner it is difficult to know how charging per mile can work. Careful consideration must be given to the physical impact of such equipment on the environment.

Question 3 - How might charges... be varied for different types of journeys...

It will be impossible to do this, how can anyone be certain what a journey is for without "Big Brother" implications for the recording and monitoring of all car journeys. The exceptions are many and varied; does volunteer work count, what is an essential service (police, fire, health, schools are easy, what about shops, funeral directors, after school activities, travelling to the gym for "essential" exercise, traveling to a funeral, medical appointment etc). Those physically unable to use public transport must also be considered.

People are taxed per mile driven in their use of fuel. This is the only cost effective way of charging for road usage and has the benefit of being country-wide, not just London.

Question 4 - What strategies and targets could smarter road user charging support  
Frankly if those suggesting smarter road user charging as a feasible prospect have to ask this question then they are starting at the wrong end of the problem!

The reduction of pollution, addressing the climate change emergency and traffic congestion are the goals for the Mayor of London's Transport Strategy. Smart Road User charging is an attempt to change people's travel habits by introducing additional charges for road users as a disincentive for using the car when there is no acknowledgement or understanding of the reasons WHY people continue to use their cars and no data collected on the number and types of journeys made. **This data would be an essential requirement in order to ascertain whether smarter road user charging is a viable solution.**

Question 5 - Technology

If this needs to be invented then the cost implications are huge. Solutions using existing systems and technology for such a large scale project are the only viable solutions. Any new technology would need to be developed and tested. The cost and environmental impact of this must be quantified before any decision is made.

Question 6 - How could smarter road user charging assist with tackling current challenges...

It is impossible to answer this without the base data identifying what journeys people are undertaking. It will, however, have a direct impact on those least able to pay and reduce their standard of living (poorer health etc.). I strongly believe that the price will be too high for a benefit which is not, by any means, guaranteed. People still have to make the journeys they have to make in order to live and work in a borough with no viable alternative transport.

I checked out the suggested alternative to car ownership: I am not capable of riding a bike not only because of poor balance but also out of fear of traffic on narrow roads (which are within the borough). The nearest car sharing depot is a bus ride and a long walk away.

## Written Evidence from Individuals: Part One

Public transport to local towns is poor, nearest train station is 5 miles away, travel out of the borough to Surrey or Kent boroughs is almost non-existent. This is just an example. Smarter road user charging will only create different challenges and problems.

Question 7 - Are Road User Charging schemes best set up at a city or regional.. or national... and what difficulties...

As above, it is penalising those least able to pay, those who live in rural areas and anyone unfortunate enough to live near the boundary of said regions, cities etc. It would be a nightmare to set up and maintain the infrastructure.

Question 8

I don't think smarter road user charging should be introduced, so I can't answer this one.

There are enough mechanisms for taxing road usage already in place.

Question 9 What discounts and exemptions...

Pretty much the same question as Q 3.

Consideration must be given to unintended consequences here. People moving to areas more poorly served by public transport simply to be able to take advantage of cheaper car usage, pushing up house prices, increasing demand for homes in rural areas and consequently creating more traffic on the roads.

Question 10 - London as a trial for distance based travel

A trial would only be a trial of the equipment, not of the efficacy of the proposal in terms of the triple goals already mentioned. Setting a trial in the biggest and most densely populated part of the country would be every project manager's nightmare, it is just bad practice to choose a high volume trial area.

Question 11 - Londoners paying more or less in total than they do currently

Not clear what this question is about. If Londoners are to pay anything other than MORE than they are currently being charged that implies getting rid of or reducing Congestion Charging and ULEZ for London residents. A reduction in those charges (as opposed to getting rid of them) would have to be pro-rated depending on how many miles are travelled, which is far too complicated. Getting rid of those charges will have a negative effect on the benefits they are supposed to bring. The congestion charge was specifically introduced to reduce traffic in central London. ULEZ was specifically introduced to encourage those with access to good public transport to use that public transport.

Those who live in some of the outer boroughs will be the most impacted by a further charge as they are the ones who have little alternative but to continue to use their cars, so maybe just exempt those in the outer boroughs - however See Question 9 as regards unintended consequences

Question 12 - Local Referendum

Yes, I strongly believe that the electorate should be consulted and that there should be a referendum. Not sure how this can work at a local level, however as a partial implementation would be very difficult.

Mayors and local authorities do have powers but still are required to show cost benefits and to consult with the electorate. I have no confidence that even if the electorate were consulted their views would be taken into account. The people's views gathered in the consultation for expanded ULEZ were ignored.

Question 13 - I assume this is aimed at other cities and those who know about other countries. I am rather surprised however that this particular call for evidence includes this question given the wide range of the target audience for this Call For Evidence. I would have thought a more targeted audience should be consulted formally on all of the technical aspects and experiences. Maybe they have and it is just not documented here.

Finally if anyone has made it to the bottom of this email I would be grateful for a response to acknowledge that it has been read. An automatic response does not fulfil this request. Thank you for your assistance in this.

Kind Regards

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1191 |
|------------------|---------|

Dear Sir / Madam,

Please see my answers below:

1. Do the current road user charging systems in London require reform?

No, not all and I'm not sure why this is even a debate. Current road charging is already far too expensive with drivers already having to pay road tax (VED), fuel duty, MOT, insurance, parking charges, tolls, ULEZ, LEZ, congestion charge all which keep getting increased. It's far too expensive already.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

We don't need smart road charges. I'm not sure why there is consideration for smarter road charging if it's just to raise extra tax for the borough or city or keep track of people's movement.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities, or essential services?

Why should drivers in London be charged more?! Drivers pay far too much tax/money already and I'm not sure why there are plans to change this further. People are already on the brink of financial and mental ruin and I'm not sure why you are looking to add to this.

4. What strategies and targets could smarter road user charging support?

The best strategy should surely be to encourage people to drive where needed for work, safety (women having to use public transport late at night is not ideal or safe) or enjoyment with a view of putting more money back into the area and economy. To achieve this driving should be made as cheap as it can be. I'm not sure pushing people away from coming to London (which road charging will do) is a good idea especially with the fall in commuters with workers working from home more since COVID.

5. What technology could be used to support smarter road user charging?

We don't need technology for road use or charging. Surely any money reserved for this could be spent better off by making roads better, better public transport, school meals, and the homeless.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

To improve traffic LTN's should be removed, less cycle lanes and road repairs limited to just evenings. There is already ULEX in central London and now there is a pointless extension to extend that. Why would we need more restrictions if it's just to make more money? Climate change is being used to immorally extort money from people. It's disgusting people making up numbers of deaths to support new plans like ULEZ.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have huge taxation on drivers in the form of road tax and fuel duty, why is there a move for more tax now with this. Surely people are already on their knees with higher bills, inflation, and the cost-of-living increase. Why are you looking to increase this?!

## Written Evidence from Individuals: Part One

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

IF this is brought in against people's wishes it should replace all other tax on drivers like road tax, parking fees, UKLEZ, congestion charge. The roads would need to be Far better than they currently are.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Help should be there for all the above mentioned in your question. There definitely shouldn't be exemptions or expensed for and by the likes of MPs, mayor, TFL workers, GLA members/workers and others similar.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No! No area is a sensible place for a trial.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

They should obviously pay less but really nothing.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities have far far too much power and it needs to be changed. How councils and the mayor can greenlight schemes that affect millions financially it's disgraceful. The mayor and local authorities were voted in by the public and schemes such as this should be voted on by the people who voted and most importantly must pay for it. For example, the new ULEZ expansion which was opposed by a big majority in the consultation and without any clear evidence is still going ahead. It's disgraceful.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

You only must look at France, Birmingham (Clean air zone), and other areas which are looking to implement similar schemes including LTN's have all been met with hostility, anger and objection. It's disgraceful for mayors and councils to implement these things because what it looks like is a way to make money and bailout deficient in other areas that are failing.

Best wishes,

London Borough of Bromley[personal information redacted for publication]

Road Charging in Outer London

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1189 |
|------------------|---------|

This proposal will cause immense financial damage to every single part of life in Outer London. Local businesses, already struggling, will lose customers to ever increasing online delivery services.

I strongly believe that all children should attend their most local school, however this is not the current system. This therefore means that many working parents have to drive their

## Written Evidence from Individuals: Part One

children to school and then continue their journeys to work. The proposals for road charging will deeply affect these families.

There will be massive impact on healthcare provision. I was recently treated at The Royal Marsden, Sutton on one of the train strike days, the impact on staffing was significant. There are many carers supporting the elderly and unwell in their own homes, relieving pressure on hospitals. How are these low paid carers supposed to get to all their clients?

We are 15 miles from Central London in an area not well served by public transport. Personally we walk a lot and only use a car on one or two days a week. I fully support the ULEZ clean air initiative but local tradespeople need to be supported through a properly thought out and well-funded scrappage scheme. The proposal for Road charging per mile will destroy lives locally and is an absolutely disastrous idea with wilful lack of understanding of life criss-crossing the border between Greater London and Surrey and I am sure this may well be the same all around the edges of Greater London. Please abandon plans to rush this ill-conceived idea through this year and carefully consider a more carefully planned and intelligent scheme.

[personal information redacted for publication]

### Road User Charging Scheme

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1188 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

No. We have the ULEZ which has already impacted people enough. Motorists already pay for Road Tax and more road user charging will unfairly increase costs to lower income groups who cannot afford it.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

There are already too many charges which adversely affects lower income groups. More charging will contribute to greater inequality, hitting those on poor incomes the most. Road charging is discriminatory.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Drivers should not have to pay extra whether you are travelling for work, for caring or for essential services. Car owners already pay fuel duty, which is a cost per mile as you pay more

if you drive more. Additional charges would mean that the poorest sections would not be able to afford to own and drive a car. Many families share cars and volunteers in the community who provide support to neighbours would be adversely affected by this scheme as many volunteers are elderly retired people.

4. What strategies and targets could smarter road user charging support?

## Written Evidence from Individuals: Part One

If smarter road using means additional costs per mile, beyond the road tax and fuel duty, then it is a form of levelling down rather than levelling up. It would mean the poor could not afford to use the roads, thus, restricting their freedoms in contrast to the wealthy and well off in society. This is a backward step.

5. What technology could be used to support smarter road user charging?

People require less intrusion and monitoring of their daily activities. This is a change which has bad omens for the future.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The ULEZ is already doing this. The issue with pollution is not the vehicle, but how it is driven. Therefore, limiting the speed to 30 miles per hour on main roads and possibly 25 in residential small side roads might help.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

This is a socially biased question. It tries to create an answer and boxes in the respondent. I don't think road charging systems should be set up at all beyond what is in place currently. No more thank you.

An option would be to reduce the road tax on older vehicles rather than encourage the buying of new cars that poorer, elderly current road users might not be able to afford. A lot of the carbon in the is in the construction.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

This is yet another question with an inherent bias built into it to force a particular answer. I do not believe a road charging scheme should be introduced. It disadvantages the poor, who can just about afford a car, or the car users who have older vehicles which they will not be able to replace.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

The people do not want a road charging scheme. It was nnot in the Mayors Manifesto, and there has been no evidence to show it will be cost effective and will impact climate change compared to other measures, like air traffic, emissions from industrial plants, poor sewage processing etc. None of this has been done.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. Nowhere is a sensible place for a trial and using one city is divisive. This is starting to look like a work of

## Written Evidence from Individuals: Part One

dystopian fiction. The people do not consent to a system based on Fritz Lang's Metropolis.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

This question doesn't make sense and is Hobsons Choice. To reiterate I don't support more road user charging beyond the current taxes.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Any new schemes should be put to a public vote like any good democratic country would do - anything that is imposed on the people is anti-democratic.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

You should be providing the people with hard research and facts, which should be put to the people for a vote. Give the people the opportunity to vote on the proposed policy, then the opportunity to vote on any road charging scheme. Anything else is a form of totalitarian rule which had people known, they would not have voted for.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1186 |
|------------------|---------|

Dear Sirs

I respond to the questions below

1. No, the charging structure is already punitive enough for Road Users/Drivers and the government should stop reducing the roads available for cars, which increases pollution by slowing down the cars on the roads
2. The current price for Congestion charge should be reduced back to £10 per day
3. This should not be considered at all... A driver/biker comes into London and pays one charge if you drive within the congestion charging zone and that is it...!! no extra charging whatsoever for any other driving
4. . None...don't reduce the roads available for driving causing so much unnecessary traffic ..leave London drivers alone and there should be no other charging at all...!!!

Kind regards

[personal information redacted for publication]

Key questions

## Written Evidence from Individuals: Part One

1. Do the current road user charging systems in London require reform?
2. How might smarter road user charging differ from the current daily charges for driving applied in London?
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?
4. What strategies and targets could smarter road user charging support?

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1185 |
|------------------|---------|

Hello,

I am a resident of London. While I regularly use public transport I also sometimes use a car on occasions when public transport is not suitable. I have the following responses to your questions in the above Call for Evidence.

1. Do the current road user charging systems in London require reform?

There have been enough changes to road traffic schemes in recent years (such as ULEZ expansion(s) and LTN's) as well as changing patterns in road usage due to the lockdowns. I don't think there has been enough time to properly evaluate the impact of these schemes yet. Please leave things alone for a few years before introducing another major change. As an only occasional driver, it is very hard to keep up with these changes (such as suddenly making roads one-way).

3. How might smarter road user charging differ from the current daily charges for driving applied in London?

Sounds like you are putting the cart before the horse: that you've decided you want 'smarter road user charging' as the solution when it's not clear what problem you're trying to solve.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Who is going to be making these value judgements about what journeys are more 'worthy' than others? Will The Mayor get to decide that his travel is more important than anyone else's, and therefore he is exempt from any charges? How will you know what people's reasons for travelling are? Do you envision that, in future, everyone will have to submit some sort of application for a permit to travel by car, documenting their reasons, with evidence?

4. What strategies and targets could smarter road user charging support?

Again, it sounds like you've already decided on the solution without properly identify the problem you're trying to solve.



## Written Evidence from Individuals: Part One

6. What technology could be used to support smarter road user charging?

There already exist efficient, simple systems for charging people for road use - road tax and fuel duty. Fuel duty means people using the roads more pay more, and also pay more if they use less efficient vehicles; it is much cheaper, simpler and less intrusive to administrate than some wildly complicated 'smart road charging' scheme. Why is this not adequate for your purposes?

8. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Perhaps these are different problems that may require different solutions? Traffic: yes, it is a busy city with traffic congestion. It seems unlikely to me that people are just driving around for the sheer joy of it though, but instead have some purpose in their journey (that is, traffic congestion is itself a discouragement to driving). Is your goal to reduce traffic congestion (and thus make it easier to drive) or is your goal trying to put people off driving (in which case perhaps you don't really want to improve traffic congestion)?

Air pollution: I remember 20 years ago London was far more polluted than today. Some policies (particularly around improving engine emissions) have clearly helped improve this, and perhaps there is some scope to improve this further. You already encourage electric car usage, which seems sensible within the city to reduce air pollution. It is unfortunate that the benefits for hybrid cars have been withdrawn, as this seems like a good idea too. Of course, both of these are more expensive so are discriminatory to people on lower income.

As for climate change, I wonder how much energy would be consumed by the construction and operation of all the surveillance equipment and data processing facilities that would be required to implement this 'smarter road charging'? What a waste of energy, particularly at a time when ordinary people are struggling to pay their energy bills.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

I think you intend to implement a pricing system so complicated that it would make National Rail ticket pricing schemes look trivial in comparison. If your goal is just raising revenue, then making it as complicated as possible would achieve that. Otherwise, just don't do it.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

I don't think it should be introduced.

9. What discounts and exemptions would you like to see for any new

## Written Evidence from Individuals: Part One

smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

See answer to question 3. For people in areas with poor public transport, it would be better to spend taxpayer's money on improving public transport, rather than implementing smart road user charging.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No, a) because it isn't a good idea and b) London is very different to the rest of the country as it generally has good public transport (when it's working).

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

This scheme would inevitably cost far more to administer than the existing simple system of fuel duty and road tax. Where is the money going to come from to pay for this? Is it just going to be another public-private partnership racket for some favoured business?

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Since you're obviously interested in technology, may I suggest a better investment for the people of London would be to develop a system that easily allows every resident a final vote on every assembly or council policy. This would strengthen our democracy, show a clear mandate for each policy and perhaps get more people engaged in the policies of their local community.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

No comment.

Regards,  
[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023 - Response

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1184 |
|------------------|---------|

Dear Sirs,  
**Key questions**

## Written Evidence from Individuals: Part One

### 1. Do the current road user charging systems in London require reform?

The current road user charging systems in London require reform as they are unnecessary (assuming TfL can manage its budget) and are unfair to those that can least afford the charges.

Based on the figures published by TfL the ULEZ will produce minimal improvement of the air quality but will have a huge impact on Businesses, Employment, Social Care and Family contact, within the entire Greater London area.

If people cannot afford to travel to their place of employment business will die in London and London can expect to eventually die as a result. If people cannot find alternative employment outside London then there will be an inevitable increase in person claiming Benefits.

If families cannot afford to visit other members in London as a direct result of excessive levels of Road Charging then cases of poor Mental Health will increase.

If cases of poor Mental Health increase then the Social Care sector will be charged more to visit the vulnerable people that require support and the support will therefore decrease as there will be no funding from Government to permit the increase in operating costs in London.

Emergency Services are being affected by LTNs putting peoples' lives in danger due to delay in reaching a destination. Road Charging would further reduce efficiency due to increased operating costs. The current technology (Battery Power) is not suitable for Emergency Services Vehicles for propulsion due to the short range and the weight of the vehicles.

TfLs buses require an upgrade to reduce emissions (there are buses producing visible smoke in use which is an MOT Failure).

The air quality in the London Underground Rail Network requires improvement (asbestos particles from brakes (historic, asbestos lining), asbestos covered cables, lead oxide particles from lead covered cables and general dust which is blown through the tunnels to pollute the air beyond).

An Independent Impact Study and Consultation with affected persons must be undertaken prior to proposals of any to identify all changes to impacts and the results must be reviewed by competent persons, independent to TfL. A Report must be produced and taken into account in all Planning. If this is not included it will be a disaster for the future of London.

There is already huge opposition to the ULEZ expansion being railroaded through by The Mayor of London and TfL.

Aircraft are a major source of pollution in London, certainly a greater polluter than road vehicles. This area should be investigated if air quality is to be improved. London has 2 airports within its boundaries, Heathrow and London City Airport. Both will increase pollution so it is unfair to just charge the Road User.

### 2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smart Road User Charging must be removed (see 1 above).

### 3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Smart Road User Charging must be removed (see 1 above).

### 4. What strategies and targets could smarter road user charging support?

Smart Road User Charging must be removed (see 1 above).

### 5. What technology could be used to support smarter road user charging?

## Written Evidence from Individuals: Part One

Smart Road User Charging must be removed (see 1 above).

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

There are no challenges to air quality. TfL figures show that ULEZ is expected to deliver practically no improvement in air quality.

TfL should remove LTNs as these slow traffic, thus increasing time for vehicles to emit pollutants in the London area and cause congestion on other routes around the LTN zone.

Vehicles are becoming cleaner and the air quality should improve further over time with new technologies such as Hydrogen powered vehicles being developed. This technology must be explored as a potential solution.

It should be noted that wind can blow pollution out of London as well as into London. No Road Charging will affect this.

Aircraft are a major source of pollution in London, certainly a greater polluter than road vehicles. This area should be investigated if air quality is to be improved. London has 2 airports within its boundaries, Heathrow and London City Airport. Both will increase pollution so it is unfair to just charge the Road User.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

The UK has a form of road use taxation, the Vehicle Excise Licence. This has worked well for the UK Government who collects revenue but recent experience has shown it spends little on the roads, instead choosing to fund other sectors. Clearly this MUST stop. The roads obviously require an acceptable level of maintenance so other forms of taxation (for example direct taxation), whilst unpopular with Voters, must be implemented so that the roads can be maintained.

Installing more ANPR Cameras and an unacceptable level of signage, which is unclear and unsafe as it distracts Road Users from digesting the information on important safety and directional signs (i.e. Sign Blindness'). A review of Government and Local Government spending must be undertaken so that the Vehicle Excise Licence Duty is sufficient to maintain the roads as this is what it is collected for.

Smart Road User Charging must be removed (see 1 above).

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smart Road User Charging must be removed (see 1 & 7 above).

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Smart Road User Charging must be removed (see 1 & 7 above).

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Smart Road User Charging must be removed (see 1 & 7 above).

## Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Smart Road User Charging must be removed (see 1 & 7 above).

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities currently have powers to introduce new road charging schemes with no Consultation of the persons affected (the ULEZ Scheme has ignored the results of the Consultation).

There is no mandate, for introduction from the electorate, local people, people that live outside but work or have to travel into these areas and are therefore affected (See 1 above for people likely to be impacted).

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

The idea of the 15 minute Utopia where everybody walks and cycles and where people are charged for visiting relatives in another zone disgusts me and other right-minded people. This is not SMART and should not be considered. The idea is delusional.

Regards

[personal information redacted for publication]

Feedback from the Call for Evidence

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1182 |
|------------------|---------|

Dear ULEZ team at London Assembly,

I will stick to the main questions provided, but really I feel the real question should be-What are the merits of the whole proposal for charging drivers, not whether using 'smart' systems are inferred to be an improvement. The fundamentals still have not been fully laid out before the public.

1. Do the current road user charging systems in London require reform?

No, I do not think so. There is only one recorded death from car fumes since 2001, so the evidence for that is practically zero. Therefore, there is no justification for drastic changes being proposed at all. Please show the evidence, real studies, about the impact on. The impact of the changes are dramatic and costly and if there is no justification for it, the whole scheme should be at least stopped until further evidence can be gathered, or scrapped entirely asap.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

The use of 'smarter' user charging is not justified which implies that it is the current daily charges that need to be reviewed to see whether they are justified also. Differ does not mean that 'smarter' will be better. This is misleading.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

The system proposed is too complicated and controlling to be of any good use for the everyday people of London. They should not have to justify reasons for using a car at all.

## Written Evidence from Individuals: Part One

That is not the business of local councils, as there is already too much surveillance and monitoring of people's journeys. Unless the ULEZ team can demonstrate that all the data collected on each driver and each journey will NEVER be shared, sold or used to penalise them in any system that cross links it to other areas of life then, it should be stalled right now and a deep reflection on the scheme should ensue with a full public debate on its merits.

4. What strategies and targets could smarter road user charging support?

There no ' strategies and targets' that 'smaretr' systems should be used for as 'smarter' implies improvement but it is likely to be the exact opposite of an improvement to the quality of daily life in London. Where is the evidence? What are the real reasons it is being pushed so fast? Who are its supporters and sponsors? What do they hope to gain from this much control of cars and individual journeys, none of this has been laid it so far to provide any compelling reasons, especially since the whole argument about 'climate change' can easily be dismantled and called into question. I think it should stop until the public debate takes place. And if there is no public debate allowed that could be seen as justification for Londoners to ignore the new rules and to lose faith in the decisions being made without due consultation and full exploration and cost benefits risk analysis.

Please do the proper Risk Benefit analysis which is not biased and goes fully into the ramifications and risks of overzealous control, behavioural restrictions and overcharging people via their banks.

Thank you

Yours sincerely

[personal information redacted for publication]

Road charging consultations

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1181 |
|------------------|---------|

Hi teams,

I would like to express my views with regards to the road charging consultation, however I am not sure which is the correct route to do so.

I would like to convey my absolute disapproval of the road user charging initiative. I think it is a terrible idea and it is unnecessary. It won't solve any problems it will create new ones. The reasons for its justification in my option do not make any sense. The roads are more congested now because of the LTN's and the fact that lots of the roads are been made slimmer.

Other initiatives I.e ULEZ and contesting charging failed to reduce emissions and I believe were not successful and neither will road user charging. It isn't what we want, neither is it what we need. It doesn't benefit us, it will have a negative impact on life and travel; not to mention cause a barrier for both the low income groups and people who don't use the latest technology eg smart phones.

Please forward my opinions to the relevant team or kindly let me know what the correct avenue is.

Kind regards

[personal information redacted for publication]

The future of smart road charging questionnaire reply

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1180 |
|------------------|---------|

## Written Evidence from Individuals: Part One

1. Do the current road user charging systems in London require reform?

They require total removal, Motorists are being used as any easy target to raise revenue. The less well off you are the worse these charges impact people.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Instead of implementing new systems of charging (that we know will only ever cost more) why not reform what is already in place? e.g. the charge stops at midnight already disadvantaging people that work shift's etc forcing them to pay twice.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

What difference does this make? people are already pay a tax per mile via duty on fuel, the more they travel the more they pay! We need less road charging not more.

4. What strategies and targets could smarter road user charging support?

Lets be honest, what is really meant is how can we increase monitoring of drivers so we can charge them for travelling and increase revenue by claiming it is a green tax.

5. What technology could be used to support smarter road user charging?

No one wants more more technology interfering our freedom's.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Isn't that what the ULEZ supposed to do? we are already taxed via emissions via VED. What you are really asking is how can we force people out of cars via technology.

As for the climate change argument the UK as a whole emits very little compared to most of the world, and motoring as a whole generates a small percentage of what we contribute. Modern fuels, car's, energy production etc are constantly getting cleaner. Using this argument to keep penalising motorists is just an excuse to raise capital.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have road charging schemes on a national level its called road tax and fuel duty. No more interference is required.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It shouldn't be introduced. More focus should be given to cheaper more efficient public transport instead of trying to price people out of cars give them a viable alternative that's cheaper than car use. Don't punish people incentify them.

## Written Evidence from Individuals: Part One

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No one wants smarter road charging. Improve public transport in areas that need it. If you want to sell cutting down on people making unnecessary journeys maybe Sadiq Khan should set an example and not use a cavalcade of cars to take a dog for a walk!

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

What do you mean if government were interested? if they were not, this question would not be being asked! no area is sensible for a trial, the vast majority of people do not want it on a local or national level. The need to constantly monitor everyone digitally is beginning to look like some form of Dystopian society.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Everyone will pay more, hitting the elderly and poorest the most. You cant spend millions in expanded travel monitoring without a huge extra cost in infrastructure, maintenance and staff to run it all. It will never ever be put in place as a benefit to reduce costs for people. If reduced cost were the aim you could just reduce the extortionate charges being levied now!

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes, this new digital monitoring of motorists (and society in general) should be put to a national vote. It is far to large an issue for a Mayor to impose his own agenda on a public that overwhelmingly doesn't want it.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

It would appear that in all areas that the 15 minute city, and Mr Khans C40 Cities agenda are being forced on the people, it is against overwhelming opposition, democracy is ignored, and somehow these under publicised consultations get pushed through.

As you ask about other countries, it is much like they behave in communist China where the state is controlling and public opinion is ignored.

This is the exact behaviour we are seeing in relation to road charging and ULEZ expansion.

Road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1179 |
|------------------|---------|



## Written Evidence from Individuals: Part One

Hi,

Please find my response to the attached questions.

1. No, especially not in outer london
2. These will bankrupt people.
3. There should not be any charges, we already pay council tax & vehicle exercise duty. Why are you trying to bankrupt people and businesses further?
4. None, no one will have money to put into the economy. Why do you want to take more of people's hard earned cash off of them? I am fully opposed to this, this is truly worrying.

Regards,

[personal information redacted for publication]

Charging per mile to drive

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1177 |
|------------------|---------|

Dear London Assembly

I am a gardener and I have a van that is diesel. I have a year left of working in this very physical job. I need to use my van to transport my tools to my job. At the moment I pay congestion and ULEZ and have to pass this cost onto my elderly clients. A charge on top of this is outrageous

I believe that the Mayor is trying to implement a City Move scheme where you are charged not only to drive but to travel in any way. This is outrageous.

To bring in the ULEZ scheme and a further payment scheme will impact carers, people going to visit relatives. People going to visit National Trust properties people going to enjoy a day at the beach and people going to funerals. And life in general.

The cost of transport on trains has gone up again this month. How are we supposed to get around? I cannot transport my lawn mower and tools on public transport. Trying to run a gardening business is hard enough at the moment.

To bring in a City Move law where one gets mobility credits it again outrageous are you trying to totally control the movement of all people. Sometimes I offer to shop for my elderly neighbour or take her to the doctor as she cannot go on public transport. I guess I wont offer as it will cost me money. The impact of all of these charges are huge and you do not seem to care about any human being.

The evidence you provide needs proof. Adults and children are dying more from damp and mould in their homes as they cannot afford heating and proper healthy food not from air pollution.

1. If you want reform then upgrade the MOT on vehicles .
2. You do not need to know where and when people travel using a smart road. Why do you need this?
3. You should not charge carers and people who need to go to peoples houses to work eg builders, electricians etc.
4. You do not need extra charges. Make sure the existing charges are used correctly.

## Written Evidence from Individuals: Part One

Regards

[personal information redacted for publication]

response re proposed new road charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1176 |
|------------------|---------|

1. Do the current road user charging systems in London require reform? No. We have the ULEZ which has already impacted people enough. What we need now is no more charging motorists to go about their day. We need LESS regulation and monitoring. And better infrastructure in public transport.
2. How might smarter road user charging differ from the current daily charges for driving applied in London? Instead of proposing new systems, adjust the old systems. Eg. the daily charge stops at midnight, meaning someone who is visiting between 10pm and 2am pays twice. Fix that first.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?. We already pay fuel duty, which is a cost per mile as you pay more if you drive more. We don't need any more road charging systems,
- .4. What strategies and targets could smarter road user charging support? I do not agree with the charges but if I did perhaps it could be spend on public transport.
5. What technology could be used to support smarter road user charging? I don't want more technology in my life.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? The ULEZ is already doing this. I don't want any more. We are taxed via Road tax on emissions. That is enough.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? We already have a road user charging at a national level, it's called ROAD TAX and FUEL DUTY. We do not need any more. Why not reduce the road tax on older vehicles that have been around for many years and have paid their own carbon dues by remaining in use instead of being replaced by another brand new car (most of the carbon in cars is in the manufacturer)
- . 8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? It shouldn't. The people writing this report should focus on the mental health of the nation, not on more ways to price people out of driving their cars and visiting family.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? I do not want a road charging scheme.
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? No. I think manufacturers should be charged if they produce non-biodegradable plastics instead and manufactured goods should be made to last a reasonable length of time this would help support the climate. Stop charging the people and charge the manufacturers and those with more money.
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? They would all pay more than they do currently and I believe enough is enough. They would all pay more. It would cost many, many people dearly.
12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an

## Written Evidence from Individuals: Part One

electoral mandate for these bodies to use those powers (for example a local referendum)?

All of these new schemes should be put to a public vote like any good democratic country would do - anything else is the work of a dictatorship.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I don't seem to remember voting on this! Give the people the chance to vote on the policy, then give us the chance to vote on the road charging scheme. Anything else is a dictatorship.

### Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1175 |
|------------------|---------|

I am a road user regularly needs to use a car to go about my daily life, for personal use and for business, and to travel to care for and support an elderly relative.

Answer to questions

1. Yes, charging should be scrapped, and not extended further
2. No further smarter charging measures should be introduced
3. Charges should be scrapped, and not extended further
4. Strategy should be to get traffic moving and speed up road journeys by improving London's roads, maintaining them properly overnight, not allowing contractors to close carriageways and stroke equipment in the road for weeks or months, causing delays and congestion
5. None - no technology should be used
6. Technology should be used to speed up journeys for all traffic by improving traffic signal timing and better design of roads and junctions to improve traffic flow by using modelling techniques. Cycle lanes and traffic calming measures which slow traffic and cause delays should be removed, and speed limit should be returned to 30mph in greater london.
7. There should be no road charging. Motorists already pay charges including annual road fund license, which is charged according to vehicle emissions, and high levels of tax and duty on fuel, which essentially taxes those who travel more by raising more fuel tax, most of which isn't spent on roads.
8. All road fund license charged and fuel tax and duty should be removed if road charging is introduced. Car owners should be given a rebate on council tax to offset the road charges.
9. There should be no road charging. Everyone except the London Mayor should be given a discount to make the charge zero.
10. No, there should be be road charging in London or nationally.
11. Less, zero.
12. Yes, they should require central government approval for any charging schemes. They should also have a referendum on road charging, where all Londoners can vote, and where a majority of at least 51% is required for it to be introduced, with all results and evidence published, and subject to central government approval. TfL should not be involved.
13. Progressive cities are encouraging road travel since they recognise that the freedom to travel and vehicle ownership for individuals and businesses is key to economic growth and freedom of movement.

I wish my responses to be treated as confidential.

Yours faithfully,

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

Smart road user consultation feb 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1174 |
|------------------|---------|

My name is [personal information redacted for publication] and I am a resident of [personal information redacted for publication]. Around the corner from me we have farms, fields and country lanes with no pavements, street lighting or public transport. In addition I work part time in Newham but my job also covers Redbridge, Waltham Forest and parts of Epping where I need my car to travel from property to property. It just is not possible for me to do my job relying on public transport, walking or cycling. I would not be able to carry on with my job as I would not be able to reach my targets on checking [personal information redacted for publication] and other associated issues. I often finish work late and my vehicle is not only for my personal safety but also for my freedom to allow me to continue with my job, which up until recently I had carried out 6 and 7 days a week for almost 40 years.

My [personal information redacted for publication] works for the Met. He actually does rely on public transport but quite often after a late shift or an incident, he could finish at 2am. I then have to travel across 2 boroughs to collect him as there are no trains. He has to be back on shift by 13.00 the same day!

Road user charging will penalise us for doing a job that doesn't pay well but it's better than being on benefits. The stress of finding additional money to pay road user charges in addition to other expenses is not viable. It's an unfair tax on the low income earners

[personal information redacted for publication]

Road User Charging System proposals consultation response – London Assembly Transport Committee

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1172 |
|------------------|---------|

### Responses to the 13 Key Questions

1. Do the current road user charging systems in London require reform?

*Yes, they are too onerous and prohibitively expensive for those people on low to moderate incomes; they are too divisive and exclusive, so need reforming to be more equitable and fair. The components of the system need reducing too.*

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

*The current system is not entirely logical. Some users are penalised and made to pay twice if their travel needs do not match the existing payment schedules – e.g. shift workers, zero hours workers called in at short notice to carry out work from late evening to early morning, where they cannot plan their travel to use public transport, which may not be available at the times they are called to work, and those who respond to work requirements as they arise e.g. care and support workers, medical staff, vets and vet nurses, emergency services staff. It needs a fair flexibility option.*

## Written Evidence from Individuals: Part One

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

*That proposal is highly discriminatory and wholly inappropriate. It should not be up to any government official such as a mayor - or even a public administrative body - to IMPOSE restrictions on travel based upon an individual's REASON for travel. This also implies an unacceptable level of intervention and surveillance of every citizen going about their normal daily lives. That suggestion is characteristic of a totalitarian regime such as Communist China, or Fascist regime such as existed in parts of Europe during the mid-1900's. Who, for example, would get to decide what is defined as an essential service? What is essential to one person or group could be regarded as non-essential by others. Take the recent coronavirus restrictions as an example, where electrical supply and repair outlets and providers were classified as non-essential. But this meant if your cooker, fridge, microwave, kettle, computer or mobile phone failed or required repairs. or needed repairing, you could not access them even though the user required them for cooking, cooling, work or communication purposes, which was insane. As with the essential term above, what is considered important will differ significantly between individuals.*

*This proposal has no place in a democratic society which supports the various freedoms of individuals to go about their daily lives without undue state interference. What about the right to make a spontaneous decision or choice to travel for example to a particular destination at any time of the citizen's choosing if they have the time and resources to do so? Perhaps to meet friends for a trip to the zoo or walk a sick friend's dog in a park in a different part of the city, or carry out some research at a distant museum or library to inform one's coursework assignment. These may be considered really important journeys to one individual? Isn't that choice an essential component of a free person living in a free, democratic society? It should never be at the discretion of a mayor or defined by another public authority figure or even a specific committee.*

4. What strategies and targets could smarter road user charging support?

*We don't need or want either of them. Please stop trying to micromanage everything. This is damaging the economy through suppressing innovation and spontaneity, stifling creativity, and closing down free enterprise. It is harmful to people's mental and physical health. It is making living our lives far more complex, time consuming, expensive, unhappy and particularly extremely stressful, meaning we are less productive and depressed. Adding strategies and targets would be destructive.*

5. What technology could be used to support smarter road user charging?

*Where technology is used it should only be justified based on hard evidence that it provides multiple, tangible benefits to the individuals and groups to whom it is being applied and who will be paying for it too. Technology is not always benign. It is often harmful, and just like a living body it requires energy to function, inputs of specific external components on a regular basis, is subject to failures and breakdowns, can be infected with viruses or subject to external interference, requires some knowledge of operating systems and use to keep functioning and in optimum condition, and also like the living body employs electro-magnetic fields to function at all. However, unlike the EMFs in the living body it does not emit the harmful radiation that smart technology depends on, which has had no up to date safety analysis or data available and is potentially carcinogenic. Humans also cannot interact and communicate with said technology - or indeed its Technology is increasingly being used as a tool or excuse to impose more controls. operators in a direct or meaningful way, so it is faceless, frustrating and dehumanising. Surely we need less technology, not more?*

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

## Written Evidence from Individuals: Part One

*We already have road user charging in place in the form of fuel duty which extracts charges per mile indirectly, plus road tax and low emission zones. These are more than sufficient. There is no justification from available data for additional smart systems.*

*Climate change is a normal process that has taken place ever since the planet was formed. Climate models have many shortcomings and are not remotely plausible as policy tools. There is much controversy around the assertion that man's actions and behaviours are currently driving climate change. I have read that at least 50% of scientists do not support this model based theory and have seen convincing evidence that contradicts man is largely responsible. There is considerable scientific data indicating that man-made climate change represents less than 5% of the causes of climate change; that here in the UK our own actions equate to a minute fraction of that tiny 5 percent. Contrary to a popularised (and false) myth, it is a fact CO2 is not a pollutant. It is essential to all life on Earth. More CO2 is favourable for nature, greening our planet. Additional CO2 in the air has promoted growth in global plant biomass. It is also profitable for agriculture, increasing the yields of crops worldwide. (Climate change should not be conflated with the impacts of environmental damage caused by harmful human practices such as de-forestation, logging, draining wetlands or open cast mining for example).*

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

*To repeat part of my answer to question 6: We already have road user charging in place in the form of fuel duty which extracts charges per mile indirectly, plus road tax and low emission zones. These are more than sufficient. There is no justification from available data for additional smart systems. Suggesting introducing smart road charging schemes outside cities, especially at regional level is not only grossly unfair but it would be completely impracticable outside a city where many people have access to some form of alternative transport for at least part of the time. In other parts of the UK, there is either no alternative transport to the private car (or taxis), or it is so limited in terms of routes and schedules it only serves limited purposes. It is not economically viable for transport providers to offer viable alternatives. Walking or cycling in rural, hilly or mountainous areas where the population is restricted to small settlements means it is neither practical nor affordable for people to use those means of transport. What about affordability for older people, young families, and those in low income occupations (the majority in rural areas), who must travel using a car but have to do without decent food or much heating in order to get to work now? Car sharing is only practical if multiple people need to access the same workplace, retail facility, education, or medical facilities on the same days at approximately the same times from the same immediate locality or one en-route. Pregnant mothers, families with very small children, older people, and those with disabilities or health conditions need cars – assuming they can actually afford to buy and run one and can safely drive one - because they cannot walk far or cycle and need the car to transport not only themselves but goods and supplies which it is not practical or possible to carry. I believe a high percentage of such people would be unable to afford additional road charging above the high costs already associated with car ownership and use. Such a system would push them over the edge.*

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

*It should NOT be introduced, especially as there is no hard data to evidence the need for this. It would not only be highly discriminatory, but would hit the most vulnerable and poor the hardest, thus be seriously unfair and exclusive – for no good reason. The other aspect to consider is that many businesses and organisations rely on people being able to reach them as customers or clients and in rural areas in particular the private car is essential for access. This particularly includes regions heavily dependent upon tourism and*

## Written Evidence from Individuals: Part One

*leisure. There are no trains, buses, taxis, trams or underground transport alternatives in most areas. If such a plan was rolled out beyond London, the negative impact on both the UK economy as a whole, on each community or neighbourhood, and on individuals would be both horrendous and catastrophic. In my opinion it is not a 'smart' proposal but a 'stupid' one.*

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

*To reiterate some above points, there is neither a need nor justification, nor evidence to support the introduction of any new smarter road charging scheme. If it was put to the vote to the UK taxpayers I am confident the majority would vote "NO". The proponents of this scheme should remember they are in their positions to represent the needs and wishes of the population they serve, not their own ideologies or the model based theories or plans of an unelected body external to the UK such as the United Nations (reference Agenda 2030) or the World Economic Forum's dystopian Great Reset), which contrary to the globalist elite's delusional thinking - in reality is only likely to offer short term benefits to themselves, not positive long term ones.*

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

*NO, because of all the reasons I have provided in my previous responses above, but also critically London is unique. It is not at all representative of the rest of the UK in any shape or form. If anyone wanted to trial such a bad plan, it would make more sense to trial one in a more typical region, such as sparsely populated rural mid Wales, or even a more heavily populated rural county such as Cornwall where the majority of its settlements are located round the coast but the two main towns inland.*

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

*The proposal would end up costing everyone more. This would unlikely to pose a problem to the very wealthy but many people are now struggling to afford the basics of life, let alone any of the little things that bring pleasure and improve mental and physical wellbeing so making life worth living. If this meant a large proportion of the population could no longer afford to access employment, education or healthcare for example what do you think would be the consequences of such an ill-conceived plan?*

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

*Why do those individuals have such powers in the first place? This sounds more like a medieval or pre-Magna Carta system of sheriffs and aristocrats ruling the peasants. As stated under question 9, any proposal such as this should be described clearly in plain English, publicised widely - in as many different locations, methods and mediums as possible, and put to a national vote, with the results of such a universal vote subsequently accepted without question and acted upon.*

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

*Unknown at this point in time because as citizens we had not been privy to the initial discussions or been invited to contribute any input into early policy decisions. If the proposal*

## Written Evidence from Individuals: Part One

*was to be advanced beyond this current stage, I would conduct further research in order to provide an informed, reasonable and evidenced response at the next consultation stage – and definitely before any opportunity to vote, which is essential, unless the UK has already slipped down the dangerous slope of becoming a dictatorship, or has perhaps already handed over its sovereignty to the World Economic Forum?*

6<sup>th</sup> March 2023.

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Kind regards, [personal information redacted for publication]

### CHARGING IN LONDON

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1164 |
|------------------|---------|

This is getting from bad to worse. We are paying two charges already, and now they want to charge motorists again its wicked and unfair.

It's now the working class who are paying for the rich to stay in power, and now the cost of living is sky high and no wage increase how are we going to manage so utterly unacceptable.

So no, I'm not for any more paying schemes.

[personal information redacted for publication]

### CALL FOR EVIDENCE: THE FUTURE OF SMART ROAD USER CHARGING

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1161 |
|------------------|---------|

Dear Sir/Madam

Here is my response to the call for evidence.

I do not consider that road user charging is justified in any form. Motorists are already charged through vehicle excise duty and fuel duty, plus they are required to have an annual MoT and vehicle insurance. The argument that the introduction of road charging will improve air quality is undermined by the following facts:-

- There is an air cleaner already available - the Puravento, which is in use in China and India. Surely it can be rolled out in the UK?
- It is already estimated that 85% of vehicles in Greater London are ULEZ compliant. Of the remaining 15%, most are low emission and unlikely to make a significant impact on air quality.
- It is ridiculous that pre-1983 cars will be exempt from ULEZ when less polluting models from the 1990s and 2000s are caught by the charge.
- Road charging will impact on those motorists who use their vehicle for work or business, for shopping and leisure and to see families and other relatives. Pay-per-mile will particularly impact upon people who have moved from other parts of the UK to Greater London for work and wish to travel home to see their families during public holidays.
- Public transport options are often limited. Railway lines are often closed at times when there is peak demand for travel i.e. weekends, public holidays, major sporting events. TfL bus services mainly stop at the Greater London boundary so people



## Written Evidence from Individuals: Part One

living outside have to put up with the threadbare services available outside the main conurbations.

If road pricing ends up being forced through, the following pre-conditions must be met:-

- The vehicle excise licence and fuel duty are abolished.
- Discounts are available for disabled people, people on low incomes, people who need their vehicle for work or business and people living in areas where there is low public transport provision.
- Public transport must be improved, not only in Greater London but in neighbouring authorities and, ultimately, across the entire country.

There is nothing in this call for evidence which has convinced me that the motive for introducing road pricing is to plug the TfL funding gap. I am very disappointed that a Labour Mayor has signed up to a regressive policy which will have a disproportionate impact on people with more limited incomes.

Yours sincerely

[personal information redacted for publication]

### CONSULTATION ON ROAD USER CHARGING

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1150 |
|------------------|---------|

6/3/2023

Answers to Questions 1 to 13

1. Do the current road user charging systems in London require reform?

No. We have the ULEZ which has impacted people enough already. What we need now is a policy of NO MORE CHARGING MOTORISTS TO GO ABOUT THEIR DAY. People are highly stressed and poor as a result of the state of the economy, and the impact of the last few years of business collapse due to Lockdown policies. We need LESS regulation and monitoring. Allow people to recover their livelihoods.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Instead of proposing new systems, adjust the old systems. EG the daily charge stops at midnight, meaning someone who is visiting between 10pm and 2am pays twice. Fix that first.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Why should you pay extra whether you are travelling for work, for caring or for essential services? We already pay fuel duty, which is a cost per mile? You pay more if you drive more. We don't need any further road charging systems, people are already struggling.

4. What strategies and targets could smarter road user charging support?

Look at and consider the overall health and well being of the nation instead of financially restrictive spurious targets.

5. What technology could be used to support smarter road user charging?

## Written Evidence from Individuals: Part One

Technology costs money to make and install. Human beings need LESS technology which is complex and costly, creating more problems, not more.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The ULEZ is already doing this. Catalytic converters need to be fitted on cars as a matter of course. We are already taxed via VED on emissions. There are electric cars which have been incentivised. There is enough in place already.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have road user charging as ROAD TAX and FUEL DUTY. We do not need any more charges. If ROAD TAX were to be reduced on older vehicles that have been roadworthy for years, and have already paid their own carbon dues by remaining in use instead of being replaced by another brand new car (most of the carbon in cars is in the BUILD).

8. If smarter road user charging is introduced, which charges or taxes should replace and how should the current taxes and charges be changed?

It shouldn't. The focus should be on the health and the well being of the nation, and not finding more ways to price people out of driving their cars for business use, for responsibilities with care or for essential services.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or for people who live in areas with low levels of public transport?

People do not want a road charging scheme. Especially when it is at the expense of the people. Sadiq Khan who is currently promoting a ULEZ expansion, takes his dog for a walk in a 3 car convoy, one car of which does 13 miles per gallon! Less hypocrisy, and more understanding and wisdom please.

10. If the government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. Nowhere is a sensible place for a trial such as this. Schemes such as these are restrictive and unhelpful for the general wellbeing and freedom of movement that people need in order to carry on with both business and everyday lives. Lessons need to be learned from the catastrophic restrictions that Lockdowns placed on us all. This would be more of the same, unhelpful and destructive.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Everyone would suffer from these divisive restrictive policies, that would discriminate and separate communities more, creating further stress confusion and difficulties. Policies need to be sustainable, sensible and supportive not the opposite.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

## Written Evidence from Individuals: Part One

All new schemes need to be put to a public vote, which is what a Democracy is for. Any abuse or overuse of power locally or nationally results in degradation, difficulty, disease, distrust, division, and so on, altogether negative consequences for everyone. Dictating terms that create difficulties that are not thought through is not about creating harmony and balance which is what a Democracy is.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I think Countries such as Norway, Sweden and Denmark, all small countries, but countries who seem to have a real sense of Democratic interest for their people. Gathering information internationally and seeing how other smaller countries manage would be important to investigate, as long as the peoples welfare and the Democratic Union that our forebears have fought for is at the centre of the policies. Obviously countries that run dictatorships and repressive regimes would not be part of this investigation and inquiry. Giving people the chance to vote on road charging schemes is part of the democratic process and fundamental during times of economic hardship for many.

Response to London Assembly Road Charging Consultation.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1149 |
|------------------|---------|

Please find below my responses to the questions in your 'Call for Evidence: The future of smart road user charging February 2023':

1. Do the current road user charging systems in London require reform?

Response - No

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Response – Please make it easier for non-smart phone users and indeed those who are not online to pay any such charge

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Response - It would be difficult/near impossible to determine accurately the reasons for journeys. It will be much better to not introduce this at all to avoid penalising people for necessary/unavoidable car journeys.

4. What strategies and targets could smarter road user charging support?

Response – The best strategy would be not to introduce this at all.

5. What technology could be used to support smarter road user charging?

Response – If this is introduced there should be access for all including both online and paper (via Post) access for non-smart-phone users and those that do not have online access.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Response – It will not assist with these challenges. It will simply add financial pressure to all London based car owners during a cost of living crisis and will create a divided society of

## Written Evidence from Individuals: Part One

those who can afford to drive their cars and those who cannot. This will have far reaching detrimental effects on the latter.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Response – These schemes are better not set up at all for the reasons I set out in response to question 6.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Response – If introduced, this should replace all existing and planned taxes on vehicle drivers including vehicle excise duty (road tax) and the existing and planned ULEZ charges.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Response – There should be exemptions for everyone needing to drive to work, all older people (over 60), all disabled people, everyone on low incomes and all people who do not live within 1 mile of a tube station.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Response – No

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Response – They should pay less, especially given the cost of living crisis and the rate of poverty in London.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Response – Yes – if this is to be considered further, it should be put to a referendum.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Response – If any other countries have introduced this, they are probably faring badly. The implementation of such a charging system would likely cause social and political unrest.

Regards

[personal information redacted for publication]

Road User charging consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1147 |
|------------------|---------|

Dear Mayor,

I would like to complain against your proposal for charging citizens for movement, because you are breaking the

## Written Evidence from Individuals: Part One

- Human Rights law, Article 5 which states that you cannot be deprived of your liberty or freedom. This law guarantees freedom of movement for all UK citizens and indeed citizens of the world.
- London Mayor and GLA cannot solve traffic congestion by breaking the human rights law.
- Congestion charge did not help to reduce traffic congestion in central London, so it should be abolished after 20 years of supporting data of this.
- blocking the side roads (making private roads) is the reason for high congestion on main roads , where traffic is pushed to a few traffic arteries and thus making the congestion.
- another congestion reason is school drop offs and pickups of school children. Mayor should provide free school buses and reduce 60% of cars during these times.
- building more bridges would help to reduce heavy traffic on other bridges.
- this new proposal is too expensive for vast majority of people, especially those on low income, students and pensioners.
- this new proposal is also too invasive and breaking privacy laws, by proposing to gain access of citizens' mobile data, gps data and oyster data. Surveillance of citizens' movement through City Move London is illegal.
- pollution can be solved by driving electric cars and providing more solar Carparks at supermarkets for charging electric cars.
- we must not have zero CO2 emissions , because trees need CO2, which are our saviours, providing oxygen. We can reduce CO2 levels but not bring them down to 0.
- city roads and traffic is different for London suburbs.
- empty supermarket and company Carparks should be offered to heavy trucks and trade vans for free parking overnight in London to reduce their driving back to suburbs and back to work in London. They could get home on train, rather then drive for miles back home and pollute whilst driving throughout the rest of London.

In hope that you and GLA will find this useful,  
Best regards,  
[personal information redacted for publication]

LTNs, 15 minute zones

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1144 |
|------------------|---------|

I would like to to see the referendum on LTNs, 15 minute cities and pay per mile schemes.  
Yours sincerely  
[personal information redacted for publication]

Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1143 |
|------------------|---------|

Do the current road user charging systems in London require reform?

The planned road user charging systems in London must be abolished. The road user charging systems in London are not fit for purpose and I believe are devised for the sole purpose of raising revenue for TfL and the Mayor. The Mayor's evidence in report he obtained from the Imperial College shows bias and conflict of interest. The Jacob's report demonstrates, the road user charging systems have little or no impact to reduce or mitigate air pollutants.

The money wasted on the road charging ulez cameras (prior to any meaningful consultation with those directly affected) would have and should have been spent and focused on

## Written Evidence from Individuals: Part One

improving one of far larger, than the roads, pollution problems in London being the Tube system.

The Mayors scare mongering data is not verifiable. The death figures due to air pollution are not available as they are based on forecasts, estimates and extrapolated data rather than fact.

The Mayor's own TFL impact assessment (free for anyone to read) find that the impact on NOx and PM2.5 is minor and negligible.

The scheme is fundamentally flawed. Scrapping usable vehicles before their natural end of life in favour of newer vehicles is more environmentally damaging than keeping them in service or retro fitting them to reducing emissions.

The ULEZ has a disproportionately negative impact on lower income households who need a vehicle for multiple reasons (including poor/expensive public transport) but cannot afford to upgrade. These are far more than the figure plucked from nowhere by the Mayor.

Public transport and road infrastructure on the outskirts is not comparable with central London.

The principle is flawed. A 5000cc 3ton car such as the Mayor's Jaguar can be ULEZ compliant but a pre 1995 125cc scooter is not despite that fact that per mile the scooter would emit far fewer harmful pollutants for the same distance traveled.

ULEZ database is provably wrong for thousands of car models but they will not correct the information they know to be wrong. They only make corrections for the specific vehicles that a CoC has been provided for, despite the fact that all like model variants for any given CoC would have the same compliant result.

The Mayor has, and continues to ignore the volume of public opinion. Continuing to maintain that there is little or no opposition to the plans, which is totally false. He/his office have manipulated data to suit the agenda. The impact of ULEZ, the Mayor's own reports do not justify the introduction of the expansion for NOx reduction because ULEZ is fundamentally flawed in many aspects, but is being steamrollered in to raise cash for the failing TFL.

All this before we even begin to get to the planned pay per mile, travel credits, planned control of individuals and movement, and 15 minute cities despite the historical closure of hospitals, police, fire and ambulance stations, libraries and other public amenities.

For the record I am not against cleaner air, or improving pollution and of course I do not want people to die from pollution, however I do not believe that the answer to the problem lies with road user charging and focus needs to be shifted to the Tube network and other larger pollutants. Cleaner air will not be achieved by taxing those in outer London, a high majority who live in green areas with already very low levels of pollution.

It was not so long ago we were being encouraged to buy diesel cars, now it is electric (without the required infrastructure which needs time to improve). I understand things change and evolve over time, in fact pollution levels are decreasing with the use of more hybrid and electric cars and I am sure will continue to do so as the infrastructure improves to support this.

For the record, I am not member of the far right (this is s particularly offensive and insulting comment if it's origins are properly understood), or a Tory. I have also been fully vaccinated, however I believe in a democratic society which allows people to have the right of reply without the need to resort to offensive comment with racial connotations and childish name calling as witnessed by the Mayor. I was until I retired a Local Government Officer and this type of conduct would have been regarded as totally unacceptable and potentially a disciplinary offence.

Smart Road User Charging

## Written Evidence from Individuals: Part One

|           |         |
|-----------|---------|
| Reference | RUC1141 |
|-----------|---------|

Hi,

I am a resident of Haringey in North London. We have recently had 3 enormous LTNs imposed on us without consent, we were not even asked. This has led to a lot of problems - the LTNs were not well considered because local knowledge was not used and they are massively discriminatory. There is a massive loss of faith in our representatives and a great deal of fear about what is coming next. I cannot stress enough that road usage is not a nice middle class topic for those who have lots of options, but a really important freedom and enabler for the working class who have very few options. I urge you to proceed with caution, respect, proper engagement and empathy.

The key for me is proper, neutral study of what works - LTN research is being done by the Active Travel Academy and members of the London Cycle Campaign. No document / research I have yet seen considers all factors - changes in bus engines, tube pollution, working from home impacts etc. We all want a greener future but what I am seeing of transport policy at the moment is that is ill considered, knee jerk, vulnerable to criticism (money making) and counter productive. Please commission research that gives good direction.

Infrastructure is critical. If we want people to travel by car less we need to make alternatives cheap, plentiful and pleasant. LTNs are actually reducing the availability and convenience of buses. What will road charging do? And what is most polluting ? Buses, tubes, cars, rubbish incinerators, planes etc. Be rigorous in making sure what you are taking away is replaced with something better.

Equity - I am deeply worried that making it all about money means that rich people can do what they like and poor people suffer. That does not seem ok to me at all. Every stat shows that rich people pollute more than poor so why enable the elite further?

Surveillance - I am deeply worried about the surveillance required to enforce this policy. It seems to me that level of intrusion into my daily life is a civil liberties issue. Freedom is important and you should not underestimate how much people value it. We should be focusing on making technology cleaner not restriction

Unfair - LTNs prevent me using my local roads, 15 min cities will prevent me using my city, pay per mile will further restrict. You are charging me more and more to do less and less - I just don't see how you think that will fly in the long term. You need to balance what you take with what you give. So road tax could be stopped, insurance premiums reduced and instead you convert to those who use more pay more (with the equality caveats).

Trials - we the public no longer believe that a trial is a trial. LTNs have proved that no matter what the decision had been made. If you want anyone to believe it's a trial you need to set out clear metrics for success, clear measurements and clear review process - all of which must be beyond reproach.

Londoners are already charged an insane amount for parking, insurance, congestion, LTN fines etc. They should be charged a lot less for using a car / van.

## Written Evidence from Individuals: Part One

If changes are to be made a referendum should absolutely be run. People vote on many different issues and putting in massive changes to how our lives are lived off the back of that is not right. This single issue has enormous impacts for everyone and a referendum is required on LTNs, 15 min cities and pay per mile charging

Many thanks for you time,

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1140 |
|------------------|---------|

In response to the questions below:

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

I think everybody should be exempt until you have proper infrastructure in place to accommodate the alternatives you wish us to use. Public transport improvements everywhere, not just zone1. Continuous cycle lanes across all boroughs, similar to the Dutch infrastructure, not just a path here and there to fulfil your quotas and obligations. 1000s more electric charging points, like in France, Belgium, Germany and Netherlands. What are you offering to encourage small businesses? Self-employment? People who make gigantic tax contributions across the whole country? What about foreign imports arriving by road haulage? Are they going to be charged too?

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

London is one of the most densely populated metropolis on the planet. It is a ridiculous idea to use London as a trial. It is reckless, ill-thought out and whoever came up with this proposal needs to have their position within the committee reviewed and probably dismissed.

If your ultimate aim is to remove all cars from our roads, you need to improve the public transport infrastructure OUTSIDE of London to levels not seen since the Beechings Report. Even beyond that.

Where I live currently, there is no train station within 5 miles. The buses are often cancelled because TfL have made it more cost punitive for bus companies to run a late bus than no bus at all. And I live in a London borough!!

Let us not pretend that this is for the good of the planet. China and India are the countries most responsible for climate change. London air quality is among the best in the world for capital cities.

This is a money making scheme, designed to line the coffers of TfL and the mayoral assembly, affecting London boroughs that are in debt, close to bankruptcy or have been declared bankrupt. At a time of austerity and high inflation. Where people are being forced to decide between eating or heating. And now you are knowingly trying to enforce another "tax" on the poor during one of the most financially challenging periods of time in recent memory. The rich will pay the charges and drive around unaffected, exacerbating the problem as London is one of the wealthiest cities in the world. How civic minded the London Mayor's office has become. Shame on you!!



## Written Evidence from Individuals: Part One

road user charging consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1139 |
|------------------|---------|

Good morning,

Thank you for the opportunity to say something about this. I'm just a pensioner who volunteers in various areas, and that includes using my car to take people shopping, to hospital appointments etc.

It's not clear to me what is actually being considered. Are all drivers to be charged for driving anywhere in London, unless they have an exemption?

If that's it, then please consider the over 70's – although not officially “disabled” we can't all walk or cycle, and some of us can't get on buses. As we learnt during the pandemic: social interaction, getting to open spaces, getting to church and other voluntary activities are important for our wellbeing, physical and mental. We don't enjoy driving much these days! But it's a lifeline for many.

Thank you for your time.

Kind regards,  
[personal information redacted for publication]

Distance-based road user charging proposal

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1138 |
|------------------|---------|

To whom it concerns,  
I'm very passionate about this issue. I don't have responses to any of thirteen key questions but I have a serious problem with the wording used to invite people to respond, "We would like to hear from those who regularly need to drive..." I, like a lot of people, drive because I CAN drive and because I WANT to drive. Who is the Mayor or anyone to tell me and others that we don't NEED to drive? That our businesses and lives are not important enough to necessitate driving?

I think that this proposal is wrong and it attempts to undercut human sovereignty by charging and taxing honest, hard-working people out of their cars.

Yours faithfully,  
[personal information redacted for publication]

Road user charge

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1137 |
|------------------|---------|

Good morning,

## Written Evidence from Individuals: Part One

Contrary to what the government is saying I do not agree with the charging per Mile as a Foster carer are you saying everytime I take a child to school or contact I'm supposed to be paying for travel this is not logical.

Why should I pay congestion charges, ULEZ, Insurance and pay to drive my own vehicle its like paying television licence to watch television.

Is the government trying to restrict me from travelling by car and only taking public transport which is already not able to handle the volume of people we have.

London is not a fair place for a trial the government wants to use London to extract money from peoples pocket because London is a busy area.

They need a local referendum to keep the government in check in certain decisions.

There are no taxes that the charges can replace for drivers, we would still have to pay for insurance and car tax.

This scheme I do not consent to as this is only trying to monitor our movements and restrict us in where we want to go.

Regards

[personal information redacted for publication]

In response to the road user charging Consultation.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1136 |
|------------------|---------|

In response to the road user charging Consultation.

### Background

I am a small business owner based within the borough of Bromley. We manufacture and install [personal information redacted for publication] mostly within the London area. Any changes regarding road charging impact myself, my business, my staff and their extended family.

Before I follow through with the questions I'd like to say a few words regarding the current London transport system.

What is the purpose of road pricing?

Is it the environmental issue, so there to force the road user to limit their travel?

Is it to raise revenue?

They are two very different agendas. If you keep increasing the cost to the road user so that they don't use the roads, when they eventually stop you will not have a revenue stream. If you need to keep the revenue stream at same level of income with less vehicles using the roads the more expensive it must become for the remaining vehicles. That's not sustainable.

If you are trying to stop road transport for environmental reasons the you need to invest in new technology for the motor vehicles. The BEV, hydrogen or green fuel growth will tackle exhaust pollution. If tyre's and break pollution is your second issue after exhaust pollution then this needs to be tackled at source and not by pricing vehicles off the road. With the onset of regenerative breaking in electrical vehicles and new improving technology for materials technology is on the way to resolving the issue. Invest rather than penalise.

How will you implement per mile road pricing? The likes of Alastair Lewis suggest that the technology is available? Well unless you force every vehicle to have a tracking device then it's not achievable. The DFT have already raised the issues with tracking movements of people and the privacy issues that will be raised. The big brother system will not be kindly accepted by the public and will be a political disaster for any party that tries to implement it.

## Written Evidence from Individuals: Part One

The current vehicle excise duty system is in place and works. The only issue is the way it's currently being used as an environmental lever. Currently the more efficient the vehicle, the less tax to pay. Why not just use the system that's in place and come up with a fair charge for all vehicles rather than waste money, time and resources re-inventing the wheel with over complicated road charging.

The last thing we need is another system that's expensive to run and impossible to implement.

Road vehicles and personal motorised transport has to be allowed to work. Simply forcing vehicles off the road and people into the public transport is not viable. We have to think about the overall practicalities of moving people, goods and trades around the network.

What is the goal of the overall London Travel System?

- Make London accessible for all (which has to be inclusive)
- Make travel easy to encourage commerce, business and growth
- Keep transport cost effective for public and business
- Open up the transport links for all commuters, commercial enterprise, trades and visitors.

The London assembly are pushing for everyone to use public transport. If people have a choice then they will consider the best transport for them at that time. This will vary for where they live, where they are going and why they are traveling. The variables are huge and public transport does not suit everybody's purpose. By its nature public transport starts and finishes at a fixed location. This is very often not suitable. The further you get away from central London the more difficult it gets to use public transport.

Public transport is not suitable for everyone.

Push bikes, e-bikes, walking or other types of self-propelled transport suit only a few. Unfortunately, this is the same demographic that can use public transport. Self-propelled transport is an alternative not a solution.

Personal motorised transport in many cases is the only viable alternative. For this reason, it has to be considered and has to be allowed freedom of movement.

By evolution personal transport is getting cleaner. By 2030 electric vehicles will be the only option to purchase. The ICE engine will decline and the environment will further improve. Currently many people and business can't afford to purchase electrical vehicles. The current electrical infrastructure is not able to support an influx of charging. The change to cleaner transport has to be organic and will take time. The time scale for affordable clean vehicles to filter through should be studied and allowed for.

Simply taxing the "wrong type" of vehicle as you have done so with the ULEZ or charging to use a vehicle as you wish to do with road charging is not viable.

As a business we have compliant ULEZ vehicles. We encourage our staff to use public transport where they can. This isn't always possible. We work early and late, outside the times of public transport. We carry goods and tools that must go by vehicle. Staff travel to work by car or motorbike as public transport outside central London isn't suitable for their commute. We have no choice but to use a vehicle. The time spent traveling isn't for leisure or an essential, it's necessary and without choice. Is road charging being considered to reduce nonessential travel? I don't think any travel is non-essential to the person trying to travel....

## Written Evidence from Individuals: Part One

### Key questions

1. Do the current road user charging systems in London require reform?

Yes. The current system of congestion charge and ULEZ charge for central London needs to be combined and made more affordable. The congestion charge is out dated and should probably now be scrapped. The ULEZ charge is to discourage polluting vehicles from central London and will become redundant as technology moves forward. A time limit should be put on the ULEZ and in the near future it will become unnecessary.

The expansion outside central London of the ULEZ is not required and is an unnecessary problem being forced upon business and public alike. Road charging will force people to pay to travel as travel is unavoidable. It's just an additional tax forced upon the public to raise revenue.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

The question should be "what is to be achieved by road charging". Is it proposed to reduce the number of vehicles on the road? Is it proposed to reduce pollution? Is it proposed to raise revenue for TfL? Road user charging is not required. There is already a system in place that charges every vehicle on the road. Vehicles are already charged for VED, fuel tax and also VAT on the fuel, tyres, servicing etc. There should be no additional charge for driving in London. Public and business are already under strain with the cost of transport.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Its imposible to charge for a different type of journey. How can you differentiate between an essential and non-essential journey? Every journey is essential for the person traveling.

4. What strategies and targets could smarter road user charging support?

TfL are making the proposal of road user charging so surely they must already have a strategy or target in mind? What are they trying to achieve by road user charging? Little of the revenue raised so far hasn't been passed into the road network. It's just supporting TfL with their public transport that unfortunately is failing. If it was used to improve travel for everyone then there would be a benefit however it not helping those that pay into the system.

5. What technology could be used to support smarter road user charging?

The technology via ANPR is not suitable so it has to technology within each vehicle. Nobody will want to have their vehicle tracked or to be forced to fit a tracker. Per mile charging can't be accounted for and is not viable.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The current traffic challenges need to be managed by the DfT not local authority. Better roads, properly sequenced traffic lights, managed road works, less roads closed to vehicles, better traffic flow all will help manage the traffic and reduce vehicle pollution. Simply pricing transport of the roads is not a suitable solution. Pollution and climate change are not a local

## Written Evidence from Individuals: Part One

issue. The advance of technology in road vehicles is slowly taking care of the pollution issue. The bigger issue is what we can do within London as a whole. Provide financial help for adding PV to buildings, enhancing our London electrical system so we can use and generate clean energy locally, add hydrogen to the gas network, help companies to shut down commercial boilers and stop having to run building generators, provide financial incentives for people and companies so they can install energy saving equipment and renewables. The electrical infrastructure is so poor in London that the electrical providers pay companies to run their own generators to top up the peak demand! London pollution is not all down to vehicle usage alone.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

It could only ever be a national system. It could only replace the current charges of road and fuel tax. It could never be an additional tax on vehicle use. Local additional charging should never be up to the city or local council. Dft should have control of the nationwide transport so its coordinated and coordinated by experts rather than poorly implemented by local authority on an ad hock basis.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

As above. It could only replace the current charges of vehicle tax, fuel tax, congestion charging and ULEZ. It could never be an additional tax. Making personal transport unaffordable is not viable for people or business. It will just crush the economy. Everything we use, buy, sell and consume is reliant on road transport. Public transport is just not a suitable solution for everyone.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

By asking the question you acknowledge there is an issue of cost for lots of different situations. The charge depends on what you are trying to achieve. Is it to discourage cars from being on the road? Is it a charge to maintain the road and infrastructure? Is it a pollution charge? We already have a road tax and fuel tax that is supposed to go towards maintaining the network. If that is to be replaced nationally with road charging then perhaps charge by size, weight, assumed damage to the road. If a vehicle is using the road then I expect it will be charged regardless of the driver's personal situation.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Definitely not. A trial would imply it would be an additional charge to the current system. It would need to be a well thought out nationwide program not done at a local level.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Everybody (nationwide) using the roads should pay less than they currently do. Currently the road charging value for money is extremely poor. The road surface conditions, traffic

## Written Evidence from Individuals: Part One

management and general infrastructure is in a poor state. The current road charging is a general taxation and not allocated to the road system.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities shouldn't have any control over roads apart from maintenance. Giving power to a local level only leads to poor planning, poor decision making and turning the roads into an easy revenue generator. Road charging, congestion charging and ULEZ are all seen by the general public as money making schemes. Giving local authorities the power to charge can only lead to more confusion, complication and cost for the road users. We are currently seeing this happening right now and it must be stopped.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

We have seen the same issues raised within current UK city's that have implemented road charging. Over charging, additional cost to the public, no clear gain in environmental impact. Poor traffic management. The voting public are disgruntled and put to a democratic vote tole charges, congestion charging, ULEZ zones, per mile charging, 15 minutes city planning, high street parking charges would all be scrapped. We have seen the same thing happen in other European countries. The only place road charging currently works is with the Europeans charging for their private motorways. The money raised actually gets put back into the infrastructure and it shows in the quality of the system. The charges are reasonable and value for money, not just money-making schemes to provide additional government income.

### Conclusion

The implementation of road user charging needs to be discounted before any more money is spent on this hopeless idea. Inner London ULEZ and congestion charging is now an outdated idea and should have a time limit set for it to be scrapped rather than relying on its income. Outer London ULEZ charging is an unnecessary system and will crush the local economy with very little environmental impact. The current direction of the Gla is misguided and a poor prospect for London. Concentrate on improving London not destroying our city, community and economy.

Best Regards

[personal information redacted for publication]

'Smarter' road user charges - response

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1135 |
|------------------|---------|

Good Morning,

Please find attached my responses to your yet another squeeze on our freedoms to put more money in your pockets:

## Written Evidence from Individuals: Part One

1. Do the current road user charging systems in London require reform? **No - absolutely not.**
2. How might smarter road user charging differ from the current daily charges for driving applied in London? **You can stop using the mass psychosis key word of 'smarter' to all your 'subjects' and maybe they will see there is NOTHING smart about it. It is just another way to make everyone think they are doing the right thing when all it is doing is getting you and the other people that live off our taxes a better life whilst we minions all sit here struggling.**
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? **The current ULEZ scheme that has driven many families apart, killed local business and not made hardly any change to the already good air quality in the city, should be scrapped and you should stop spending our money on things we didn't ask for - how about that!**
4. What strategies and targets could smarter road user charging support? **Your lifestyle?** Stop forcing YOUR mistakes on us. 'WE' elected you to work FOR us. You have now overstepped the line and have abused your position of power. Total reform of those in charge is needed more than a reform of road charges.

Call for Evidence : Road User Charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC1134 |
|------------------|---------|

Dear Transport Committee Members,

Please find set about below thoughts/observations in relation to the key questions :

1. There will need to be real clear empirical and evidence based information data to explain why the current charging systems need reform.  
The current systems are well known and relatively simple in terms of how they operate and the associated charges.  
Continuous changes on top of the recent ULEZ expansion introductions and 'announcements' will lead to increased affordability and complexity issues both for those that reside in London and equally those that require access in to London [ visiting/caring for dependent relatives and for business activities]  
Perhaps there is nothing new in the preceding but without true universal involvement/participation and transparency from everyone that any change affect [ e.g. referendum -v- diktat ] then unintended consequences will invariably result.
2. 'Smarter' road user charging will need to be more flexible and substantiated on a number of different basis primarily because it will be unquestionably more complex.  
At present there is choice as to what you do [ if you are not restricted or able ] and thereby payment of a charge.  
There will in effect be 'no choice' where requirements are needing to be fulfilled with no option than to drive.  
Longer journeys heading out from London to visit relatives/ friends / businesses / holidays etc. will be chargeable which on top of the variety of Central Government Transport charges will be inequitable.  
In essence , if nothing is paid presently then how can any 'smarter' system/charge be viewed as necessary and serving what purpose ?

## Written Evidence from Individuals: Part One

Fairness and reasonableness are of paramount importance.

3. Charges for driving in London for various 'essential' [ examples as noted in the question ] reasons where there is no viable option would need to be taken into account.

This will be really complex to ascertain for each and every journey.

It is likely that this will be unmanageable and extremely cumbersome and potentially inaccurate and open to transgression.

4. The strategies and targets would be no different from those currently supported by the existing charges.

5. The technology required would be immense [ including data centres ] to 'crunch' the huge volume of data correctly, regularly and immediately.

The highways would be disrupted significantly during installation of technology.

The outlay expense would be hugely burdensome before recovery over subsequent many years.

6. Journeys are already 'costed' in my mind and I am sure those of other people.

i.e. Do I have a realistic more viable and cost effective [ including to the climate ] option ?

Cost of car parking ?

The cost per mile of fuelling , car maintenance and servicing are uppermost in my mind for sure and will be the same for others on fixed incomes without any ability to negate increases however they arise e.g. inflation , cost of living and unexpected world events.

7. Road charging schemes can only realistically be set up on a National basis.

This is primarily because it affects everyone at some point during journeys i.e not just the local population and businesses.

Visitors to areas will inevitably be caught out/ surprised due unknown ' locality ' conditions that will be different for each and every area ; it will be impossible to manage successfully.

8. If introduced no road user should be 'worse' off so it should be carefully balanced and therefore 'Neutral' in cost terms.

There is a huge ever increasing cost to running a vehicle for which 'The Country' [UK Ltd.] already receives monies into the Exchequer.

Electrically powered vehicles [currently c.£10K extra to purchase above a petrol/diesel powered car with a waiting list of nearly one year ] are to be Road Funded to replenish the diminishing financial income volume.

9. Exemptions as opposed to discounts as this is at a cost.

a. Care provision

b. Helping anyone with a disability

c. Travelling to/from work where a start time before say 07:30hrs. or for night shifts when public transport is not considered peak time or a viable option

d. Low income households

e. Shopping for heavy items or food.

f. To/from Civic Amenity sites otherwise fly tipping will continue to increase.

g. Food retailer deliveries/vans to residents and to stores to avoid this being used less / increased costs.

10. London should not be 'Pioneer' for everything and become almost a 'political football' .

11. Answer outlined in response to Q.'s 7 and 8 above .

Plus, if the objective is to create a true incentive to minimise personal/business transport impacts then a reduction would need to be offered, which seems counter intuitive ?



## Written Evidence from Individuals: Part One

i.e. it should not involve more cost to anyone ; very challenging to achieve as currently the vast majority of Londoners / people entering London do not pay anything.

12. I am a strong believer in true democracy , fairness and reasonableness.  
I like a number of others hold these important 'Values' highly and respect them.  
Accordingly , it does not fit well that these are not mirrored and transparent in any fundamental policy and strategy adoption.

i.e. any changes need to be truly consulted upon and elected for by those that it affects.  
This is such a significant impact/ change on the lives of everyone that it should be the subject of a full Referendum.

13. Time prohibits from answering this at the present time [ hospital appointment ] however, I do hope to be able to contribute with an answer prior to the close date [ 10th. March ]

I do hope the preceding is balanced and thought provoking in some ways and that the time reading is considered well spent and useful.

Yours faithfully,

[personal information redacted for publication]

Pay per mile

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3394 |
|------------------|---------|

I have strong objections to this and I wish to log this as a stand against this

Regards

[personal information redacted for publication]

Road pricing

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3389 |
|------------------|---------|

We have a car but we fully approve of this great idea.  
[personal information redacted for publication]

Re: Call for evidence - Road Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3382 |
|------------------|---------|

For the attention of the Transport Committee

Please could you modify my evidence due to my mis-reading of the Zero Carbon Pathways Tool developed by Element Energy.

## Written Evidence from Individuals: Part One

### Question 4

Proceeds from any road charging must be ring-fenced for installing technology in London to achieve climate change commitments.

The second paragraph should now read

If this means, for example, installing HGV and car/light vehicle hydrogen fill points across London, then let's have a programme for that, now.

Thank you

[personal information redacted for publication]Croydon

On Thursday, 9 March 2023 at 13:55:54 GMT, [personal information redacted for publication]wrote:

For the attention of the Transport Committee

### Question 4

Proceeds from any road charging must be ring-fenced for installing technology in London to achieve climate change commitments.

I take issue with the assertion, made in the minutes, that we need to reduce traffic by 27%. The Element Energy report referred to in the minutes, "Analysis of a Net Zero 2030 Target for Greater London", provides four scenarios to achieve net zero by 2030. These consider the energy used across all sectors, including domestic, industrial, waste handling, aviation, rail network, road transport and agriculture etc. One scenario, includes "High Electrification" reliance across all sectors, another includes "High Hydrogen" reliance across all sectors, eg for blending hydrogen into the gas mains and for transport of all kinds, a third scenario, "No Constraints" includes all possible new technologies and a fourth, "Accelerated Green" is a mixture of all these approaches. There are consequences for the resulting vehicle miles in these four scenarios, being 19.18, 19.18, 15.9 and 13.1 million miles respectively on London's roads per year in 2030. If we calculate the difference between "Accelerated Green" and "High Hydrogen" scenarios we get the 27% figure referred to in the minutes as explained to me in a Freedom of Information request. How can the Mayor conclude that he has to reduce traffic miles by 27% to achieve climate change commitments? This is a gross mis-use of the good work done by Element Energy. Please tell us which climate change scenario we are following to achieve our commitments. If this means, for example, installing HGV and car/light vehicle hydrogen fill points across London, then let's have a programme for that, now.

[personal information redacted for publication]John Murray

Croydon

## Written Evidence from Individuals: Part One

Road pricing scheme objection

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3375 |
|------------------|---------|

I have only heard about this email address through word of mouth. I would expect a fair hearing but how can it be if we are not guided that our voices are needed.

My objection is not just for the future pricing scheme but more so that we, the people affected, are not being given a fair chance to be heard. Why was this objection format publicised well enough for our voice to be heard before the deadline.

The affect of the new pricing is devastating to our family and to many other families and businesses. It will not help the environment , but it will destroy our economic equilibrium and our trust in the council's true intentions. The expense incurred under the pretence of environmental benefit is disgraceful.

I look forward to hearing your thoughts and how you will be supporting the people of our community.

Yours sincerely  
[personal information redacted for publication]

Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3370 |
|------------------|---------|

Call for Evidence: The future of smart road user charging February 2023

1. Do the current road user charging systems in London require reform?

**FIRMLY NO!**– Motorists already pay dearly to use our roads via taxation on fuel, road tax and payment of council taxes.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

'Smarter' road charging would mean not having additional road charges at all and not further charging for road use that citizens have already paid for.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

## Written Evidence from Individuals: Part One

Most people find the concept of paying to use your car beyond what is already paid completely appalling.

4. What strategies and targets could smarter road user charging support?

Let's face the truth here – the one and only reason this is on the table is to try and plug the staggering financial hole (£13Bn of debt!) that TFL is in.

4. What technology could be used to support smarter road user charging?

Smarter road charging not needed or wanted by the vast majority – use the money to improve existing transport services such that people actually want to use them.

5. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

They can't – the central London Congestion charging and ULEZ scheme has already addressed any real problems with congestion and air quality in the city. The fictional claims of air quality in outer London that you are claiming to support the ULEZ expansion is fooling no-one.

6. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

They are best not set up at all.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

There is nothing wrong with the existing system. Enforced with an annual payment for road tax or every time you refuel or charge your car.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Not necessary – we don't want the smart charges at all.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Not necessary – we don't want the smart charges at all.

## Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Not necessary – we don't want the smart charges at all.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Frankly – Mayor Khan has already shown that he will not take a blind bit of notice to the results of any consultations. This needs urgent reform – have to question if devolution of powers to regional mayors is right for the UK. If the ULEZ expansion is anything to go by the mayor has too much power and is acting un-democratically.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I only really care about Greater London – but I imagine residents of other cities feel the same way about this unending war on the motorist and all are becoming sick and tired of it.

[personal information redacted for publication]

FW: Road User Charging Scheme

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3366 |
|------------------|---------|

To Whom it May Concern,

I am extremely disappointed in the proposal of a Road charging.

The ULEZ has already had a negative impact on individuals, which are working hard to make ends meet.

We don't need new systems, making adjustments to existing one if needs be.

There should be no varied charges, there are already enough charges for road users.

The technology that will be connected to the system will be intrusive and also harmful to lives, to say the least, aswell as the possibility of it leading to control individuals travel.

On the subject of climate and air pollution, the availability of electric and hybrid vehicles are sufficient to reduce those issues.

Nationally, we already pay road tax and fuel duty.

The production of cars is where most of the carbon is produced.

## Written Evidence from Individuals: Part One

The current taxes being paid by road users are not in place to serve the general road user. We are being penalised from all angles, bad roads leading to damaged vehicles and parking fees/ fines, in order to purchase essentials.

Technology is potentially harmful to human beings and therefore technology should not be used to support the scheme.

I don't feel the need for the scheme, with or without discounts and exemptions.

A national distance based road users charging scheme seems to be a start of controlling the movements of people and removing freedom.

A trial is not sensible anywhere!

The mayor should not be given the power to introduce any scheme without consulting the people who it will impact.

The people should always be consulted.

My concerns are for the country I live in and I DO NOT agree or welcome the Road User Charging Scheme.

Kind Regards.

### Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3364 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?
2. How might smarter road user charging differ from the current daily charges for driving applied in London?
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?
4. What strategies and targets could smarter road user charging support?

As an older female, and in remission from cancer, and a carer for elderly relatives who cannot easily travel on public transport, I rely on my car to travel safely after dark, and take elderly and disabled relatives out for a cuppa - often the only time in the week they get to leave the house. I can't carry heavy shopping because of operations on my arms, so need the car to move shopping. I try to keep fit by going swimming, but I cannot access the local pool easily by bus, without spending a whole morning getting there and back, which is impossible around my work commitments. I have tried to cut my car usage right down to a minimum, but Charging me for every car journey would be an additional expense that I cannot afford, and would feel hugely discriminatory in terms of my protected characteristics.

THanks for taking these views into consideration

[personal information redacted for publication]

### Road User charging: Response

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3358 |
|------------------|---------|

## Written Evidence from Individuals: Part One

My views on the questions that you have raised are as set out below

1. Rather than pouring money into a new scheme it would be better to use that money to repair roads, improve existing systems such as speed bumps and improved traffic light phasing which itself can sometimes be the culprit of backed up traffic that can cause more pollution. On top of this the local restrictions and closure of many roads has itself resulted in more build up of traffic.

2. 'smarter road user charging', this will inevitably mean more surveillance of the people of London. Why does the Mayor feel that he should be able to monitor and check all the journeys of people living in London? Is this what living in a Democracy now means? State surveillance and possible future infringement of peoples freedom of movement? This is a very worrying move towards infringing on peoples human rights in the name of decreasing pollution when there are already systems in place to help with this - the congestion charge and the ULEZ.

3. Charges should not be different for different types of journeys, this would set a precedent of needing to ask permission of the authorities and then justifying why the type of transport has been chosen. This adds complications and also infringes severely on ones human rights and freedom of movement. This will be too complex for many to navigate and may mean that there is a temptation to justify journeys by being dishonest. Are we to give up our freedom of movement for the sake of pollution and perceived 'climate change?'

4. Target monitoring is costly and may result in incentivising certain types of transport above others and in some circumstances will be penalising to some sectors of society, such as for people with physical disabilities or with mental health problems who can not use public transport or who are unable to walk or cycle.

5. There is already too much technology in use, this ultimately results in more and more surveillance of citizens and monitoring of everything that they do. Some members of society are unable to understand and use the technology and they will be penalised alongside others who choose not to use smart phones and those who wish to maintain a level of privacy in their lives and do not feel that the Mayor/ Local Government/ Government need to know where they are travelling to and from.

6. Smarter road user charging itself can not tackle these challenges it will only penalise by increasing charges and therefore allowing the rich to still use the roads, while the poor will be unable to.

7. Road user charging should not be used anywhere in the country as it will require too much surveillance of citizens. It will ultimately infringe on peoples freedom of movement and their human rights and has no place anywhere in a Democracy. There are already systems in place that do not need to be changed.

8. Smarter road user charging should not be introduced as it will penalise and marginalise the poor and the disabled and those who can not or choose not to use smart devices and because the level of surveillance required has no place in a Democratic society.

12. Mayors and local authorities should never have this kind of power over the people, there should never be a scheme that infringes so severely on peoples freedom of movement just implemented with no say from the people themselves. This consultation

## Written Evidence from Individuals: Part One

is hardly known about as it has not been advertised widely enough, if at all. I think that this should be advertised and debated with all sides of the argument allowed to be heard and only then should something like this be put to referendum, it should certainly not be implemented without these things having been done.

Call for Evidence: The future of smart road user charging February 2023

|           |         |
|-----------|---------|
| Reference | RUC3357 |
|-----------|---------|

Hi, please find below my responses to the questions posed

1. Do the current road user charging systems in London require reform?

**Yes, if they are changed to reflect use of the roads rather than money making schemes, and are reformed along with other car usage charges**

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

**road pricing could replace existing Vehicle excise duty and fuel duty and therefore become a genuine charge for using the roads**

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

**It can't be differentiated like this.**

4. What strategies and targets could smarter road user charging support?

**Fairer pricing of the use of the roads - For example by charging all road users, including Cyclists not just motorised vehicles and also Ensuring that monies collected by road charging are ring fenced to be re-invested into the road network.**

5. What technology could be used to support smarter road user charging?

**I have no view on what technology as I do not know what technology exists, however whatever technology it is must not be personally intrusive nor the data collected from it able to be used to spy on citizens.**

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

**it's nature, like fuel duty will help to tackle these. Any charge which costs the user the more they do something will reduce how much they do it, rather than a one off charge which encourages users to "make the most" of the charge they have paid.**

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

**That depends on the scheme. if it is merely an additional tax administered by a regional administration such as the existing ULEZ and Congestion charge then it should not be introduced at all. If it is part of a considered and co-ordinated transport strategy that genuinely aims (and can) to ease congestion, pollution etc then it must be done in conjunction with removing existing charges such as VED and Fuel Duties,**



## Written Evidence from Individuals: Part One

which would indicate it should be done on a national level. Otherwise it becomes a local tax.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

**All existing motoring charges and taxes - VED, Fuel Duty, Congestion Charge, ULEZ and similar**

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

**This should be able to be incorporated into a well thought out pricing scheme without the need for discounting.**

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

**No**

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

**Less**

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)

**Yes**

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

**I am unaware of these details.**

### OBJECTIONS

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3355 |
|------------------|---------|

I OBJECT TO PAYING EXTRA CHARGES USING THE ROAD

Additional car usage charges

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3351 |
|------------------|---------|

## Written Evidence from Individuals: Part One

I object to this additional charge for using a car. Road tax is already paid, tax on petrol is paid. ULEZ is yet another charge.

We do not have appropriate reliable, efficient and cheap public transport available to us to encourage more car users to use public transport if it was available and cheap. Look how cheap and efficient it is to travel in Hong Kong. Trains every 2 minutes and fares very cheap.

Stop making life so expensive for those who need or want to use their vehicles.

Stop bashing the motorist

[personal information redacted for publication]

Road use charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3350 |
|------------------|---------|

Good afternoon

Charging for using your vehicle around London and other major cities is simply a way to tax people in the name of the environment. It is designed to control, coerce, manipulate and force the population into doing what they don't want to do with the threat of fines. It is a disgusting practice and should stop.

Kind regards

[personal information redacted for publication]

road pricing scheme

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3339 |
|------------------|---------|

Dear sir/madam

Further to your request for input to the Smart Road User Charging request for information Feb 23

Some background.

For most of my working life, 40 years, I travelled and worked in central London. I travelled by car for 90% of that time, in preference to using the tube. For much of the time I car pooled with my fellow workers.

My rationale was multi-faceted: using the car was cheaper than public transport, faster, more flexible and arguably more healthy.

Benefits: Lower cost of living, higher productivity and better health. With London Transport, I had concerns about getting viruses (I had only 3 days off sick due to respiratory illnesses through my whole career) and the high number of micro-metre carbon particulates (allegedly 50x worse than on London's streets) reported in the London Underground tunnels. However with the various price schemes and congestion problems – travelling by car has now become unworkable. I am now a home worker. Lord Mayor's objectives met?

I use economics on a daily business for work and studied economics to Masters level. So I tend to consider these issues from an economic perspective.

Road tariff pricing is part of a broader mix of transport related economic issues – it affects productivity, inflation, capital availability, large infrastructure projects that have

## Written Evidence from Individuals: Part One

major impacts on the UK economy. London produces a large proportion of the UK's GDP. Therefore decisions on transport policy are key to the health of the UK.

Unlike tube and train capacity which is on the rise (albeit at a slow rate), transport via road has gone the wrong way – capacity is limited to the number of square kilometres of tarmac which is fixed. Unfortunately much has been done to reduce vehicle traffic and create more congestion in London. Bus and cycle lanes, 20MPH and time restricted roads are great in principle, but result in under-utilised stretches of road and reduced road capacity.

While the congestion charge was an attempt to tackle the issue – all it has done is to increase the cost to businesses, to the service industry and therefore to workers. London is now one of the most expensive capitals in the world. The congestion problem remains and will get worse.

The desire to reduce noxious gases on the streets is a key objective. But this should equally apply to tube and rail systems.

This is why I believe a review of road restrictions needs to be reconsidered to allow a greater volume of traffic into the capital. At least until public transportation can be improved and catches up to LT demand. Allowing more traffic into London whether in cars or better road based transport schemes will help alleviate pressures on public transport.

London's population has been growing fast. It is still growing, notwithstanding Brexit and Work at Homers reducing their transport time. This year there has been a big increase in immigrants from Ukraine, Hong Kong and elsewhere. They are likely mostly headed for London.

The Economist, a magazine, suggests that to accommodate housing demand the green belt should be scrapped and housing piled on it. I disagree. The problem with placing people outside London is the transport need to get them to work in London. The long commuter travel requirement means that people waste a considerable amount of their time, meaning loss of productivity for 2 hours minimally per day. Or 400 hours per year. Productivity is one of the biggest bug bears of London corporate life. It is well known that there has been no improvements in this statistic for many decades. A major contributor is the transport problem.

Throwing in the odd Elizabeth line to overcome transit issues is not going to support the 40% expected growth by 2050. Immediate action to increase transport capacity is required. A simple solution is to allow councils to build high rise residential developments in the centre of London – like in New York, Hong Kong or Singapore – so reducing transit time around 15 minutes per day. I appreciate this is a broader issue and carries many of its own problems but is important for transport planning.

From a commercial perspective the tariff use is misdirected. Fees obtained this way should be directed to improving the flow of traffic in London.

Concerning the questions raised:

1. Do the current road user charging systems in London require reform?
  - a. I believe it does. However it needs to be considered in the context of the broader issues/objectives around transport generally. It needs proper modelling to assess future growth, impact on businesses and local residents – especially the less privileged.

## Written Evidence from Individuals: Part One

- b. I believe vague statements about reducing climate change, reducing pollution and congestion as facile especially as the current complex mix of tariffs has not worked. Additionally, the first two objectives are being met nationally without road tariffing as more people adopt electric cars and vans. If the Mayor seriously wanted to impact climate change, some well placed ads promoting reduced meat consumption would likely have an equivalent affect.
      - c. Messaging is key too. Concerns about the use of funds derived through road tariffing for funding the currently underutilised and loss making tube network are concerning. An honest statement like we need cash to finance the next generation of public transport/road infrastructure to relieve pressure and meet future demands would be more believable.
2. How might smarter road user charging differ from the current daily charges for driving applied in London?
  - a. I believe charging by mile would be preferable to multiple charge structures currently in place.
  - b. However a cheaper to implement, less costly approach for the driver would be to use the DVLC (see later point) to charge vehicles on the basis of some value objectives and on a geographic basis. Whilst this may not meet some social objectives it would considerably reduce the cost of implementing a monitoring and enforcement system currently being used by the CC and ULEZ systems. It would also improve anti avoidance techniques that road users may try to adopt.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?
  - a. There should be some variation of fee structure to meet some or all social and practical demands
  - b. However this depends on definitions for each of these. Indeed there are a broad range of user types that should be considered. However there are complexities in each of these modalities.
  - c. There are other concepts to consider: I have seen many schemes work successfully for car sharing pools in New York for example, that would reduce the strain on our train network were they to be introduced.
4. What strategies and targets could smarter road user charging support?
  - a. Objectives for the strategies must include:
    - i. Reduce commuter time and increase productivity
    - ii. Reduce cost to business
    - iii. Reduce cost of living (reduce inflation) for specific disadvantaged groups
    - iv. Transport Committee Holding the Mayor to account
5. What technology could be used to support smarter road user charging?
  - a. As indicated at the beginning – there should be concessions for car-pooling. With techniques for monitoring/enforcement of this.
  - b. I quite like the Sunpass system used in Florida. Essentially road users can opt to go on faster less used roads by paying extra. Sadly we don't have the space for these on most London roads but hey we do have bus and cycle lanes that are often under-utilised. So special monitoring could be installed or radio tags used to identify these users.
  - c. For cyclists – why not direct them onto residential roads where there are time restriction controls. Focus all the traffic on to the main arterial roads as is currently being done but by increasing capacity?

## Written Evidence from Individuals: Part One

- d. As a liberal thinker I do have an issue with the use of cameras to monitor traffic. With the increasing demand to control digital storage and management of data, Transport for London risks conflict with emerging digital use restrictions. Many residents might worry about where the images of their cars might infringe their rights to their data such as security issues. I have some experience of the risks in this area. Use of radio tags or other less sensitive means should be considered as an alternative to cameras – with photo evidence only being used for car drivers that flout the rules.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
  - a. I thought these areas had been addressed through ULEZ, CC and the technology in place.
  - b. As highlighted earlier I think these are unfortunate objectives as I don't believe road tariffing will enable them to be met.
  - c. A too aggressive approach with tariffing will have disadvantages:
    - i. Less well-off residents who drive around in their £1000 cars will have problems upgrading to newer model electric/hybrid cars costing £40,000+ each. The proposed scrappage scheme will do little to support this. I sincerely believe the ULEZ extension to the M25 will make most people worse off in the extended area and not meet the proposed objectives.
    - ii. A technical approach to resolve this would be to allow owners of older cars to be able to convert their car to electric, hydrogen or add a an exhaust that meets the latest standards. Currently none of these options are supported within the ULEZ. Therefore I believe ULEZ should only apply to vehicles that have not had these changes.
    - iii. Point to point travel is necessarily more reliant on private cars than buses or train system than inner London ones. Therefore there is no alternative in many cases (for the vast proportion of trips) to do basic transport needs such as for shopping, hospital/medical appointments, carer/key worker support. The ULEZ extension will not meet the congestion or climate change objectives in new ULEZ ring.
    - iv. The current extension plan will affect many more people with its aggressive timescale. They will have difficulty will arise trying to sell their non-compliant cars in a hurry – getting poorer sales values and therefore being less well off. The rush to buy newer cars by those that can afford it will result in car prices increasing – increasing inflation. Many residents will resort to HP methods of purchasing – increasing the already high debt load on many householders.
    - v. The lack of safe electrical infrastructure support on many streets will be a constraint on the adoption of electrical or hybrid vehicles on many streets. There may be more unsafe implementations such as residents using leads
    - vi. A more practical phased introduction would be welcomed with perhaps a reduced pricing structure for the first 2-5 years should be considered.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?
  - a. It would be easier to implement/more cost effective at a national or regional level – then you could place the responsibility for collection on

## Written Evidence from Individuals: Part One

- the vehicle licensing authority as part of the general vehicle tax collection. That would at a stroke dismiss the need for vehicle tracking infrastructure with its enforcement requirements. It would be fairer as it would place an onus across society as a whole if applied nationally. Alternatively using the VLA for local pricing based on vehicle type might be a very much more cost effective approach.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?
    - a. As discussed earlier there are many options that should be modelled to assess appropriateness for the objectives mentioned earlier. My answer to 7. would be my preferred approach with a phased introduction to reduce costs for everyone.
  9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?
    - a. Again this should be modelled for each of the user types to see their impact to their lifestyle.
    - b. Another dimension to consider is time restriction in car use. In China for example congestion is controlled through alternate even and odd number plates. A scheme like this would force people to consider car sharing, reducing pollution and congestion.
  10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?
    - a. Potentially one of several. However London is complex and may not be representative. Birmingham or Manchester may be better as they are smaller.
  11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?
  12. Depends on how the modelled options meet objectives
  13. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?
    - a. Definitely I think a local referendum would help meet our democratic needs.
    - b. I have seen little reporting on the impact of the current charging schemes. I don't see that they have been successful. London's roads still seem polluted and still congested. There should be better published information on any independent analysis or proof of benefits that's available.
    - c. There should be more open debate around the mix of available measures with cost benefit analysis of each approach to improving the transport system in London. This would be helpful to Londoners who see road traffic pricing as a sneak tax rather than approach to change driver behaviour.
  14. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?
    - a. I mentioned New York – shared pool, Florida's Sun Pass, China's alternative number plate schemes earlier.

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

FW: Road User Charges

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3320 |
|------------------|---------|

I have watched and listened with interest over the past few months, the discussions surrounding the proposals that fundamentally changes how individuals travel around London.

I am a resident of South Staffs but come down to London frequently ( to watch football mostly!) and love the City, its history, and its variety.

I am concerned about the changes, not only for London but for the country as a whole as changes in London is just the start I feel.

I completed the questionnaire on the ULEZ expansion and also 15 minute cities, but missed the deadline on the road user changes. I apologise for this, and as a resident of South Staffs my views will not really count anyway, but I feel I need to make my views heard. I hope you accept them in the spirit they are sent, one of a concerned resident of this Nation.

While I have no objection to ensuring low traffic neighbourhoods, safe speed limits, a variety of transport solutions, good quality air and a clean environment, I do not agree with the increased surveillance that is proposed and the concept of tracking and charging people for travel and utilising a mobility credit system for walking, cycling or driving etc.

I am sorry but I do not agree with digital ID and CBDC which this links into either. I think this is moving into dystopia. I am not in agreement with the background agenda to all these changes.

I would much rather see tax money spent cleaning up our lovely streets, rather than charging the public yet again for using them.

When chugging into Euston two weeks ago, I was horrified at the rubbish that is on the backs of the houses near the platform, its quite awful. All over our lovely country we have forgotten about the ground we walk on while we focus our thoughts on the air. Rivers and streams are polluted, lanes and road verges are bursting with rubbish. we need to get the basics right.

to answer the 4 questions

I do not agree the current system needs radical reform although more investment in trams may be a way forward to reduce buses and cars and taxis. I am very keen on the underground by the way and so are many people. It is our history as well as a transport system

I do not agree with a reform of road systems. There are plenty of pedestrian only areas and low speed limit areas etc which have been in place for a while and ensure traffic control.

I do not agree with digital charging. The current tax system is adequate we pay via petrol duty and road tax. I do not agree with digital surveillance.

I do not agree with any strategies which will impact upon people who are already finding living and working a struggle. I believe we need less targets and strategies we are over

## Written Evidence from Individuals: Part One

regulated, and this regulation is an industry which we are being asked to pay for without clear benefits.

We need to have a conversation as a country about all these radical proposals. There seems to be a push towards implementation as if we have no time. We have to pause and discuss and not just see one side of the argument.

Thankyou for taking time to read this

[personal information redacted for publication]

Smart towns

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3299 |
|------------------|---------|

Dear Scrutiny,

I do not trust the government especially after its behaviour in the last three years.

I am absolutely not that surprised to hear that you ULEZ Implementation that's designed I suppose for better air quality is actually a front for high intensity surveillance on citizens.

This is absolutely unacceptable because it means that the conspiracy theories One after the other are becoming true.

The threat of surveillance communism the threat of central bank digital currency is the threat of social digit credit score is tied with ultra high intensity surveillance must be opposed.

I do not consent to any Smart City or Smart Road measures being implemented in London or anywhere in the UK.

Yours Sincerely

[personal information redacted for publication]

Comments for "The future of smart road user charging"

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3266 |
|------------------|---------|

### **1. Do the current road user charging systems in London require reform?**

No. You have to think about why private vehicles are being used in the first place. It's either because it's a better option than public transport (in which case, focus on the public transport) or because it's the only option (e.g. carrying heavy stuff)

### **3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?**



## Written Evidence from Individuals: Part One

Seems impossible to do. What about someone travelling *to* work vs. someone travelling *for* work? Someone driving to do a combination of things?

### **7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?**

City/regional schemes cause confusion because there's no consistency with the rules. You're driving somewhere then you suddenly see a sign about some zone ahead and then you either have to swiftly turn off somewhere if you can just in case you illegally enter somewhere you're not supposed to, or you continue on and get really stressed and then have to look up the rules later and hope you haven't just received a penalty.

### **9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?**

All those examples apply. But for "disabled", you need to consider beyond "has blue badge". It can mean "my wife has done her ankle in and needs to be dropped off right outside the destination"

### **10 If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?**

There is already a distance-based scheme in the form of fuel duty.

### **12 Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?**

Yes, people should be able to vote on what they want.

### **13 How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?**

Oxford is a great example of stupid schemes. They work for well-off people who live in the centre and have time on their hands to campaign for such schemes, but they don't work for anyone else, especially visitors into a city. Visitors are often forgotten about. If they have had to travel from more rural areas, there is a high chance that the car will be by far the most desirable option (if not the *only* option) to approach the city.

Road Charging

|           |         |
|-----------|---------|
| Reference | RUC3233 |
|-----------|---------|

I'm a car driver and live in [personal information redacted for publication], Barnet.

I'm in favour of road charging, particularly for short journeys.

The roads around schools are congested, polluted and full of dangerous driving at the beginning and end of school days. Charging is the only way I think that people will be encouraged to walk their children to school. Ten minute walks are regularly carried out by car and these need to be disincentivised. So I think that car journeys that tie in with school

## Written Evidence from Individuals: Part One

drop off and pick up times should be heavily charged. There should be no charges of course for parents or children who have a disability or serious mobility problems.

I think that short car journeys, say less than a mile should be discouraged with charging.

[personal information redacted for publication]

Evidence regarding the future of smart road user charging February 2023

|           |         |
|-----------|---------|
| Reference | RUC3224 |
|-----------|---------|

Hi,

Please consider the evidence I have submitted below. I'm aware I have missed the deadline by a day, but I hope my comments can still be accepted.

I am a regular user of both roads and public transport in London. There are various factors in my decision-making as to which mode of transport to use and it's rarely that a "one size fits all" approach provides a viable and sensible solution, in my view. I think it would be more useful to have done a wide-ranging consultation in people's decision-making about moving around London, rather than to have launched into a discussion about road user charging first. I knew nothing about this consultation until the final day for submissions evidence, and so doubt that this will be a wide consultation that will have reach all parts of London's communities.

[personal information redacted for publication]**Key questions**

**1. Do the current road user charging systems in London require reform?** *Not without a full consultation as to the decision-making people use in choosing how to get around in London. We already pay for the roads and public transport infrastructure through rates and taxes, so this idea raises questions about double-taxation, possible reductions in rates, taxes, etc and whether a system might be devised that works for all travellers in London - leisure, commuting, drivers in the transport industry, pensioners, children, school runs, volunteering, delivery drivers, etc.*

**2. How might smarter road user charging differ from the current daily charges for driving applied in London?** *As travellers move away from the centre of the city, public transport is less able to give an ideal service because of the wider distances involved between the starting and finishing points of any journey, unless your journey happens to be along an existing public transport route and you have no disability or loads that would make the journey more difficult. Any system would have to allow for different users doing different types of journeys - "one size fits all" will not work, nor give good value for money to the most users.*

**3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?** *I'm not convinced that charges for driving is where we should be starting. The idea that I should pay for driving off my drive into my road, for whatever reason, is frankly outrageous. How you might identify 'approved use' separately from 'unapproved use' (eg going for a medical appointment compared to going to a park to walk the dog) without an unaffordable and unethical amount of tracking information is beyond me - a sledgehammer to crack a nut, in my view.*

**4. What strategies and targets could smarter road user charging support?** *They should not necessarily be financially driven, in my view, so road user charging should not be the starting point. A strategy (which I'm sure already exists) to reduce the number of older, less efficient and less polluting, cars on the road is a target that could be measurable. Perhaps an extended motor scrappage scheme could help people to make a better decision about that? Some clarity over whether journeys made by electric and hybrid cars would still be too polluting for the environment would be helpful. Is the problem seen to*

## Written Evidence from Individuals: Part One

*be the number of cars on the road or the pollution levels - this isn't clear either ? Maybe consider trying to introduce limits on who can use the roads at certain times of day ? This wouldn't be popular, and would be pointless unless it were policed vigorously, but this might be considered as more acceptable than any "one size fits all" system.*

**5. What technology could be used to support smarter road user charging?** *My general feeling is that any workable technology would actually be too intrusive and far too expensive. If it were only introduced on certain roads, then other roads in the immediate area would become rat runs and severely diminish the quality of life for people living in those areas. Of course, if TfL and local authorities were honest, they might concede that such schemes have been set up to raise revenue, rather than to improve people's lives. I don't have the knowledge to offer a constructive answer to this question.*

**6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?** *See above answers which relate to this question. Perhaps existing technology could be adjusted to only charge at certain times of day in certain areas, allowing people to consider making their journeys at other times of day to reduce traffic, and therefore pollution, wherever possible ?*

**7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?** *I guess this would depend on the detail of each individual scheme. I repeat, I can't see that "one size fits all" can be reasonable nor equitable.*

**8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?** *Were it introduced, in London, I think it should replace the a good portion of the element of rates and taxes currently going to TfL, the Highways Agency and local authorities. It should be ring-fenced to contribute to transport-related infrastructure and expenditure. The setting-up costs of any scheme should not fall on a single year's budget, but should be 'recovered' over, say, a twenty year period.*

**9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?** *All of these should be available, so long as vigorous policing takes place - pointless without. I think exemptions, rather than discounts would be more appropriate. I would also add families with children of primary school age or under, and those who have to attend medical appointments of any kind.*

**10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?** *Hardly ! Unless, perhaps, it were to be outside the North and South Circular Roads where the public transport systems are less capable of replacing individual car journeys.*

**11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?** *Probably a little more - not much - to help with the implementation costs of any new system and potential improvement to public transport.*

**12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?** *Yes, I think something as wide-ranging as this, affecting everyone who travels in London, should be considered outside the normal elections regime. No party or representative has a mandate for such sweeping proposals.*

## Written Evidence from Individuals: Part One

**13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?** *Again, your first assumption is that smarter road user charging might be an answer, In my limited experience, the first step should be to vastly increase the standard, frequency and spread of public transport. Then many more journeys would be undertaken by public transport and the pressure on the roads would be substantially reduced.*

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3215 |
|------------------|---------|

Rather than road pricing, reduce public transport costs to a level where it won't seem economical to drive your car for most journeys.  
Fund Public Transport from taxes. Public can afford a cost which replaces large road fund taxes.

Key questions

1. Do the current road user charging systems in London require reform?  
Yes. Far too high and should be reduced cost.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?  
Don't want or agree with Smart Charging

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?  
Impossible to institute. Far too complex

4. What strategies and targets could smarter road user charging support?  
Regulating Rush Hour congestion, MAYBE

5. What technology could be used to support smarter road user charging?  
As is already

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?  
Not at all. If you can still use the roads but pay its pointless

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?  
Should be the same for all places

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?  
There should be no other taxes if we're paying for usage. What's the point?

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those

## Written Evidence from Individuals: Part One

on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Those in need should be either exempt or half price. Two systems.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. Its more expensive and London has reasonably available public transport so Londoners have an alternate mode of transport

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Why would you even ask this question? Do Londoners pay different Road Tax currently depending on postcode?

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

I can see Poll Tax type objections and rallies. It won't work and will destroy the economy.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

No Idea? Clearly your call for evidence is merely going through the motions. How would a normal citizen know the answer to this or even if there are other countries with such inappropriate ideas.

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**[personal information redacted for publication]**

**[personal information redacted for publication]**

Road traffic charging I strongly object to the suggested road traffic charging scheme for London Thanks [personal information redacted for publication]

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3212 |
|------------------|---------|

[no further text]

The Future of Smart road charging-Call for evidence.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3195 |
|------------------|---------|

## Written Evidence from Individuals: Part One

Firstly can someone explain why is it that this consultation of yours has been so well kept secret and why has it been given such a short window of time to response. One might think you do not want any responses to sent in so it can be easily implemented. Who ever the regulatory body are for consultations they must be a sleep at the wheel if you get away with this!

1. Do the current road user charging systems in London require reform?

Yes, the current road user charging systems in London and the rest of the areas in operation in the UK needs scrapping permanently it is a bad idea, I certainly did not vote for them. The only real people your aims will serve is the rich and elite by freeing up the road space that is no longer occupied by the working class who will no longer be able to afford to run a vehicle. As my recent business trips into the ULEZ zone has shown to me earlier this year, it has increased travelling time significantly and increased pollution which you are saying you wish reduce with cars stuck in traffic jams as they are all force down specific routes with cars inching forward putting out more gases which you seem to be bothered about.

2. With regard to the subject of air pollution, which seems to be your main concern in all this, there has only been one death, all be it tragic, in 20 years. The new smart motorways in only a few short years of their introduction have killed 79 people, excess deaths are running at 20% around 2000 people per week in the UK and the powers that be say that ok because it is happening all over the world, yet that seems to be of no concern to anyone in authority. Maybe the powers that be think this is all good as there are now less motorist on the road! Its time you all woke up and instead of spending our hard earned public money on idiotic schemes, start and spend OUR money wisely on the real issues I have just listed.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

I am under no illusions that if your measures were to be introduced there is not a cat in hells chance of repealing current charges or taxes It has been clear to me that you both yourselves and the Government have always been out to milk as much money from the public as possible until we are bled dry and forced off the roads even if we were to go back to driving a horse and cart.

It seems that the current establishment are not satisfied in collecting 20% VAT on the purchase of commercial and private vehicles, VAT on petrol, motor parts, 53% on fuel duty on top which the fuel duty is taxed by 20% VAT tax on tax and not last but least the introduction of insurance premium tax.

In 2015 George Osborne pledge to ring fence VED from 2020 to 2025 to go to fixing the roads, so why do you need more money?

It seems to me that since dropping of the name "Road fund license" as it became an embarrassment to the Government because it clearly was mis representation of where the money goes, they dropped that name and called it VED.

It seems now you want introduce a new Road tax fund to fix the roads, again more tax on tax.

So to sum up my response, TFL and the Mayor need put its own house in order with the firstly cleaning up the toxic Underground air quality before punishing the motorist even further. look at easing traffic by reducing all the cameras and give people their freedom back.  
Kind regards,

[personal information redacted for publication]

### Road User Charging Key Questions Answered

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3190 |
|------------------|---------|

*On behalf of [personal information redacted for publication]*

## Written Evidence from Individuals: Part One

To whoever it may concern,

As someone who regularly drives within London and on behalf of the 34 million other road users who will be directly affected by the introduction of road user charging, I am writing to you to respond to your key questions presented in the latest Road User Charging Consultation.

1. Do the current road user charging systems in London require reform?

**No, not in the way this proposal suggests. The Ultra Low Emission Zone (ULEZ) has impacted motorists enough. There needs to be less regulation and monitoring and more time for motorists to recover.**

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

**Instead of reinventing the wheel (excuse the pun!), improve the old systems in place instead of proposing a completely new system. The daily charge that stops at midnight, forcing poor motorists to pay twice if they visit between 10pm and 2am, is just one example of something that needs looking at within the existing system.**

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

**With a nation already at breaking point (both financially and emotionally), there is no need for any more road charging systems.**

4. What strategies and targets could smarter road user charging support?

**Giving motorists more charges can only cause more stress and financial hardship. Look into strategies and targets to support motorists that do not add more financial burden.**

5. What technology could be used to support smarter road user charging?

**Technology intrudes on people's lives enough. People do not want more.**

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

**This is what the The Ultra Low Emission Zone (ULEZ) is for and is already doing. Motorists are already taxed via VED emissions, with electric cars incentivised. People do not want more taxes forced on them.**

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

**We already have a road user charging scheme in place at a national level; Road Tax and Fuel Duty. Motorists have no need or requirement for more road user charging schemes.**

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

## Written Evidence from Individuals: Part One

**This proposal should not be introduced as it is not needed or required. Hardworking people should not be priced out of driving their cars and stopped being able to visit family and friends, make a living or to simply relax.**

9. What discounts and exemptions would you like to see for any newsarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

**We the people do not want a road charging scheme. We want less stress, less hypocrisy, and more understanding of the average citizen.**

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

**No, this proposal should not be introduced anywhere as it is not needed or required. People should not be coerced into using a government road user charging system that they do not want or need to be a part of. Those who do not wish to comply could result in them losing basic rights, which is a shocking assault on our basic freedoms.**

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

**They would all pay more. Giving motorists more charges will only cause more stress and financial hardship.**

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

**Yes, anything else can only be described as the work of a dictatorship. We supposedly live in a democratic country, so people have the right to know about such issues, comment, and vote on them.**

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

**First and foremost, we the people did not have a say on the policy goals. People have the right to know the policy and vote and then be given the chance to vote on the road charging scheme. Anything else can only be described as the work of a dictatorship. This is an absolute disgrace and an obvious attempt to push this proposal through quietly to strip the basic rights and freedoms of the people even further.**

*On behalf of [personal information redacted for publication]*

questions answered

|           |         |
|-----------|---------|
| Reference | RUC3189 |
|-----------|---------|

Road taxes should be based on mileage travelled with concessions for trade vans and cars. Taxing motorists with a blanked tax is unfair. My wife and I can not afford to replace a non-compliant vehicle but as we travel very little in this car, shops, dentist etc. we could afford to pay the extra that would be added to the fuel price.

regards, [personal information redacted for publication]



## Written Evidence from Individuals: Part One

Question answered

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3188 |
|------------------|---------|

Hi.

I believe that those who reside within the new ULEZ zone should be exempt of the new charge.

In this economic climate, it is not viable for the average person to be able to afford new taxes such as this.

Luckily, nowadays I do not need a van or car for work but I used to and there is no way I could have afforded a new work van, so my business would have gone under.

I sold my old car recently and managed to buy a compliant car which allowed me to go in to the ULEZ zone within the A406. My wife's car is not compliant, so now that you want to extend the zone out to roughly the M25. We need the second car but can not afford a new compliant car.

There must be thousands of people in our situation./

Regards, [personal information redacted for publication]

PAy per Mile

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3181 |
|------------------|---------|

I DO NOT WANT TO PAY PER MILR IN MY COMBUSTION ENGINER CAR!

Call for Evidence - Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3180 |
|------------------|---------|

Dear Sirs,

I strongly object to smart road user charging because it will cripple the economy and society on so many levels, particularly for the poor. There are better alternatives for cleaner air which will allow people to still move about freely and breathe better - as is our inalienable right. Cheaper and more efficient transport using clean fuel such as the hydrogen fuel cell will make the difference that's needed. There is no justification whatsoever for these punitive measures. Only the very rich will be able to afford to drive cars.

1. Do the current road user charging systems in London require reform?

Yes - the existing ULEZ scheme should be scrapped as it is already negatively impacting those on low incomes, especially those who are elderly and frail, and have vehicle dependent businesses. We already pay road tax and fuel duty - that is enough. We need incentives not more punishment.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

## Written Evidence from Individuals: Part One

Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject any such scheme. For example the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen. It also adds more complications and stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one's journey. We should not have to pay extra whether travelling for work, for caring or for essential services. Fuel duty already costs us per mile as the more you drive, the more you pay. We don't need any more road charging systems, people are already paying over the odds.

4. What strategies and targets could smarter road user charging support?

Smarter road user charging will not be needed if public transport were made ultra cheap and efficient to encourage people to give up their cars.

5. What technology could be used to support smarter road user charging?

More technology is not necessary, would be costly and should only be a matter of personal choice - not one of imposition. So-called 'smart' technology means more RFR EMF technology, which we already have more than enough of in our everyday lives. Our every movement would be surveilled, tracked and taxed. Human beings want LESS technology intruded in their lives, not more. Target-monitoring is costly and effort should instead be put into quality of urban design.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead better quality road design is needed, along with reduced charges and support for local shops so that people can fulfil their routine needs without the need to travel. For example tyre dust is a significant source of pollution, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads, not by taxation. Scrapping HS2

and using the earmarked £106bn would go a long way to helping subsidise public transport, as would redirecting other kinds of excessive, nonessential spending of public funds.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

There are no benefits to either. As said, we already have road user charging at national level in the form of road tax and fuel duty.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Better to focus on the health and well being of the nation, not on more ways to price people out of driving their cars and visiting family and crippling the economy in order to pay for TFL's huge deficit. Make clean fuel available at low cost. Making public transport more efficient and much cheaper will incentivise giving up cars. If anything road tax on older vehicles should be less because they have been around for many years for which carbon dues have been paid by remaining in use instead of being replaced by another brand new car (most of the carbon in cars is in the manufacture).

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No-one should be charged. Everyone should be exempt, especially considering the majority of the population are on low incomes. Certainly those who need vehicles for work and

## Written Evidence from Individuals: Part One

disabled people shouldn't be penalised.. The smartest thing to do is introduce heavily subsidised, cheap and efficient, clean fuel public transport.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Nowhere would be a sensible place for a trial.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Londoners should pay less than they do now.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes! All new major transport schemes should be put to a democratic, public vote.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I can find no alternative schemes. It appears this scheme for London' is intended as a global template, as set out in Sadiq Kahn's very worrying Green Light: Next Generation Road User Charging For A Healthier, More Liveable, London - worrying because it paints an idyllic picture on top of system that clearly penalises our every move - from which only the very rich will be exempt.

Please publish my comments, preferably anonymously. Please also send me the results of this call for evidence.

Yours,

[personal information redacted for publication]

ulez

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3175 |
|------------------|---------|

1. There is no need for digital technology to monitor peoples journeys.

2. The whole idea uses too much technology and needs the use of, already scarce resources to implement

3.No variation needed for different journeys. Journeys are done by people when they have a need for the journey. No one should have to justify their need. There are too many rules and regulations already.

4. There is no need for more strategies and targets. People already pay and support road usage.

5. None, there are enough already

^ It cannot, Better road design and parking is needed. Perhaps it is time to ask the people who use the roads what they need instead of your need to force and control what you want?

7. It should not be introduced

8. It should not be introduced

## Written Evidence from Individuals: Part One

9. It should not be introduced
10. No trial needed, already pay in fuel tax'
11. No scheme is needed or wanted. This is about control not about traffic
12. Mayors have in the past misused their powers, their authority needs to be restricted
13. Examine your goals, find the truth of what you are trying to achieve.

### CALL FOR EVIDENCE - SMART ROAD USER CHARGING

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3173 |
|------------------|---------|

Dear Sirs,

I strongly object to smart road user charging because it will cripple the economy and society on so many levels, particularly for the poor. There are better alternatives for cleaner air which will allow people to still move about freely and breathe better - as is our inalienable right. Cheaper and more efficient transport using clean fuel such as the hydrogen fuel cell will make the difference that's needed. There is no justification whatsoever for these punitive measures. Only the very rich will be able to afford to drive cars.

1. Do the current road user charging systems in London require reform?

Yes - the existing ULEZ scheme should be scrapped as it is already negatively impacting those on low incomes, especially those who are elderly and frail, and have vehicle dependent businesses. We already pay road tax and fuel duty - that is enough. We need incentives not more punishment.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject any such scheme. For example the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen. It also adds more complications and stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one's journey. We should not have to pay extra whether travelling for work, for caring or for essential services. Fuel duty already costs us per mile as the more you drive, the more you pay. We don't need any more road charging systems, people are already paying over the odds.

4. What strategies and targets could smarter road user charging support?

Smarter road user charging will not be needed if public transport were made ultra cheap and efficient to encourage people to give up their cars.

5. What technology could be used to support smarter road user charging?

More technology is not necessary, would be costly and should only be a matter of personal choice - not one of imposition. So-called 'smart' technology means more RFR EMF technology, which we already have more than enough of in our everyday lives. Our every

## Written Evidence from Individuals: Part One

movement would be surveilled, tracked and taxed. Human beings want LESS technology intruded in their lives, not more. Target-monitoring is costly and effort should instead be put into quality of urban design.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead better quality road design is needed, along with reduced charges and support for local shops so that people can fulfil their routine needs without the need to travel. For example tyre dust is a significant source of pollution, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads, not by taxation. Scrapping HS2

and using the earmarked £106bn would go a long way to helping subsidise public transport, as would redirecting other kinds of excessive, nonessential spending of public funds.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

There are no benefits to either. As said, we already have road user charging at national level in the form of road tax and fuel duty .

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Better to focus on the health and well being of the nation, not on more ways to price people out of driving their cars and visiting family and crippling the economy in order to pay for TFL's huge deficit. Make clean fuel available at low cost. Making public transport more efficient and much cheaper will incentivise giving up cars. If anything road tax on older vehicles should be less because they have been around for many years for which carbon dues have been paid by remaining in use instead of being replaced by another brand new car (most of the carbon in cars is in the manufacture).

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No-one should be charged. Everyone should be exempt, especially considering the majority of the population are on low incomes. Certainly those who need vehicles for work and disabled people shouldn't be penalised.. The smartest thing to do is introduce heavily subsidised, cheap and efficient, clean fuel public transport.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Nowhere would be a sensible place for a trial.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Londoners should pay less than they do now.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes! All new major transport schemes should be put to a democratic, public vote.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

I can find no alternative schemes. It appears this scheme for London' is intended as a global template, as set out in Sadiq Kahn's very worrying Green Light: Next Generation Road User Charging For A Healthier, More Liveable, London - worrying because it paints an idyllic picture on top of system that clearly penalises our every move - from which only the very rich will be exempt.

Please publish my comments, preferably anonymously. Please also send me the results of this call for evidence.

Yours,

[personal information redacted for publication]

## Written Evidence from Individuals: Part One

### Response to Road User Charging Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3166 |
|------------------|---------|

I am appalled at the rushing through of this consultation. The period to respond should be 6-12 months at the very least. I found out about this yesterday and most people u know had no idea about something that will dramatically and, almost certainly, negatively impact their lives. Please extend the. Consultation period until September at least.

Q1. No. The current road user charging systems in London do not require changing to the system proposed. The proposed system of charging everyone by distance travelled, regardless of mode of transport is a catastrophic revenue- generating scam. Forcing people to use an app to record their movements is a Draconian idea. People should have the freedom to travel wherever they please without having their movements trackable, unless they have committed a dangerous crime like rape. I can see this proposal will be exploited in terrible ways to prevent people from travelling if they want to peacefully demonstrate or if express views that are in opposition to the government (i.e. docked mobility credits for posting something on social media that goes against government policy).

This proposal to charge road users by distance travelled will erode civil liberties and I vehemently oppose it, as well as the digital ID needed to enforce this.

Q2. Smart road user charging would differ from current daily charges for drivers because it requires tracking of distance travelled. This means GPS must be turned on on the mobile device of the user, which will not only help to track distance but the exact location of everyone using the City Move app.

Personally, I do not leave GPS on on my mobile device because I don't want the apps I use to track my exact location for my own personal privacy.

I also do not want to be tethered to my device.

This new proposal also implicates non-drivers. I like to walk long distances without taking my mobile phone with me. I don't want the government forcing me to have my phone in my person every single time I leave my home. And I don't want the government being able to track where I have walked. It is a level of intrusion into my personal life that the government or anyone else has no right to.

This new proposal will differ from current proposals for drivers because it will effectively force drivers of older, less efficient cars to either buy something else or stop driving altogether. We all know this will disproportionately impact drivers who are on low incomes/ working class. A poor person may not be able to afford a new car, nor the higher rate charges for an older vehicle that this proposal will demand.

Also, with this new proposal, drivers will be asked to predict their journey in advance to check the cost of the charge. Many people travel and choose to take detours or stop off unexpectedly to see a friend, help someone, etc. The proposal will restrict people's capacity to be spontaneous, especially if they can only afford to travel a certain number of miles in a given day. Existing road charges do not force people to limit their freedom to move because they are concerned that they have done too many miles already.

This new proposal will likely cut down road trips across the country for everyone other than the wealthy or those who must travel to work or see family. Current charges in place would not impact people's willingness to travel distances, unless there were plenty of toll roads.

Additionally, this new proposal makes drivers responsible for paying for passengers. Large families are effectively penalised.

Under this new proposal, drivers are effectively being stripped of their right to travel without movements being tracked via a digital ID. None of the current road charging systems do this.

## Written Evidence from Individuals: Part One

Q3. Charges could vary for different types of journey in any way deemed fit by government/ Mayor's Office or whatever body decides. This is the terrifying nature of this proposal. The rate paid could be decided on any old arbitrary measure and this could change. For example, if the Mayor says pollution is up, the charge could go up. How would anyone know if this is truth or a lie? No one would know because we have seen the government falsify and misrepresent data on copious occasions, not just in the last 3 years but for decades. There is no evidence to indicate the government would not continue to falsify evidence to enforce whatever charges they decide on.

What is an 'essential service' and who defines or decides what is or is not essential? This will likely destroy small businesses working in areas seemed high pollution.

At present, the information on how charges will vary is so vague and inexplicit, it worryingly seems like this was done deliberately so that people cannot understand the full scope of what this really is. It basically gives license to charge every human X amount every time they moved.

Q4. What strategies and targets could smart road user charging support.

Well it could support the government's ongoing long term strategy to undermine and erode civil liberties and lock people into a system whereby their behaviours are monitored and coerced. It also supports the government's strategy to make things financially more stressful and difficult for the working class. This additional cost of living is not something that can be avoided.

Q5. The technology utilised will be the app that is described in the proposal, satellites and cameras on the roads to penalise people who are not correctly engaging with the app to record their travel. For people who do not own a mobile phone, how will they travel? Will they be permitted to travel? There are some people who do not own mobile phones for health reasons, could they be exempt from this new scheme? I do not agree that people should be forced to download an app that tracks their movements. The main reason why this scheme is proposed is to track people's movement and reducing emissions is just a by-product.

The mobile phones being used to GPS track movement is a flawed method. What if someone's phone gets stolen? How will they be able to recoup funds of charged travel made by the thief? Or, if someone accidentally leaves their phone somewhere? What if someone's phone died and they don't have enough money to buy a new one? Can they still travel in the time that they do not have a mobile phone?

In order for this to be fair, the price of mobile phones needs to reduce dramatically. This proposal more or less makes ownership of a mobile phone mandatory for all adults, otherwise, they will be penalised and punished financially and possibly even by law authorities. This is wrong.

I foresee this as stealing phones in order to travel under someone else's ID to commit crimes and the wrong people being accused or convicted.

Will this be used to fight crime? If you are able to track every adult's movements will you use this to associate people with crimes committed? Will children also have to have phones to travel? If not, adult criminals will use children to commit crime even more than they do now.

There are too many negatives from this proposal based on having to use and carry your mobile phone with you everywhere, which is not something everyone wants to do, nor should they have to.

Q6. Charging people by distance travelled will of course make poorer/ working class people more cautious about the journeys they make. The rich and wealthy will be unaffected and will continue to make whichever journey they choose using the most polluting vehicles because they can afford it. Therefore, this is an unfair system, disproportionately punishing poorer people. For the poorest, if they cannot afford to travel X miles to reach family, friends, better work prospects, more healthy food options, their well-being will suffer.

Due to unaffordable housing in London, my family no longer live in the same neighbourhood and so charging me by distance travelled will mean I see my family less.

## Written Evidence from Individuals: Part One

I also like to shop around and travel for the cheapest food deals. I won't be able to do this cost effectively if I am to be charged by how many miles I travel, unless this scheme us also going to provide organic vegetables and fruit at low cost in my local area.

Q8. If it is implemented, it should replace all existing charges so that the average working class household is not completely crippled financially. Continuing to pay any and all of the existing road user charges on top of this new charge by distance travelled would be ridiculous.

It is difficult to know how much people will be charged per mile because this proposal gives no examples of prices for different modes of transport, not is there a cap on how much it could vary by. Affordability is likely to be a real issue and so there shouldn't be any other existing charges kept in place IF the City Move proposal is implemented. However, I stress, I am vehemently against it.

It has to be factored in that any delivery services will transfer this cost to the consumer so, not only will the poorest people not be able to travel to reach the healthier food choices but they probably won't be able to afford the delivery option either. Some parts of London have better food quality and nutritional options than others. People stuck in the troughs where mainly low quality food is available will be at s disadvantage, either having to spend more to reach good quality food or resorting to a nutritionally poorer diet which has negative health outcomes for them and their family. This is a violation of rights.

Q9. City Move should not ever be mandatory. Those who want to use it can use it. Those who do not want to use it should not be forced ever. And it should not be a system whereby those who don't use it are inconvenienced or charged more. People earning less than £65,000 per year should be exempt from City Move. Poorer people should be permitted to make the most cost effective decisions about their travel that benefit them.

Wealthier people should be taxed with this City Move scheme because they can afford it and will not be inconvenienced.

IF this scheme is forced onto everyone then the wealthiest tax bracket should pay much more. There should be rates depending on a person's individual earnings and circumstances.

That said, I am against the implementation of this proposal in any shape or form.

What will happen to people who do not use or want to use smartphones? An alternative must be accommodated for.

Q10. No! I am also opposed to the 15 minute cities proposal, which will again be removing control away from the public. People should never be dissuaded from travelling. As mentioned before, certain areas are areas of food quality poverty. It would be unethical to restrict people to a certain area of travel and then charge them more to go beyond this. Poor people would not be able to afford it. Again rich people would be unaffected or minimally affected, which is not equitable unless you are charging rich people more. Either way I am opposed to this wholeheartedly.

Q11. Londoners should be charged less. The focus to reduce pollution should be on large corporations dumping harmful chemicals into our oceans and into the air. Government officials should also not be flying to summits and conferences nationally or internationally when Zoom exists to connect people worldwide.

Q12. The public should be made aware of this consultation via media like television campaigns, radio advertisement on the major channels and letters sent to every person (similar to how the Census is advertised) and the consultation should be extended. This is so important and everyone should have a say. There is also not enough information on what people will pay and what factors will impact the decisions on rates of charge.

Also the public should be able to vote on this it feels like The Mayor is just ploughing through with this before the end of 2024.

This is wrong. I completely understand why this is being snuck through consultation because Khan has been told that he needs to implement this before the end of his term and



## Written Evidence from Individuals: Part One

that wouldn't work if you made the public aware by fair and reasonable means so it is being hidden from the public.

What percentage of the public check the website for consultations? How else would anyone find out about this if they don't get a letter in the post? Immediately, people without internet access are excluded from giving their views because there is no other means to find out about this consultation or respond to it.

This is very unfair.

If everyone knew, there would be more resistance and that is why this consultation is being pushed through quickly.

I am completely opposed to this consultation. I do not want this City Move proposal implemented, nor do I agree with or support the introduction of digital IDs. This consultation should also have been extended.

### Road User Charging - Call for Evidence

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3165 |
|------------------|---------|

Dear London Assembly Transport Committee

I have set out below my responses to each of the questions within the consultation. Can you please confirm receipt by return?

Additionally can you clarify how "The responses to this Call for Evidence will be used to inform the Committee's discussion with invited stakeholders at its meeting in February 2023 and any subsequent recommendations."? I note the Call for Evidence states "The Committee's second meeting will be held on 28 February 2023.", but this would suggest that such a meeting will not be able to consider any consultation responses that are received in the period after 28 February and up to the date the consultation ends in March 2023. (A) Has the meeting planned for 28 February 2023 been rescheduled to a date following the closure of the consultation, and if so please advise when this is to afford me the opportunity to attend as an audience member; or (B) Like the Mayor's decision to extend the ULEZ to outer London, has a decision to introduce Road User Charging in London already been predetermined via the procurement and installation of automatic number plate recognition (ANPR) cameras?

1. Do the current road user charging systems in London require reform?

Response: No. I have a car and use this for essential journeys, which include essential shopping for my family, journeys to my elderly mother 10 miles away, to/ from my place of work, taking my children to extracurricular activities, etc. Road tax and tax on fuel are fair - the more polluting your vehicle the higher the road tax charge, and the more fuel you use the more fuel tax you pay. If road user charging (tolls, pay per mile, etc.) was introduced, it would be very difficult for people to budget for their car use, and if they could, it is likely to result in a reduction in the length of car journeys, which would disproportionately affect people living in more rural outer London areas than those in Central/ Inner London where public transport is more widely available and amenities are in closer proximity.

## Written Evidence from Individuals: Part One

In recent years the Mayor has introduced additional charges to vehicles that do not meet defined Euro standards for vehicle exhaust emissions. These charges do not relate to road use, but seem to be a means of generating revenue in the short-term that will reportedly be spent on improvements to public transport services. The Mayor has identified that the revenue generated in the first couple of years following extension of ULEZ to outer London will not pay for the capital cost of installing the infrastructure, and has further identified that more than 4 out of 5 vehicles already meet the latest Euro standards noted above. Analysis commissioned by the Mayor acknowledged that the average age of a car in London is c. 8 years and that car replacement with newer models would naturally lead to higher levels of compliance with the current latest Euro exhaust emission standards. ULEZ will therefore soon be redundant as a revenue generator, and it seems the Mayor has known this all along, and planned to use the camera technology being installed under the auspices of reducing air quality to function as a means of journey travel monitoring and charging to simply raise revenue for the GLA indefinitely.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Response: With the exception of the congestion charge that covers central London, no daily charges for driving in London currently exist.

Further charges may apply to users of vehicles that do not meet the Euro standards noted in response to question 1 above, but the Mayor confirmed in the ULEZ consultation that this is not intended as a road user charge, but a means to encourage upgrade of vehicles in use within London to less polluting types with the assistance of a scrappage scheme, all with the intention of improving the quality of London's air. This is supported by the Transport for London's website, which states:

*"To help clear London's air and improve public health, the Ultra Low Emission Zone (ULEZ) is expanding across all London boroughs from 29 August 2023."*

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Response: With current road use charges, namely road tax and tax on fuel, journeys are fairly charged. You shouldn't have to pay different charges for different journey types. Attempts to do so would result in users finding 'work-arounds' to avoid such charging, and would be extremely complex for users to navigate/ manage. People don't need any other road charging/ tax grabbing schemes, and nor should the Mayor be seeking these if, as noted above, the intention is "To help clear London's air and improve public health".

4. What strategies and targets could smarter road user charging support?

Response: None. With air quality improving all the time following the government's drive to ban the sale of new fossil fuel vehicles from 2030, users are upgrading their vehicles at an increased rate that is also improving London's air quality. Instead of focusing on crippling Londoners with additional, and higher taxes, the Mayor should be considering the health and wellbeing of Londoners, focusing on provision of better services for all, including young people, eliminating knife crime, and improving the image of the Metropolitan Police, which has been severely tarnished under his mismanagement.

5. What technology could be used to support smarter road user charging?

Response: None. With existing road tax and tax on fuel, road users should be able to benefit from access to the existing road network that they always have without additional charges,

## Written Evidence from Individuals: Part One

similar to public rights of way. Where new roads are constructed that would make journey times shorter/ more convenient like the Queen Elizabeth II bridge, it maybe reasonable to have location based toll charges, but similar charging should not be permitted to apply to existing roads.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Response: Implementation of ULEZ combined with the congestion charge will be shown to achieve this. However, car replacement with newer models would naturally lead to higher levels of compliance with the current latest Euro exhaust emission standards and therefore reductions in air pollution/ tackling climate change.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Response: Neither. We already have road tax and tax on fuel which is a national system and fully understood.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Response: It shouldn't be introduced as this will further restrict peoples way of life and existence, and wellbeing.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Response: None, it should not be introduced - existing taxes are in place that work efficiently and can be adjusted nationally to keep these fair for all.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Response: No. If such a scheme was to be considered, it would be better trialed in an out of town location that has the same level of access to public transport across the area, rather than London's varying concentrations of services depending on whether you're referring to central, inner, or outer London.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Response: Distance based road user charging would be unfair. People living in more rural areas of London would have to pay more as a result of not having facilities in such close proximity as someone living in a more densely populated area of London. Current charge of fuel tax is fair in terms of distance travelled and therefore fuel used.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

## Written Evidence from Individuals: Part One

Response: Yes. An electoral mandate (with Mayors and local authorities having powers to introduce new road charging) is not the same as being elected based on having proposals in an election manifesto, or a referendum.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Response: Don't know. However, Berlin's ULEZ\*, prohibits vehicles with high pollutant emissions from entering the urban area within the S-Bahn ring. Unlike London ULEZ, prohibited vehicles from entering the Berlin ULEZ are not permitted to enter by paying a daily charge, i.e. no revenue is generated. Because vehicles with high pollutant emissions are prohibited from entering, air quality in Berlin is improved. The Berlin ULEZ covers an area of approximately 88km<sup>2</sup>.

Note: The London ULEZ currently in operation covers an area of 380km<sup>2</sup> and is the largest of its kind in Europe\*\*. This is over 330% larger than the area covered by Berlin's ULEZ. In August 2023 the London ULEZ will be extended to the whole of Greater London, including many rural areas, covering a total area of c. 1,600km<sup>2</sup>, over 1,700% larger than the area covered by Berlin's ULEZ.

Information sources:

\* <https://www.berlin.de/sen/uvk/en/environment/air/low-emission-zone/>

\*\* <https://www.london.gov.uk/press-releases/mayoral/ultra-low-emission-zone-covers-all-of-inner-london>

Kind regards

[personal information redacted for publication]

Road charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3164 |
|------------------|---------|

Quite simply NO.

We pay road tax already, how can it be right, this is getting Prince John & Sheriff of Nottingham stuff.

What is going on here, this as much my city & Ive been in it a lot longer than some of these who want to turn it into little hamlets & stay in your own little hamlet unless one takes public transport. Its 45 mins by car travelling to my place of work, 1.5 hours min by public transport, three-legged journey.

Busses are freezing or boiling in the summer & who one has to mix with don't help.

Thanks for listening.

[personal information redacted for publication]

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Road use charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3161 |
|------------------|---------|

To whom it may concern, I am emailing you with deep concern on the proposed changes to road users charging ie: motor vehicles. This is absolutely unacceptable, disgusting

## Written Evidence from Individuals: Part One

behaviour, I have a disability and need my car this will disproportionately affect my mental health my life and my well being.

The roads and streets belong to the people and mayor's and council staff are employees of the people, the people should not be ignored and branded far right because we are opposed to plans made by a man who will be out of a job next election and unaffected by any measures imposed on working families.

Regards

[personal information redacted for publication]

The future of smart road user charging February 2023 - REJECTION

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3158 |
|------------------|---------|

"What will the evidence I provide be used for?"

The responses to this Call for Evidence will be used to inform the Committee's discussion with invited stakeholders at its meeting in February 2023 and any subsequent recommendations. This is an open meeting, and anyone is welcome to attend as an audience member to watch the discussion.

Following the investigation, the Committee may produce an output in the form of a published letter or report. Information and/or quotations from submissions to this call for evidence may be used in this output, and we will ensure we cite you. We generally inform those who have submitted evidence the outcome of the investigation in the form of link to a report or output when it is published".

I do not believe the above statement to be true, as this plan for Englands roads and citizens was not widely publicised for a national response, unlike COVID-19.

Showing clearly the difference between an agenda being pushed into the attention of a nation and one being hidden and rolled out in the background.

I AM ASHAMED TO BE A BORN CITIZEN OF THIS COUNTRY, IT'S TACTICAL BULLYING OF IT PEOPLE AND OUR FADING RIGHTS!

Key questions

1. Do the current road user charging systems in London require reform?

No. Absolutely not again!

Q: Is there a way for the British people to put forth a request for a reform of Government instead of changing the roads and how we use them?

I am highly interested in changing the way this country is dominated by those in power and also how people are 'elected' into systems of power within our country.

(I would appreciate if a poll or questionnaire would be made available on Gov.uk website regarding this).

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Increased rules being applied to a trusting public. Identities and bank accounts being abused on a regular basis. Less human rights, as these would be lost and swallowed up in political micro management. who only seem to care about herding people like animals and stripping human rights under the banner of 'protection' and 'progression'.

3. How might charges for driving in London be varied for different types of

## Written Evidence from Individuals: Part One

journeys, such as travelling for work, caring responsibilities or essential services?

We have systems in place. We have extremely expensive parking restrictions.

We have yearly raised transportation provided.

We also have different modes of transport because we are 'individual people' and not cattle! Rather than taxing humans to leave their homes, close usable roads, install huge bike lane's that are only sometimes used by cyclists and extortion of the public causing: increased traffic, increased time spent navigating what used to be a 10 minute journey into 20/25 minutes due to planters being placed in roads, a new uptake of deeply felt road rage, lost of patience for one another and mass extortion! The Government/local Council having put zero thought into things like the community carer's I.e. domiciliary care which is highly valued but impossible to arrive at clients homes on time due to the new configuration that was implemented thoughtlessly! A failing National health service, causing the need for the need of community care to rise, yet we are changing rules for drivers and road users rather than addressing a failing political system.

4. What strategies and targets could smarter road user charging support?

Less disposable income for low income families and more control for the Government.

5. What technology could be used to support smarter road user charging?

I am against being marked like a cow with a tag in it's ear! Other than constantly recording my movements and charging for my existence. We could pay our taxes on food (raised yearly), housing (raised yearly), transport (raised yearly) & health care (depletes yearly). Maybe you could charge for conception on children, child birth and air?

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

I have seen all cases increase since the new bike lane's and planters were implemented. Taking space of a surface that is used increases the demand for space. Installing many more traffic light's increases waiting or time spent idle. Making buses and cars share lane's while giving bikes their own lane causes congestion. These were all recently applied and were not previously so damaging to the environment. Planning infrastructure for long term health benefits seems like a better long term goal.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

I expect all above mentioned categories to put their best interests and profit margins before public safety, health and or betterment in general.

I think each area should have a local voice to shepherd it's self and external parties agendas: a voting system on community topics easily accessible and accountable to all.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

I see this question as a money grab.

It implies that the public should be paying more in some way?

I think the entire system is faulty.

I think democracy is an elusive ploy that is sold to the British public.

I would like to see the people that are allocated to run the country do more than grab money.

## Written Evidence from Individuals: Part One

I think the Monarchy is an overseer, which has no care or use for it's subject except validity of hording financial gain and power.

I am a citizen, nothing more, and I am being asked in which ways I'd prefer to pay to exist here - I am again, so ashamed by this country and those that stand in the media representing its gluttony!

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

All of the above. I dont think you should have to apply for exemptions, these forms of control shouldn't exist at all.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

The entire idea is an abomination!

I wouldn't want to live anywhere with this amount of social control is applied! - put it around Buckingham Palace to start with.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

My answer to the previous question is applicable here also:

The entire idea is an abomination!

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

No comment.

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3156 |
|------------------|---------|

The following are my views in response to the London assembly Road User Charging consultation:

Key questions

Q1. Do the current road user charging systems in London require reform?

Yes, current road user charging systems in London do require reform as they are unnecessary and unfair to those who can least afford it and thus should be removed. The

## Written Evidence from Individuals: Part One

figures spouted by the mayor to support the likes of ULEZ, LTNs, school roads, CPZs, etc. are certainly debateable and are massaged just to suit the narrative, exaggerating number of deaths, etc. Under the false aim of wanting cleaner air, the true aim is to raise revenue (caused of mismanagement of TFL funds) using an easy target, the motorist, merely taxes by another name. Air quality is generally good, although the aforementioned schemes and others like more cycling lanes do not help that as they cause congestion, single lane traffic, slow down traffic, cause cars to do more mileage avoiding them, etc. causing more emissions. These schemes do nothing for the environment or the air.

Put money into investigating cleaner forms of green fuel to stop NOx (hydrogen, etc.) - ULEZ is obviously not the answer, nor is scrapping current vehicles as neither will have much of an impact on air quality.

Traffic is only a small proportion of air pollution. Concentrate on the larger percentage of causes such as aircraft, trains, etc.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smart Road User Charging must be removed.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

This horrifies me. I disagree with smart road user charging and with having charges which are varied for different types of journey. In this day and age in a democratic country, reasons for travelling should not have to be justified; whether people are travelling for work or caring for someone, or just wanting to go shopping, visit a friend, or an exercise class, that is their own business as a free individual.

4. What strategies and targets could smarter road user charging support?

I do not agree with smarter road user charging and would like it removed.

5. What technology could be used to support smarter road user charging?

I do not agree with smarter road user charging and would like it removed. I particularly disagree with and am worried about the potential for misuse of cameras (including freedom of the individual, using them to raise revenue for mis-management of TFL finances, etc.)

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

I do not accept that smarter road user charging will assist with traffic, air pollution or climate change. I question there is any serious issue with air pollution caused by there are challenges to air quality As TFL's own report demonstrated, extending ULEZ will have a negligible impact on air quality.

Our air quality in Greater London and in the country, as demonstrated on reputable websites, is not particularly problematic and is certainly already better than most other countries. Air pollution has been reducing steadily since the 90's as a natural result of improved car technology and other means, ie before "smarter" road charging was ever introduced so not attributable to this and it will continue to improve as cars are naturally replaced at the end of their useful lives.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Smart Road User Charging must be removed.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smart Road User Charging must be removed.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Smart Road User Charging must be removed.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

I do not agree with smarter road user charging and would like it removed.



## Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

I do not agree with smarter road user charging and would like it removed.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities have such powers to introduce new road charging schemes but have no mandate for this from the electorate, people living in London, or even living outside London but having to travel in for work, etc. and already seem to ignore the results of consultations (eg the majority opposition to ULEZ).

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

The intention, apart from just raising revenue, seems to be to remove the need for cars altogether and have people walking and cycling everywhere which is just unworkable for shopping, workers carrying the tools of their trade, etc. This means of pricing people off the roads is despicable and will have a detrimental affect on so many lives, certainly my own, causing isolation and mental health issues. Please wake up to real life and do not pursue these feared and unnecessary smarter road charging schemes.

Yours faithfully,

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3155 |
|------------------|---------|

Questions and responses:

1. Do the current road user charging systems in London require reform?

If this would be the kind of reform that puts additional financial and time burdens on an already stressed populace, then the answer has to be NO.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It would be possible to adjust the system to be "smart" in the direction of value and ease for the people who negotiate London every day.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Freedom to travel is fundamental to British law and there are already levies on fuel to tax mileage. Being penalised differing additional amounts depending on someone else's idea of whether your journey is "worthy" or "important" is not the business of any administration that is acting according to the law.

4. What strategies and targets could smarter road user charging support?

What is so important about defining a strategy and target concerning how other people go about their travel? It is a part of their inherent freedom as a living soul.

5. What technology could be used to support smarter road user charging?

There is no need to add further technology and more monitoring. It is already excessive.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

There are already measures in place to charge more for less environmentally friendly vehicles and electric vehicles are incentivised (despite being enormously polluting and toxic to produce and not "carbon neutral" for at least 50,000 miles—by which time new batteries are likely to be needed.)

## Written Evidence from Individuals: Part One

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already pay road tax and fuel duty. That is sufficient.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

How about encouraging all kinds of breakthrough technical modifications that allow greater economy and reduced pollution in existing transport? How about then responding to the ACTUAL impact of a given vehicle, which may be old but has been made far more efficient and clean by clever use of breakthrough technology in the fuel system? Many such devices have been created over the years but they tend to be sidelined. How about the UK leads the world in making every existing car super clean and economical, rather than digging up thousands of tons of (foreign?) landscape for materials and rare minerals to make new fake-green ones?

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Every plan should be to facilitate the ease with which people can travel around their city and country and to help them to do it cheaply.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No trial or roll-out is necessary, in London or anywhere.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Distance-based road user charging is already present in fuel duty. That is sufficient.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

They should be put to a widely publicised and visible public vote with mainstream coverage and full explanations from unbiased narrators.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

We only need to make travel simple and cheap for the people of this country. We can act independently.

[personal information redacted for publication]

### Road User Charging

|           |         |
|-----------|---------|
| Reference | RUC3154 |
|-----------|---------|

See responses in Bold to each consultation question.

1. Do the current road user charging systems in London require reform?

**No. Road users currently pay road tax and fuel duty, both of which are collected by central government and make any road use prohibitively expensive. In addition to these road user charging methods, the Mayor has extended the ULEZ out to (but excluding) the North and South Circular roads, resulting in a further cost of £12.50 per calendar day for non-compliant vehicles, and the ULEZ will be further extended to cover outer London from the end of August 2023.**

**Road tax and fuel duty are attributed based on the type of vehicle and its use respectively. Whilst these can be adjusted via annual Government budget setting, road users at least know they have base costs to pay, which in theory partly go towards the upkeep of roads. Any proposed road user charging (tolls, pay per mile,**

## Written Evidence from Individuals: Part One

etc.) would be extremely prohibitive and more greatly affect everyone who is feeling the pinch in the current economic crisis.

As cars currently owned are naturally upgraded with newer vehicles that have greater efficiencies and less polluting (at least in use - ignoring the huge environmental impacts from production of new cars), additional charges imposed by the Mayor for ULEZ will fall away and should not be replaced. In fact, if the Mayor is so concerned about air quality, he should ban all non-ULEZ compliant vehicles in London and abolish associated charges. Note ULEZ compliant car use in London is currently at 80%, and rising, which is confirmed by the following statement from Transport for London's website

*"More than four out of five vehicles already meet the emissions standards. To see if your vehicle meets the ULEZ emission standards"*

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

There are no current daily road user charges. If this consultation is referring to ULEZ, the Mayor has stated that this is not a road user charge, but a means to upgrade vehicles in use within London to less polluting types with the intention of cleaning London's air. This is supported by the following statements from Transport for London's website

*"To help clear London's air and improve public health, the Ultra Low Emission Zone (ULEZ) is expanding across all London boroughs from 29 August 2023."*

*"Londoners are developing life-changing illnesses such as cancer, asthma and lung disease, and there is a higher risk of dementia in older people. Air pollution even contributes to the premature death of thousands of Londoners every year."*

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

The Mayor should focus on extending the public transport available in London to provide equal opportunities for all Londoners to use, and not just those in central and inner London. Londoners would then have the opportunity to use services that are reliable and readily available across all parts of London, including Outer where there are currently limited alternatives available, i.e. lack of Underground, Overground, Tram, DLR, etc. and rely less on their own vehicles. This would result in reduced car use and leave essential car use for journeys similar to those described in this question.

4. What strategies and targets could smarter road user charging support?

None. Such charging strategies would make any road use complex, particularly for the elderly, and will result in further limiting any wellbeing trips that road users originating from outside the current ULEZ make to see elderly relatives, or provide caring responsibilities within the ULEZ.

5. What technology could be used to support smarter road user charging?

None. This should be kept simple and applied at source, i.e. via existing Road Tax and vehicle duty on fuel.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The question is not seeking to tackle any problems with traffic and air pollution (and therefore climate change), but is seeking ways in which charges can be applied to generate revenue that may discourage some vehicle use. If the Mayor wanted to tackle problems in locations where they exist (and these are far from being London wide), these could be addressed by the following means that do not require any charges being levied:

a) Traffic - Road use could be prohibited.

## Written Evidence from Individuals: Part One

### **b) Air pollution - vehicles not meeting defined criteria could be banned from problem locations, or London wide**

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

**Neither. Charging should be kept simple and applied at source, i.e. via existing Road Tax and vehicle duty on fuel.**

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

**It shouldn't be introduced as this will further restrict peoples way of life and existence, by making journey planning expensive and prohibitive.**

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

**None, road charging should not be introduced.**

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

**No. It is too varied with different scenarios in central inner, an outer London, and public transport opportunities currently available in these areas, and both north and south of the River Thames vary considerably, making and such scheme unfair.**

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

**Disagree with the principle of such charging**

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

**Yes a referendum should be required**

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

**Don't know.**

***[personal information redacted for publication]***

'Road User Charging' Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3153 |
|------------------|---------|

Dear Sir/Madam,

1. Do the current road user charging systems in London require reform?

Reform? More like: remove.

If they are to be kept, get rid of the inconsistencies. Why are 'classic' and the most polluting cars exemption? The particulates from tyres are more 'harmful' than emissions and heavier electric cars produce more tyre wear. And, of those electric cars, are we comfortable about the children who are sent down mines for nickel, cobalt & lithium for the batteries?

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

## Written Evidence from Individuals: Part One

Being waived when the only practical way to go from A to B is via a charging zone, i.e. there are a lot of drivers avoiding road charging zones and therefore contributing to traffic jams form as a consequence. It's hardly helping matters.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

They shouldn't. Emergency services, for example, have sirens and blue lights, and road users get out their way - they have priority on the road. But, no one road user should have a discount compared to another. What next - Sainsbury's selling loafs of bread at different prices, based on someone's weight?

4. What strategies and targets could smarter road user charging support?

None. They'll lead to stress, particularly to the less well off.

5. What technology could be used to support smarter road user charging?

It's unfair to burden certain people, and perhaps more so the elderly, with technology.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

(Running out of time – deadline approaching....only found out about this consultation today. Why!? Why not promoted!?)

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We don't need to be tracked, or has Big Brother finally arrived? The road fund tax and fuel duty suffice.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

None. The current way of collecting revenue from the motorist is fine. Charging per mile does not incentivise economic, and therefore green, motoring. It doesn't help reduce the consumption of energy.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

(Why are all these questions posed as if road user charging is a great idea and will happen?) in areas of low levels of public transport there should be no charging for road user – END OF.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Certainly not, although I wouldn't want to put this on any other region. Yeah, try it in the most populous part of the country – brilliant suggestion – not!

## Written Evidence from Individuals: Part One

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

The same. Well, if charging was introduced to cover all of London, as is proposed from the ULEZ expansion, then mileage would in many case drop and therefore the cost too. Instead of going an extra 20 miles per day to cross the Thames at Dartford, I'll go back to using the Blackwell Tunnel. That's right – it bonkers already.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

All schemes should be detailed prior to a mayoral election though.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Many aren't using speculative (to put it mildly) scientific information to form their strategies. Their leaders aren't getting away with only smirks (because they don't have the facts) when questioned about their decisions or motives. Their leaders haven't committed to buying cameras before consultations too.

Best Regards

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3151 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

Yes. The existing road user charging system in London should be scrapped and no additional charging schemes should be imposed.

Road users who operate licenced vehicles (i.e cars, motorbikes, etc) already pay more than their fair-share for the transport network via road tax, VAT on vehicles and fuel duty, etc.

Forcing road users to pay additional amounts on top of these already-in-place measures will disproportionately disadvantage the poor and even the middle-classes - i.e. the vast majority of Londoners. It will only benefit the very wealthy, who will be able to pay the additional

## Written Evidence from Individuals: Part One

charges without adversely it affecting their quality of life.

I feel very strongly that the existing congestion/emissions based road-charging systems in London are unfair and were brought in undemocratically, and that the proposed "smart road user charging" scheme, along with ULEZ, is a clear attempt to double down on this.

If the London Assembly push ahead with this, then a detailed, finalised proposal must be published and time must be allowed for public debate and a referendum held.

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2. How might smarter road user charging differ from the current daily charges for driving applied in London?

The current daily charge is broken. Why should it reset at midnight? (Meaning some visitors to London have to pay twice for a single trip, if that trip happens go past midnight)

Also, insufficient time is allowed before a charge turns into a punitive fine. When someone owes a congestion zone/ULEZ charge and hasn't paid it, in the first instance it should be behoven on the authority to contact them, informing them that a charge is due. I think you could even charge a small additional fee for doing so.

A punitive fine should only be exacted if the driver refuses to pay after they have been reminded.

I have heard from several people who have been caught out and not realised that they had unintentionally strayed into the charging zone, and then faced a punishing fine for an infraction they hadn't even realised they'd made.

Fix that first, to make it at least a bit fairer and don't bring in any additional road charging measures.

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3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

If you must bring in these "smarter" measures, then in order to be equitable, the wealthiest and those with privileged positions should pay more. The charge should not a flat fee but instead be proportionate to the individual's wealth (NB: not just income).

Additionally, in order to assure that public servants (e.g. the Mayor)

## Written Evidence from Individuals: Part One

do not abuse their position in order to avoid paying the fees themselves and to ensure that their journey is really necessary, should have to pay their road charges out of their own pocket and not be able to claim the cost back on expenses (which, for public servants, ultimately means from the tax payer).

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4. What strategies and targets could smarter road user charging support?

Smart road user charging is undemocratic, dictatorial and inhumane. It should not be used to pursue any strategies or targets, unless permission to do so is granted by the public, via the publication of firm proposals, public debate and a referendum on those proposals.

As London is the UK's capital city, the referendum should be UK-wide.

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5. What technology could be used to support smarter road user charging?

No technology should be used to support smarter road user charging in London nor anywhere else in the UK. Smarter road user charging is not a goal that any democratically elected authority, in the UK or elsewhere, should be attempting to bring in.

These proposals are dystopian. Even if you are seeking to do this with the best of intentions, which seems doubtful, then it is highly likely that such measures would be used (or rather abused) by a future Mayor/London Assembly to oppress Londoners, and those who visit our capital.

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6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Smarter road user charging should not be used to assist with tackling any challenges, be they current nor future. Especially traffic, air pollution and climate change.

Traffic:

London's traffic problems could be largely alleviated by better use of the existing transport network. The fact that the existing road-signage is so inadequate and confusing is in-excusable, as are the many



## Written Evidence from Individuals: Part One

road-works that could be much better coordinated.

London has many visitors and not all of them know the roads well. These users cause a disproportionate amount of traffic problems, which could be alleviated with better and more thoughtful signage.

The public transport network also needs to be improved, so as to further encourage its use over car journeys. A very simple measure would be an advertising campaign aimed at getting kids (and, sadly, some adults) to behave better when on public transport. It's depressing to say, but I've lost count of the number of times I've encountered seats on various modes of public transport that have been pissed on. Apparently some kids do it while filming themselves for social media, or just to impress their mates. Whatever the reason, it's completely disgusting!

The "Keep Britain Tidy" campaign of the 70's and 80's, was very effective at getting people to put their litter in bins and not leave it in the countryside or other green spaces. Perhaps something akin to that could help these kids (& others) to realise that they are spoiling it not just for everyone else but also for themselves?

Failing that, New York's public transport seats are made from plastic that can be hosed down. It may be a bit more utilitarian than our cloth-upholstered seats. But at least it's easy to clean.

Traffic could be better handled by improving road-signage so that greater warning is given of junctions, etc. (e.g. most "get in lane" road markings in London need to be much clearer and give drivers far longer warning). Also, all the existing ULEZ measures, such as the ridiculous flower-box barriers, etc. need to be removed so that traffic can flow.

The only new "smart" measure I'd contemplate, is the introduction of a camera-based system to cut down on tail-gating. If drivers left adequate space between cars, etc. then the whole system would be vastly improved and less stressful for everyone.

### Air Pollution:

If you want to improve London's air-pollution, then: 1/ Remove all public transport vehicles that run on diesel - Personal observation shows that diesel run buses have the worst exhaust, in terms of smell and particulate emissions and 2/ install high-capacity air filtration in all stations and tunnels in the London Underground. The air-quality down there during is shocking, especially during rush-hour, when most people are using it and exposed to the pollution.

### Climate Change:

Nothing you do to London's transport system will make the slightest difference to climate change. The present emphasis on "anthropogenic carbon dioxide" and other man-made causes for climate change are largely hog-wash and are just being used as an excuse to bring in anti-

## Written Evidence from Individuals: Part One

democratic and dystopian measures by authoritarian-minded leaders.

Even if human-generated carbon dioxide were to blame for "global warming", then the UK is responsible for less than 1% of global CO2 emissions. So anything we do here to curb ourselves will only be a pyrrhic victory at best.

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7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

The existing road-user charging system vis-a-vis, the national road tax and fuel-duty, etc. should not be changed and additional "smarter" measures should not be brought in.

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8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

The existing road-user charging system vis-a-vis, the national road tax and fuel duty, etc. should not be changed and additional "smarter" measures should not be brought in.

With the exception of adult cyclists and users of electric "scooters". These road users should be charged for their use of the public road network, and licenced if that is necessary in order to apply road-usage charges to them.

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9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

The existing road-user charging system vis-a-vis, the national road tax and fuel duty, etc. should not be changed and additional "smarter" measures should not be brought in.

If the powers-that-be decide certain sectors of society should be favoured with special consideration above any consideration that they may already receive (e.g. pensioners' free bus passes and blue badges

## Written Evidence from Individuals: Part One

for the disabled) then such measures could and should be applied without the introduction of personally-invasive and privacy destroying so-called "smart" schemes.

If any discounts, exemptions or other benefits were to be applied to people who live in areas with low levels of public transport, then these should be means-tested. After-all, many areas with higher than average net-wealth do have very low levels of public transport because the residents in such areas do not need to nor wish to avail themselves of it. Using "smart" measures to provide these people with additional income would be obscene.

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10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

NO! NO! NO! If any government tries to introduce a national "smart" distance-based road user charging scheme, then my prediction is that they will not make it past the next general election.

Similarly, in such circumstances, any opposition party who failed to make a manifesto pledge to remove the scheme, would have a hard time getting elected.

In which case I believe the electorate could be driven to choose none of the "establishment" parties.

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11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Distance-based road user charging should not be introduced in London or anywhere else in the UK.

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12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Yes. The publication of a detailed scheme, adequate time for public

## Written Evidence from Individuals: Part One

debate and a UK-wide referendum (especially for London) are required.

Public roads are a public "good", no matter which local authority they reside within. We all pay for them through our taxes and we all depend upon them for transport.

Even if you are only considering London, this impacts everyone in the UK, as London is our capital and we all may need or want to visit there from time to time.

Attempting to push through such a radical and privacy-invasive plan as "smart" usage-charging without a referendum is not only undemocratic, but also authoritarian and dystopian.

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13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Other cities in the UK, such as Canterbury and Oxford, I think are also finding that the vast majority of their residents whole-heartedly reject the notion of "smarter road user charging" and all similar/related schemes.

Distance or zone-based road usage charging is regressive and dystopian and the way you are trying to introduce it is undemocratic.

The only kind of distance based road-usage that I view as in any way potentially acceptable is tolls for motorway usage, such as the French have on their Autoroutes. NB: And even this would only acceptable if it were introduced with a commensurate reduction in the road tax.

Road user charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3150 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

No, I believe that the current ULEZ is already proving difficult for people to go about their day to day business. I believe that we need to see the removal of charging for motorists on the roads, especially with the current cost of living and the precarious state of the economy. We do not need more regulation and monitoring which this road user charging scheme will bring about.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

I would like to see a fixing of the current systems, rather than proposing new systems.

## Written Evidence from Individuals: Part One

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

I do not believe that tiered charging is required. It is not necessary to pay extra for various journeys, such as travelling to work, caring responsibilities or essential services as we already pay fuel duty - this is costed per mile the further you drive. This plan appears to make it more punitive for the motorist to travel around to do essential and other journeys.

4. What strategies and targets could smarter road user charging support?

I believe that the wellbeing and health of people is more important than further targets and strategies to curtail this.

5. What technology could be used to support smarter road user charging?

I believe that we do not want to be monitored so intensely and intrusively. This is pressure.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

I understand that ULEZ is already set up for this. Nothing more needed. We are taxed via VED on emissions, if drivers own electric cars, they are incentivised. Please do not punish the road user any more. We need our cars.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging nationally already exists in the form of road tax and fuel duty. We can instead reduce the road tax on older vehicles that have been around many years and have paid their own carbon dues by remaining in use instead of being replaced by another brand new car.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

I don't think it should. These new charges would price people off the road and contribute to families and friends being unable to visit each other.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive to work or people who live in areas with low levels of public transport?

we do not want a road charging scheme.

10. There is no sensible place for a trial - we need to be free to move around.

11. Everyone will pay more not less

12. Should be put to a public vote

13. Please give us a chance to vote on this - anything else is a dictatorship.

Many thanks

"smart road user charging"

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3149 |
|------------------|---------|

Taking the questions, to which response is requested, in the order presented:

1 Do the current road user charging systems in London require reform?

These were presented as disincentives to pollution (though only the small minority of pollution provided by vehicles). They should therefore not figure, whether retained or not, in any discussion about "Road user charging". We already have that, in the form of the Road Vehicle Licence, no further charges for the use of the roads should be demanded of those already paying it.

2 How might smarter road use charging differ?

Again, this is a new way of classifying the charges made on drivers in London. Till now these have been disincentives to alleged excess pollution in the capital.

## Written Evidence from Individuals: Part One

There should be no question of further charges, the Road Fund Licence is already not all spent on road costs, so no further contribution by motor vehicles should be required.

3 Varying charges by journey or reason thereof.

As already mentioned no further charges should be demanded.

4 Smarter Road charging should not be brought in. There is already a tax on vehicles.

5 No technology is, therefore, required.

6 It is clear that the aim here is revenue raising. It is anathema that this attempt is made under the virtue signalling guise of reducing air pollution, which is already within permitted parameters and continues to improve through technology and innovation.

Charging motorists by the mile would not, in itself, achieve significant further improvement.

7 Should road charging systems be city, regional or national based?

We already have a road charging system, nationally based, and therefore it is not for one city to change this. Let alone one Mayor ("I am the decision maker").

8 If smarter road user charging is introduced.

It should NOT be introduced. (see, in particular, answer 7 above).

9 What discounts and exemptions, etc.

If no "smarter road charging scheme" is introduced, there will be no need to consider discounts or exemptions.

10 A distance based tax, rather than the current Road Fund Licence, has been discussed for decades and has, repeatedly, been recognised as grossly unfair to the rural driver, since, in effect, a distance based tax already exists, in the form of fuel tax.

Is this an attempt, after promoting the electric vehicle as exempt from the expense of the fuel tax, to reintroduce it subtly, while avoiding some of the protest from owners of electric vehicles and loading a **third** tax onto the majority of drivers, who can't afford an electric version?

11 Whether or not "distance based Road use charging" is introduced, I think London road users (which actually comprises far more than only Londoners) should be paying less. Since technology is reducing the amount vehicles pollute, then the charges for that should go down.

This attempt to conflate air quality control with a new tax on travel in London (and, indeed, elsewhere) is insidious and illiberal and SHOULD NOT BE PERMITTED.

12 I don't think the Mayor should have these powers. Applied as enthusiastically as the consultation suggests, there would be a plethora of taxes up and down the country - inefficient and ruinously expensive.

13 I have little or no information about other cities, let alone countries, but I am no globalist. I do not believe one size fits all nor one method suitable for all.

In this country the Road Fund Licence and the fuel duty already extract vast sums from businesses and private individuals. In doing so they are an anchor on (in particular, small) businesses and, in the case of private vehicles a strain on costs and family enjoyment and enriched living (children's healthful hobbies, e.g.).

To add further taxes is unconscionable. Government, national and local, must learn to live within its income.

A final comment. There seems to be, in addition to the revenue aspect, a greater - and increasing - reduction of power in the individual and its transfer to authority. Neither is acceptable and, in tandem, worse.

At a time when the population of this country was less than the number now living in its capital, the English decided that rule by one man was unacceptable - the current Mayor seems to be keen to buck that position.

Respectfully,

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023 Responses

## Written Evidence from Individuals: Part One

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3147 |
|------------------|---------|

Hello

Please see my responses below

1. Do the current road user charging systems in London require reform? NO.
2. How might smarter road user charging differ from the current daily charges for driving applied in London? IT IS NOT NECESSARY.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? IT SHOULD NOT BE.
4. What strategies and targets could smarter road user charging support? IT IS NOT NECESSARY.
5. What technology could be used to support smarter road user charging? THIS ALSO IS NOT NECESSARY.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? IT COULD DETER THE INCREASE OF IT.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? THIS IS NOT NECESSARY. IT IS OPPRESSIVE AND IS DESIGNED TO DEPRIVE CITIZENS OF THEIR LIBERTY TO MOVE FREELY AND WITHOUT FINANCIAL PENALTIES.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? IT SHOULD NOT BE INTRODUCED. IT IS NOT NECESSARY.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? THE SMARTER ROADS ARE NOT WANTED OR NEEDED. THEY ARE NOT NECESSARY.
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? NO.
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? NOTHING SHOULD CHANGE.
12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? NO. THE ROAD CHARGING SCHEME IS NOT NECESSARY.
13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? I DO NOT KNOW AS IT IS NOT NECESSARY IN THE UK.

Regards

Road User Charging Consultation Response by [personal information redacted for publication]

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3144 |
|------------------|---------|

Dear London Assembly Transport Committee,  
here are my responses to the Road User Charging Consultation:

1. I support introducing more road charging in London in order to cut traffic pollution.
2. Smarter road user charging might be applied on a weekly, monthly or even yearly basis instead of the current daily basis.

## Written Evidence from Individuals: Part One

3. Essential services should be exempt from road user charging. People with caring responsibilities or certain types of work, for example community nurses or carers should be allowed to apply for exemptions too.
4. Smarter road user charging could support the transition to less polluting vehicles. Part of the additional money from smarter road charging could be given to people switching to less polluting vehicles.
5. Automatic Number Plate Recognition (ANPR) technology could be used to support smarter road user charging.
6. Smarter road user charging would automatically assist with tackling challenges such as traffic, air pollution and climate change because it would charge people according to the mileage they did and so discourage people from driving any more than they needed to.
7. There are advantages and disadvantages of both approaches:

|               | <b>Advantages</b>                                                                                                                                                 | <b>Disadvantages</b>                                                                                                                                                      |
|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| City/regional | The city/region can tailor the scheme to its own local requirements, for example the air pollution map of London shows terrible pollution in and around Heathrow. | Some of the traffic might be exported to other regions, for example as people drive a long way round to avoid an area such as London.                                     |
| National      | The traffic wouldn't be exported to other regions.                                                                                                                | The scheme might not be tailored to the needs of particular areas, for instance very rural areas would need different approaches and much lower fees than Central London. |

8. Smarter road charging should replace the Congestion Charge and tolls such as the Dart Charge.
9. Disabled people should certainly be exempt. Perhaps this could be part of the Blue Badge scheme. People with caring responsibilities or certain types of work, for example community nurses or carers should be allowed to apply for exemptions as well. I think there's a case for discounts but not exemptions for people who live in areas with low levels of public transport. Where I live, in Green Street Green on the edge of Orpington, there are many buses going towards London. However, the main bus that was going towards Sevenoaks, Tonbridge and Tunbridge Wells, the 402 bus, no longer goes through here after TFL didn't provide it with a high enough subsidy for the bus company.
10. London would be a sensible place for a trial but there would need to be other trials as well, including in very rural areas.
11. I think Londoners who drive should pay more than they do currently.
12. No, I don't think anything more than an electoral mandate is required.
13. I don't know about other countries in relation to smarter road user charging.

Yours sincerely,

[personal information redacted for publication]

### ROAD USER CHARGING - CONSULTATION

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3143 |
|------------------|---------|

Dear Sir/Madam,



## Written Evidence from Individuals: Part One

Please see below my responses to the questions.

### **1. Do the current road user charging systems in London require reform?**

The current ULEZ scheme actually needs to be abolished. It is not fit for purpose. It is just money making scheme and causes a lot of inconvenience to older and vulnerable people. Journeys take longer times and it all creates more pollution. Digital and technological advances will result in much more pollution and would threaten people's freedom of movement. All the money and resources instead need to be spent for improving roads and massive issues with public transport.

### **2. How might smarter road user charging differ from the current daily charges for driving applied in London?**

Smarter roads would impose more control and power over people's lives. They would create an unfair and complex system of payments, which would complicate people's lives more and cause more stress. This would negatively impact people's well being.

They also will cause serious damage to the environment for the reasons such as:

- a. The increased usage of technology.
- b. Exploitation of limited natural resources such as cobalt, copper, lithium, etc...which are mined by children.

These technological methods will greatly enable the serious abuse of children, who are exploited in mining of such minerals.

### **3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?**

Prioritising some types of travel over the others would be unfair and unjust. It is not up to government to dictate to people and micromanage them in their needs and choices. The charges should not vary. Also, this system would be unnecessarily costly.

### **4. What strategies and targets could smarter road user charging support?**

None. This policies are costly, complicated and unnecessary.

### **5. What technology could be used to support smarter road user charging?**

None. We already have enough of technology interfering into our lives and privacy. It affects negatively our lives and wellbeing.

### **6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?**

Smarter road user charging could not assist with tackling current challenges such as traffic, air pollution and climate change. Instead it would increase traffic, worsen air pollution and negatively affect climate.

### **7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?**

Neither regional or national road user charging schemes have any benefits and are not needed. Fuel Duty and Road Tax already exist.

### **8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?**

Smarter road user charging should not be introduced. Instead money and resources should be spent to improve people's quality of life.

### **9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?**

No discounts and exemptions would justify smarter road charging scheme.

### **10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?**

Neither London or anywhere else would be a sensible place for such a trial. There is no need for road user charging scheme.

## Written Evidence from Individuals: Part One

**11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?**

Same as above.

**12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?**

Yes, all of such new schemes must be openly and widely debated and be subject to referendums.

**13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?**

It looks like that smarter road user charging scheme is part of a global initiative designed by a small group of people for a majority of global population. As there is no transparency, the disadvantages are not be revealed. These schemes need to be put on hold until the wider debates and referendums.

Please acknowledge this e-mail upon receiving it.

Thank you.

[personal information redacted for publication]

Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3142 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

No. The enormous amount of money needed for this proposal would be better spent improving current systems, like road maintenance, better signage and all other areas that create road congestion and journey times due to their poor quality.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It is concerning to have to be subjected to a more advanced level of technology monitoring every move a person makes, as if what is already in place was not sufficient. In financial terms, it will be a cost to be added to the current road charging schemes, the Road Tax, the fuel tax. If the goal is electric cars, there will also be a tax for those. Worth mentioning here the ethical angle of producing electric cars batteries thanks to children's slavery mining for lithium and cobalt. And, are the batteries recyclable? Good for the planet indeed.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Will each person have to disclose the reason for their journey? Asking for permission and then, on top of that, paying accordingly?

This is too complicated and the way it is been presented in the question seems to go beyond the scope for an extra road charge.

4. What strategies and targets could smarter road user charging support?

None. This should not be implemented.

5. What technology could be used to support smarter road user charging?

## Written Evidence from Individuals: Part One

None. There is already more than justifiably enough technology in place in London.

6. How could smarter road user charging assist with tackling current challenges as traffic, air pollution and climate change?

Is the technology proposed good for the environment and for the people? Has it been tested?

It is debatable whether the schemes implemented already in London have in fact contributed to more traffic and air pollution. How exactly can taxation and charges contribute favourably to traffic, air pollution and climate change?

7. Are road user schemes best set up at a city or regional level, or as national system, and what benefits or difficulties would you expect with either approach?

Road users schemes should not be introduced at any level.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charges should not be introduced. The disadvantages for each individual far outweigh the advantages.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No exemptions. The smart road charge should not be introduced. However, what the discounts would introduce is having to justify each travel and ask for permission and this should never happen.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for trial?

No. No trial is needed.

11. If distance based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No such distance based charging scheme should be introduced.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond electoral mandate for these bodies to use those powers (for example a local referendum)?

Those Mayors and local authorities powers should be removed immediately. A full and uncensored debate with the public is needed. Dissent should be heard and maybe after that a referendum should be happening to determine what people want.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Once the policy goals are examined and challenged in open debate, the schemes can be assessed.

### Road User Charging Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3141 |
|------------------|---------|

1. Do the current road user charging systems in London require reform?

NO THEY DO NOT! We have never been asked if this is something that we want or need. We do not need even more regulations and surveillance. It does not serve any purpose.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

## Written Evidence from Individuals: Part One

Smart roads are a component of smart cities and the population has never been consulted if they want to change to smart roads and cities. Make the system we already have more fit for purpose.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

it makes no difference whether we are driving for work, to see loved ones, to care for elderly friends or family, to provide support to younger friends and family or for essential services. We do not need any more charges for driving. We already pay huge amounts in road tax, fuel tax, and car tax.

4. What strategies and targets could smarter road user charging support?

Why are you focusing on such spurious targets that the people have never wanted. Why not do something useful to improve the health and happiness of the population.

5. What technology could be used to support smarter road user charging?

People want less intrusion by technology in their lives not more.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It has been shown that air pollution will not be impacted by measures such as these. And how do you see these measures impacting on so called "Climate change" which veers from warming to cooling depending on government's moods. With carbon dioxide comprising 0.04% of the earth's atmosphere, its very ambitious to think that anything you force people to do in London will impact on this 0.04%

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have national road user charging scheme, the road tax and the fuel duty. more charges are NOT needed.

You should reduce the road tax on older cars as they save on the resources needed to constantly build new cars to replace all the ones you don't believe should be on the roads. Constantly replacing cars is a total waste of the earth's precious resources.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

It should NOT be introduced period. Focus on the things that matter to people like improving their lives not adding more stress into their lives and depleting their hard earned money further..

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

We, the people, do NOT want a "smart" road charging system.

We could have a road charge for politicians, government officials, civil servants and the myriad of other officials pushing for a road user charge just to keep them happy and to make feel that we're making use of these smart roads they're obsessed with and that they have't totally wasted their time on all this useless nonsense.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

NO it would not. Neither would any other place be a "sensible"?? place to start.

Why waste yet more money on more useless things when the country is bankrupt?

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Of course they would pay more.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

## Written Evidence from Individuals: Part One

They are not dictators regardless of the powers they believe they have. In theory we live in a democratic country and they were voted in to make decisions in the interests of the people who voted them in. Something that impacts so strongly on people's freedom should be put to the public vote.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

We are, in theory, an independent, democratic country. Other cities and countries have different regimes and ways of governing that may be irrelevant to our ways of life..

We have not been consulted on these policies and the vast majority of the country is not even aware that you are planning so many draconian restrictions of their freedom with all these rules and regulations and payments. Why is it that you have not alerted them with constant adverts and media coverage.

This should go to a vote to the whole of London and those who have to come to London for work.

[personal information redacted for publication]

Response to London Assembly's Consultation on Road-User-Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3140 |
|------------------|---------|

(Welcome to quote from in whole or in part. Please remove name and precise contact information. Thank you).

Dear Sir/Madam,

Due to the potential for the below consultation to serve as a precedent in shaping similar thinking/policy across the UK, I include a response from Wales:

<https://www.london.gov.uk/who-we-are/what-london-assembly-does/london-assemblys-current-investigations/road-user-charging>

In summary, I do not support the concept of road-user-charging, or a pay-per-journey system for all persons entering the City, irrespective of their travel method, or persons needing to pre-state the purpose of each journey. I set out my reasons below.

i). Firstly, can the submissions period for the consultation on Road-User-Charging please be extended to correlate with the deadline of the parallel and linked Central Bank Digital Currency CBDC consultation? (7 June):

As the simultaneous digital sterling consultation is finishing on 7 June, due to challenges with political demotivation/disengagement/perceived disenfranchisement in western societies and others, to help mitigate in this instance, please can the closing date for responses to this digital mobility consultation be re-aligned to that of the CBDC on 7 June, to allow more communities to respond, now that news of it is finally filtering out, after widespread initial confusion with the ULEZ expansion? Thank you.

ii). The Centre for London's Study: 'Green Light: Next Generation Road User Charging for a Healthier, more Liveable London', is the road user charging document from 2019, that appears to indicate how such a scheme is envisaged as operating.

Road-User-Charging would therefore need to interconnect with Digital IDs, especially if in fact a pay-per-journey proposal allocating digital mobility credits to all persons entering the City irrespective of their travel method, is in fact the real model envisaged. Re the linked Digital IDs, if regular mail items are used to initially set up a personal Digital ID account, this will be as wide open to identity fraudsters, as number plate cloning.

iii). If in fact the Road-User-Charging consultation is being used arguably, as the thin-end-of-a-wedge for a pay-per-journey digital mobility credits system for all persons entering the City, irrespective of their travel method, who would instead be allocated a personal travel account,

## Written Evidence from Individuals: Part One

and where everybody, not just vehicle users would pre-state the purpose of each journey, a much more comprehensive consultation, not least about the democratic implications and freedom of movement, would please be needed, together with much greater transparency. Research provider for this project C40 cities states it aims to drop UK car ownership from 594 cars per 1000, to 190 (they consider an OK result), and ultimately zero. This appears to be a different agenda from that being presented in the consultation.

iv). Data on journeys and the inclusion of ethically sensitive/delicate data into interconnected Digital IDs may cross-cut with individual privacy and freedoms of opinion or expression, of movement, rights to livelihood/personal financial interests etc.

v). This raises privacy worries, not least due to the risk of data leakage falling into the wrong hands and data abuse, due to the sheer number of proposed parties/the decreasing professionalism of some at more local levels, that may have access to data.

vi). There is therefore understandable worry about just how the LA/GLA/TfL or AI/fully-autonomous systems, and associated algorithms, -even potential adversaries in a bad case scenario, would process/interpret the sum of journey application and personal data to determine outcomes, particularly if the information is interconnected to the WEF's proposed environmental, social and governance scores, and mobility credits. This is not least the case, if parties processing data are increasingly automated and plausibly devoid of/remote from, concepts of traditional faith-rooted justice, and grace, in which the individual is still cherished as a person, not just an economic, tax, or journeying unit etc.

vii). The concept of mobility credits raises the interesting scenario that algorithms, perhaps during the tenure of a heavily Left-of-Centre administration, and, say, due to Jacob Rees-Mogg's Prevent rating, might one day deem his ESG score to be so low that he should not be granted mobility credits, thereby handily keeping a political opponent under house arrest, and out of the GB News studio!/? The same problem could arise in reverse if it was a Right-of-Centre administration. Jeremy Corbyn might find himself trapped on his allotment.

viii). I understand another aspect of the road user charging plan is to potentially ask everybody to clarify the purpose of every journey and request permission. Just because one has the technology to do something does not mean in a democracy, that one should...

It is a breach of privacy and carries freedom of movement implications. Once again, it is not appropriate that those of one political leaning/values system are potentially able to spy on the journeys of another, or potentially restrict their movement. This would destroy credibility/public compliance with the system.

Such a system would further suffocate the local economy.

It is simply not practical to always apply for permission for every journey. Some journeys such as to collect milk at night may need to be spontaneous and quick. There is not time to apply in a health emergency. One may be sent on long detours due to roadworks (or if on autopilot, your car may soon be directed by the hive), or you may need to hop between multiple addresses to an uncertain timetable. It is difficult to set a minimum journey distance -putting out the dustbins maybe, or retrieving a crisp packet blowing down the road? Longer journeys from less expensive areas may be due to less, not more, wealth. Some public service workers commute from Wales. Few can afford to live in Pimlico.

ix). If charging more for car than bicycle use, this discriminates against those not in the prime of life/with disabilities who may already be financially disadvantaged, or who have multiple children. It doesn't take account of the fact that with extreme weather all-year-round now, it can be dangerous or not practical, not to travel by car.

Is the LA/GLA/TfL planning to charge dogs/dog owners & walkers/joggers keeping fit, extra? This would defeat the object of getting people out of cars. If dogs/robot couriers, what about cats? Would four-legged creatures pay double that of two-legged? What about your Boston Dynamics Atlas robot walking down the street c/o AI to collect the milk in your place in a couple of years' time?

x). Digital convergence technology means technocracy can easily transition into perceived autocracy, counter to the democratic traditions our forebears fought and died to protect in both World Wars, and in other conflicts, without very robust protections hardwired into the regulatory system.

## Written Evidence from Individuals: Part One

To this end, please can I add my voice to those requesting that the London Assembly call for the setting up of a Parliamentary Select Committee to monitor the impact of Converging Digital Technology, on Public Confidence in Democratic Government, and given that the UK is regarded as one of the most mature democracies, the impact therefore, of these developments on London's international role model status to civil servants worldwide. Parallel digital consultations on Digital ID and a Central Bank Digital Currency CBDC, taken collectively, create a much wider set of convergence implications, that need to be scrutinised by Primary Legislature (for example if ESG scores become linked to mobility credits etc). I would suggest the current state of democracy in the UK is not perceived by the Public as being ethically resilient enough to underpin Digital Road-User-Charging and Digital IDs incorporating more delicate data without there being inevitable scandal/a sapping of public confidence.

The macro technology may in part be ready for greater convergence projects/merging in of sensitive data, but the regulatory framework and the population's often old phones, are not. xi). Digital Road-User-Charging and Disaster Resilience:

Road-User-Charging may discriminate against the less digitally literate. Non-digital forms of ID should continue to be viable means of identification please, not least for senior citizens, and those who are not comfortable with, or do not have access to digital technology.

It is critical please, that the UK does not become completely reliant on Digital Road-User-Charging and associated personal digital verification, in order to safeguard national resilience in the increasingly likely event of an expanded European war. An electromagnetic pulse, cyber, power station infrastructure, or undersea attack on data cables linking to information storage facilities offshore, is no longer looking improbable within this decade.

We read that Turkish construction contractors are facing trial after the latest tragic and inevitable earthquake there. Is the IT and power grid infrastructure to support Digital Road-User-Charging, associated Digital IDs, and indeed CBDCs and electric transport in the UK, being engineered to withstand inevitable natural disasters such as solar energy particle (SEP) events that periodically impact us here?

Quebec upgraded its transformers after a SEP event tripped breakers in May 1989. However we're arguably overdue a much more major 'Carrington event' which shut down the telegraph system on both sides of the Atlantic in 1859 and electrocuted operators. Would the UK be plunged back into the Dark Ages next time we suffer a 6 in 10,000 year 'Miyake' level, c2-year duration 'Charlemagne event' (774-775AD & 993-994AD), the former of which helped one civilization (the Franks) to exploit the vulnerabilities of another (subsequent Lombard crop failures) and conquer them.

If the energy and IT networks aren't sufficiently resilient, or have too many weak points such as older transformers, arguably the London Assembly should not rush to put too many eggs in the digital basket at this time? In the event of an international war or natural disaster, ironically it might then be London that was better placed to weather related storms than other capitals.

xii). The proposal of the WEF for an ESG (environmental, social, governance) score interconnecting with the Digital ID needed to make such a scheme aimed at individuals rather than vehicles work, raises more troubling issues:

Poverty can also increase somebody's environmental footprint, in ways that are beyond their control -not being able to afford to scrap their diesel if they're commuting from outside the M25, and may not be eligible to participate in a scrappage scheme etc. ESG scores appear to be mistakenly rooted in the wealth orientated belief that such decisions are always within a person's freedom of choice/gift.

Governance credit scores are a potential minefield, and opportunity for local vendettas.

Particularly at the local council level, candidates are not always perceived to be of the highest calibre. If individuals suffer a diminution of their freedoms or economic opportunities due to erroneous data, what will be their administrative/access routes for rights of redress?

Instead of communist compliance, in a developed democracy this is likely to fuel community division, resentment and litigation. In short, ESG and social credit scores sound like blue sky thinking, which should ideally stay there.

## Written Evidence from Individuals: Part One

As indicated, I would despatch ESG-score thinking with the mobility credits to Animal Farm, unless, as mentioned, the UK is intent on allowing technocracy to transform its democracy into an autocracy.

Thank you for your time.

Yours sincerely, [personal information redacted for publication]

### Smart Road User Charging

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3139 |
|------------------|---------|

To whom in concerns, here is our opinion on the subject of Smart Road User Charging;

Q1 No, we do not believe the current systems in London require reform.

Q2 It would be expensive to roll out and expensive to upkeep. It would also mean that drivers would HAVE to have an account with TfL to charge drivers.

Q3 We have absolutely no idea how you could fairly charge all the various scenarios. Its a ridiculous thing to implement.

Q4 It shouldn't be implemented. At all. It would only support the mayors habit of (over) spending taxpayers money on his pet projects.

Q5 The use of technology would not be in line with Londoners, or those visiting, civil liberties.

Q6 It won't change anything. People use cars because they can get from A to B quickly and efficiently. They do not want to use public transport, which is expensive, time consuming and bad in outer London.

Q7 It should not be set up at all. Its a waste of time and people in London will be opposed to it. Like the current situation with Ulez expansion.

Q8 Please DO NOT ALLOW this to happen. There will be a revolt! Drivers do not want this.

Q9 You cannot make exceptions – it will only create confusion, so just don't do it!

Q10 If the government thought about bringing this in, they would lose an election. There WILL BE stiff opposition to any scheme.

Q11 London's drivers are fed up of being singled out time and time again. There are other ways to make this city cleaner, and less polluted. Upgrade the public transport vehicles and trains. Show you can provide clean, efficient transport before you start going for the motorist.

Q12 No. A local referendum would be a more democratic way to sound out ideas.

People need to be on side before you change anything. Just look at the Ulez expansion. Outer London do not want this.

Q13 We cannot answer this question.

We really do believe that the introduction of more cameras watching our every move is a serious violation of our freedoms and civil liberty. We also would not like to see this pay per mile tax implemented.

Yours faithfully,

[personal information redacted for publication]

### Smart Road User Charging



## Written Evidence from Individuals: Part One

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3138 |
|------------------|---------|

I believe this to be highly damaging to the people and businesses of London. It is highly discriminatory and will affect freedom of movement and free association.

Businesses that rely on passing traffic will no longer be financially viable and the toll on mental health overwhelming.

There is a difference between forcing people to stay home or “in their area” and choice- which is what a democracy is all about. This amounts to ghettoisation, taking us back in time and not forward.

It is unconscionable that such an idea is even being considered.

I strongly disagree with any such implementation.

Yours sincerely,

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

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|------------------|---------|
| <b>Reference</b> | RUC3137 |
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[personal information redacted for publication], [10/03/2023 23:09]

Meanwhile they want to bring freedom of movement to an end. Anyone eligible to respond to this, presumably helps if you live in UK:

Pay per mile: Consultation ends this Friday 10th March. Please edit as you wish and forward to friends and contacts. London being used as prototype for rolling out elsewhere.

If we ‘pay per mile’ then our miles are tracked and recorded. Either that means a camera on every junction, or it means we are required to carry a smartphone or similar tracking device for every journey we take, such as existing anti-theft devices. This is ‘already here’ technology, not something for the future as this scheme’s advertising is suggesting.

And any one of these technological methods can, either now or before long, be adapted to cover all journeys, whether by car, cycle, foot or scooter - possibilities that are not ruled out in the documentation.

In the 2019 report “Green Light” on the future of London road charging by the Centre for London <https://www.centreforlondon.org/reader/green-light/> we see described an app called “City Move” that people are expected to sign into before making their journey. This will suggest alternative modes of transport or alternative times. An expectation to use such an app is just a stone’s throw from a requirement to gain a permission code for one’s journey. Questions asked in the consultation imply a need to explain or justify one’s journey.

## Written Evidence from Individuals: Part One

Where bureaucracies can take power, they usually do - and it is an unwise nation that builds such capability into their infrastructure. This is why we need to get involved, and alert our friends to it despite the very short timeframe.

Here is the London Assembly website:

<https://www.london.gov.uk/who-we-are/what-london-assembly-does/london-assemblys-current-investigations/road-user-charging>

Responses to the questions are made by a simple email. Here are some suggestions on how to respond - but do add personal, local or specific examples to your answers. Use statements and explanations, and avoid use of rhetorical questions.

Q1. Do the current road user charging systems in London require reform?

No. Existing charging systems are adequate. All of the stated aims of this new system can be better achieved by traditional methods. There is no need for digital or technological systems, but instead it would be better to put resources into improving existing systems, for example reassessing speed humps, improved traffic light phasing, road surface maintenance, and signage. Poor quality in all these areas impacts on road congestion, journey times, and pollution from all sources. For example in ...

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject any such scheme. For example the use of scarce resources especially lithium and cobalt, and which are mined by children under dangerous and exploitative conditions. This is part of the price paid by other people for the implementation of schemes of this nature ...

Q3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Charges should not be varied for different types of journey as social costs of any such assessment far outweigh any perceived benefits. The concept introduces the need to justify one's journey to the authorities, that is, to ask permission, something that should never happen. It also adds more complications and stress, more rules and regulations, more bureaucracy, and temptation to be dishonest about the purpose of one's journey. For example when ...

[personal information redacted for publication], [10/03/2023 23:10]

Q4. What strategies and targets could smarter road user charging support?

There are no strategies and targets that smarter road user charging can support. Target-chasing always ends up incentivising perverse outcomes and does more harm than good. Target-monitoring is costly and effort should instead be put into quality of urban design.

Q5. What technology could be used to support smarter road user charging?

None. Human society already has too much technology in use, for example ...

Q6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

## Written Evidence from Individuals: Part One

Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. Instead better quality road design is needed, along with reduced charges and support for local shops so that people can fulfil their routine needs without the need to travel. For example tyre dust is a significant source of pollution, and would be greatly reduced by the removal of speed bumps and other obstructions in the roads, not by taxation and charges. Also ....

Q7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging should not be introduced anywhere.

Q8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging should not be introduced because any advantages for each individual are outweighed by the disadvantages.

Q9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

No such discounts or exemptions should be introduced. The concept introduces the need to justify one's journeys to the authorities, that is, to ask permission, something that should never happen. Instead the Blue Badge system already exists and can be widened in scope or reformed. The way to improve the lives of the groups mentioned here would be to reduce fuel charges by increased oil exploration and extraction.

Q10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No. No such trial is needed. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and more simple means to tax electric vehicles would be an increase in annual road tax on EVs.

Q11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

No such distance-based charging scheme should be introduced.

Q12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Mayors and local authorities' powers to introduce these schemes should be removed immediately. We need a full and uncensored debate through all forms of public discourse. Dissenting voices should be fully attended to, and only after that specific referendums should be required to determine the will of the people.

Q13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate. [This is a rare opportunity to elaborate about these goals!]

## Written Evidence from Individuals: Part One

Road user charging consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3136 |
|------------------|---------|

I would like to briefly set out my views on this consultation:

I have been driving in London for 40 years and so I am very aware of the congestion issues facing London's motorists. However, I do have grave concerns about proposals to introduce paper mile charging, as I fear they will impact on individuals and businesses to the extent of foot, their quality of life and ability to conduct their businesses will be severely impacted by such measures. It is for that reason, but I strongly feel that a proper cost benefit analysis fully aligned with clear, aims and objectives of any such plan are prepared and set out in full as part of a further consultation process before any firm decisions are made as to the introduction of such a measure.

Private road users already have to pay a heavy road tax whilst businesses are facing an ever increasing tax burden in difficult financial times.

There is a very real danger that road pricing measures will amount to an incursion on freedom of movement which will ultimately have a debilitating effect on growth and social development within communities. Only when clearly defined objectives are set and all other options fully explored should any proposals be introduced for a full wide and thorough consultation process.

[personal information redacted for publication]

Re Road User Charging Consultation - Answers to questions.

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3135 |
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Dear Sirs,

Here are my answers to the consultation questions in the order they appear on the consultation paper:

Answers to question number:

1. NO. Motorists are already being charged for a number of schemes like ULEZ and the congestion charge. Enough is enough.
2. Instead of introducing new systems why not review all the existing schemes and start allocating the funds collected from same to precisely the areas they were originally intended instead of siphoning off money to pay for something else.
3. We are already taxed enough to travel to and from work and beyond. The tax we pay on fuel alone is already a form of road charging. The more fuel you buy the more tax you pay.
4. Nothing. How about giving the British public a break during a time of financial crisis!
5. Nothing. We don't want more intrusion into our lives. Period!

## Written Evidence from Individuals: Part One

6. Surely the current ULEZ scamheme does this. We are already taxed to the hilt so lets just leave it at that. OK!
7. Road tax (now renamed VED) and fuel duty have already solved this side of things. How about the so called carbon footprint required to replace a marginal polluting car with an entirely new one?
8. Nothing should added. When is this government going to consider the state of the nation instead of trying to squeeze every last penny from our pockets?
9. None of us want a road charging scheme at all FULL STOP! If you want to save absolutely vast sums of tax payers money then why not address the huge level of money hemorrhaging from our finances and being accountable for same?
10. No. This whole scheme is totally out of the question. Start fixing the leaks in our countries finances instead of trying to milk the British public for more money.
11. We would all end up paying much more. No one wants anything that ends up costing more and certainly not for our freedom.
12. Anything like a road user charging scheme should be put to a national vote by the British public the result of which should be final. Unless things are conducted in this democratic way then this whole charging regime will be seen as one of tyranny.
13. Any such decision to introduce such a road user charging scheme must be put before the British people to vote on it. The final outcome of that vote must and will be final! If this democratic process is denied then we must assume we are in a controlling dictatorship.

Your sincerely

[personal information redacted for publication]

### Road User Charging Consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3133 |
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#### 1. Do the current road user charging systems in London require reform?

The ULEZ has already caused enough impact on people, so it's time to stop charging motorists for going about their day. With the current state of the economy and the aftermath of the past few years, people are already stressed and struggling financially. Therefore, what we need is less regulation and monitoring, allowing people to recover without additional burden.

#### 2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Rather than introducing new systems, we should focus on making adjustments to existing ones. For instance, we could address the issue of the daily charge stopping at midnight, which results in visitors between 10 pm and 2 am paying twice. Fixing this problem should be a priority before implementing new systems.

#### 3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities, or essential services?

It's unfair to charge extra fees for travel related to work, caring, or essential services. Fuel duty is already in place and charges per mile, meaning the more you drive, the more you pay. Therefore, additional road charging systems are unnecessary, especially given that people are already facing financial hardships. It's essential to alleviate the burden on individuals rather than introducing new charges.

#### 4. What strategies and targets could smarter road user charging support?

It's crucial to prioritize the health and happiness of the nation over arbitrary targets. Focusing solely on achieving targets without considering their impact on people's well-being can lead to adverse effects, such as increased stress, burnout, and decreased satisfaction. Therefore,

## Written Evidence from Individuals: Part One

policies should be designed with a comprehensive understanding of the potential effects on the population's health and happiness. By prioritizing the overall well-being of citizens, we can create a more resilient and thriving society.

5. What technology could be used to support smarter road user charging?

Many people desire less intrusion from technology in their lives, not more. As technology continues to evolve, it can be challenging to maintain a healthy balance between the benefits it provides and its potential negative effects on personal privacy, relationships, and mental health. Thus, it's essential to consider people's preferences and prioritize their needs when designing new technologies. Finding ways to limit intrusive technology and promoting a healthy relationship with technology can improve people's well-being and satisfaction.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution, and climate change?

The ULEZ is already in place and has been effective in reducing emissions in certain areas. However, it's essential to consider the impact of additional charges and regulations on people's lives. The public may not support further charges or restrictions, especially if they perceive them as excessive or unfair. It's crucial to strike a balance between promoting sustainability and reducing emissions while also considering the needs and preferences of citizens. Additionally, incentivizing electric cars can be an effective way to encourage sustainable transport options, but it's important to ensure that it doesn't lead to unintended consequences, such as increased costs or reduced accessibility for some individuals.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

We already have road user charging at a national level, it's called Vehicle Road Tax and Fuel Duty. We do not need any more charges, especially on top of the crazy inflation that is raging across the board. Why not instead reduce the road tax on older vehicles that have been around for many years and have already paid their own carbon dues many times over by remaining in use instead of being scrapped and replaced by yet another brand new car - at the end of the day let's not forget that most of the carbon footprint in a new car is generated when it is first BUILT!

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

The health of the nation should be a top priority when developing policies related to transport and mobility. While addressing environmental concerns is also essential, it's crucial to consider the impact of these policies on people's ability to access essential services and visit family members. Increasing the cost of driving could lead to reduced mobility for some individuals, which could have adverse effects on their mental and physical health. Therefore, policymakers should take a balanced approach that considers both environmental concerns and the needs of the population. It's important to ensure that policies are fair, practical, and effective in promoting the health and well-being of citizens.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example, to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

## Written Evidence from Individuals: Part One

It's crucial to take into account people's views and concerns when developing policies related to transport and mobility. While some policies, such as road charging schemes, can be effective in addressing environmental concerns, it's important to ensure that they are implemented in a way that is fair, practical, and responsive to the needs and preferences of the population. Moreover, it's important to acknowledge and address concerns about hypocrisy or inconsistency in policymakers' actions and messaging. Public trust in policymakers can be eroded if they are perceived as not practicing what they preach. Therefore, policymakers should strive to promote transparency and accountability in their actions and messages and work to build trust with the public.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

No, because when combined with this government's recent Digital ID consultation that closed on March 1st plus the fast-tracking of the Bank of England's Central Digital Currency (AKA programmable money, as PM Sunak recently called it), this is all starting to look like a work of dystopian fiction, another 1984 if you like. We are supposed to live in a democracy so let the people be free.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for a vehicle or driving-based charges, the same, or more than they do currently?

It's important to consider the financial impact of policies on people, especially those who may be more vulnerable or have limited financial resources. Any policy or scheme that increases the cost of driving or mobility could have a disproportionate impact on certain individuals or communities. Policymakers should consider strategies to mitigate the impact of policies on those who are most affected, such as providing financial assistance or support for those who cannot afford the increased costs. Additionally, policymakers should strive to develop policies that are fair and equitable, taking into account the needs and preferences of different segments of society. It's essential to balance environmental concerns with practicality and people's needs, ensuring that policies are not overly burdensome or exclusionary.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

New schemes such as this should be put to a public vote as we are supposed to live in a democratic country - anything else is the work of a technocratic dictatorship. It is concerning to me that I have not seen this major change to road charging has had so little debate in the public forum especially as I came across this consultation purely by chance on the day that it was closing. Why was it so under the radar? Was this by design?

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

What matters to the public is having clarity from policymakers. The public was told that diesel engines were better fuel consumption and cut air pollution, so the people chose a diesel car. Then policymakers changed their mind and diesel engines were re-classified as being bad for the environment. I had an excellent 2011 1.6L diesel Seat Ibiza that was well maintained and had only 58,000 miles on the clock when I was 'encouraged' to trade it in for an environmentally friendly petrol/electric hybrid car that had a very low CO2 rating. To do

## Written Evidence from Individuals: Part One

this I had to take out a 3-year loan of £17,000 to be able to buy the £24,000 car (I just finished paying off the loan 3 months ago). I thought that that car would last me many years but now the goalposts have moved again and I am now told that I should be driving an EV to meet the latest government rulings. This is madness - I am not made of money and the government has not given me a penny for making this change!

These are my personal comments and I hope they will be considered.

Regards

[personal information redacted for publication]

The future of smart road user charging consultation

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3129 |
|------------------|---------|

Dear Sir/madam,

Please find below my response to the consultation

### **1. Do the current road user charging systems in London require reform?**

No, current systems are perfectly adequate and understandable for the general public. It would be better to use that money to repair roads, improve existing systems such as speed bumps and improved traffic light phasing which itself can sometimes be the culprit of backed up traffic that can cause more pollution. On top of this the local restrictions and closure of many roads has itself resulted in more build up of traffic.

### **2. How might smarter road user charging differ from the current daily charges for driving applied in London?**

I have many concerns about 'smarter road user charging', this will inevitably mean more surveillance of the people of London. This is a very worrying move towards infringing on peoples human rights in the name of decreasing pollution when there are already systems in place to help with this - the congestion charge and the ULEZ. This may also penalise people with disabilities who rely on using a car because they have no other way of moving around, those who are unable to use technology and who do not have a smart phone. This may also penalise those who have to use their cars for their businesses. It is also concerning that it is not clear in the consultation whether this would only be for car use or whether it could be rolled out for cyclists and pedestrians, in the future, this would then mean that it is indeed a freedom inhibiting surveillance tool under the guise of climate change and pollution control.

### **3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?**

Charges should not be different for different types of journeys, this would be discriminatory as different people have different needs and would set a precedent of needing to ask permission of the authorities and then justifying why the type of transport has been chosen. This adds complications and also infringes severely on ones human rights and freedom of movement. This will be too complex for many to navigate and may mean that there is a temptation to justify journeys by being dishonest.

### **4. What strategies and targets could smarter road user charging support?**

None. Target monitoring is costly and may result in incentivising certain types of transport above others and in some circumstances will be penalising to some sectors of society, such as for people with physical disabilities or with mental health problems who can not use public transport or who are unable to walk or cycle.



## Written Evidence from Individuals: Part One

### 5. What technology could be used to support smarter road user charging?

None. The simpler the better for everyone.

### 6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It can't. Better road designs should be prioritised and acted upon instead, along with reduced charges and support for local businesses, so that people can fulfill most of their needs without having to travel as often. Car use would instantly be reduced by a reduction in public transport excruciating costs for example.

### 7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Simplification is one of your stated goals, as such a national system would obviously be much better, easier and safer to use for everyone. Such a system already exists and can be improved but does not to be replaced with a more complicated one. Road user charging should not be used anywhere in the country as it will require too much surveillance of citizens, huge cost in setting up, including the use of precious metals for batteries etc.

### 8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Smarter road user charging should not be introduced as it will penalise and marginalise the poor and the disabled and those who can not or choose not to use smart devices.

### 9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Discounts and exemptions will not change the fact that this system should not be in place, citizens should never have to log their journeys and ask permission to move around. The blue badge system already exists for people with disability and does not need changing. Reducing fuel charges would also be the obvious way to help the people in the groups mentioned above, as well as true research in the ral pollutants.

### 10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? A national distance based road user scheme should not be implemented or trialled for all the reasons mentioned above- infringement on freedom of movement, state surveillance and the fact that there are taxes and systems in place already. Fuel tax already actes as distance-based road user charging scheme.

### 11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? No such distance based charging scheme should be introduced for all the reasons cited above.

### 12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? Mayors and local authorities should never have this kind of power over the people, there should never be a scheme that infringes so severely on peoples freedom of movement just implemented with no say from the people themselves. This consultation is hardly known about as it has not been advertised widely enough, if at all.

## Written Evidence from Individuals: Part One

**13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?** I am not aware of any other cities that have used such a scheme from personal experience, so I could not accurately answer this question. I know of cities that have introduced other schemes, (including cycling schemes, reduced public transport fares, improvement of public transport etc) that have actually significantly reduced individual car usage. As such solutions exist and already have proven successful results, it makes me question the motives for the proposed introduction of what is effectively a very costly surveillance scheme.

Regards

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

|                  |         |
|------------------|---------|
| <b>Reference</b> | RUC3128 |
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Holding the Mayor to account and investigating issues that matter to Londoners...

1. Do the current road user charging systems in London require reform? **NO**  
**There is change coming too quickly from all directions. All of it negative and costly to the general public. Too much pressure on families and business.**
2. How might smarter road user charging differ from the current daily charges for driving applied in London? **Make the current system more efficient/address problem areas.**
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? **This is madness...too much bureaucracy = more costs = more stress and pressure on everyone.**
4. What strategies and targets could smarter road user charging support? **Stop the targets nonsense – not ‘smart’ at all.**
5. What technology could be used to support smarter road user charging? **Many people do not use smart devices and any scheme engaging such technology will further marginalise and potentially isolate many groups. Technology is not going to enhance any aspect of the human experience.**
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? **Isn’t this what the current system was meant to address? The boiling frog. More restrictions and charging won’t tackle any of it ...just shift it to other areas whilst ruining freedoms to travel, small business to survive and deepening frustration of everyday activities.**
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? **Isn’t it already decided like everything else appears to be! Whether**

## Written Evidence from Individuals: Part One

national, regional or city, it is the same intention behind it. The point is...why should there be another charge. What does our road tax pay for, and fuel duty. Everything about the Green agenda, seems to cost the public dearly and have little benefit. There is no consideration of the carbon costs of replacement vehicles. I have only recently researched and am shocked to hear about the methods of production, how long the lithium batteries take to decompose...their damage to the environment and potential safety concerns. Why is this all being rushed through.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? **No change. The scheme should be stopped in its tracks. This is not the priority for the country! People need support, not more burdens.**
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? **Leave them alone. Don't put any more difficulties in their path. If people were given proper notice and information re a detailed consultation, I am convinced the majority would not want a road charging scheme. It is appalling that there is so little communication to the people to raise awareness. I have only found out today – the final day for comments and have had to spend my Friday evening trying to get in before the deadline.**
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? **Definitely not. The government may be interested but what about the people!!**
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? **Everyone will end up paying more...isn't that the veiled intention.**
12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? **The people should have a democratic vote – nothing less will do for these proposals which affect quality of life in so many ways.**
13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? **Behind the Green Mask. Who set the goals? It appears to be a well-coordinated wide ranging plan but not one that took the view of the people into consideration. Where has our democracy gone.**

Please acknowledge receipt of my comments.

[personal information redacted for publication]

Road Charging Consultation

## Written Evidence from Individuals: Part One

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| Reference | RUC3127 |
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1. Do current systems need to be reformed? **NO leave things just as they are as at March 2023**
2. Smarter road charging for driving in London? **Nothing 'smart' about the proposals, we already pay enough taxes**
3. How might charges be varied for different types of journeys? **Too complex, just do not change the current system**
4. What strategies and targets could smarter road user charging support? **None, do not change the current system**
5. What technology could be used to support smarter road user charging? **None, do not change the current system**
6. How could smarter road user charging assist in tackling challenges such as traffic, air pollution, and climate change? **None, do not change the current system**
7. Are road user charging schemes best setup at city or regional level, or as a national system? **Best not setup at all - just a money making scheme, another tax.**
8. If smarter road user charging is introduced which charges or taxes should it replace? **None, do not change the current system**
9. Discounts and exemptions? **None, do not change the current system**
10. If the government want to introduce a national distance-based road user charging system scheme, would London be a sensible place for a 'trail'? **NO it would kill the London economy and turn the whole of Greater London into a dystopian desert.**
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving based charges, the same, or more than they do currently? **Big brother on steroids, this implies infringement of privacy and civil liberty laws. Hands-off, leave things as they are.**
12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for those bodies to use those powers (eg referendum)? **YES, nothing should be done without full, open, transparent referendum to include ALL affected parties, that has to be national as many have reasons to visit any given city/area. This must be an independently audited vote so the result cannot be rigged as the current ULEZ expansion has been by TFL and the Mayor.**
13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? **Who cares? First rule of problem solving is to define the problem. Every situation will be unique, so every solution will have to be unique. In the case of the UK today the problem has not been articulated sufficiently well, shouting the same rhetoric louder does not make it right!**

## Written Evidence from Individuals: Part One

“Smarter” ways to bleed the public

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| <b>Reference</b> | RUC3123 |
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Questions

1. Do the current road user charging systems in London require reform?

Answer

Yes. LTN and other cash cow systems needs to be abolished.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Answer

Why is necessary to have any smarter road charging systems?

Surely road tax, fuel tax etc., should provide enough money to have a decent transport network, if cash is not diverted.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Answer

Why do you wish to charge people for travelling, is it not a human right to travel, do you intend to license all movement?

4. What strategies and targets could smarter road user charging support?

Answer

it may be smarter, especially for those who are elected, to leave well enough alone.

[personal information redacted for publication]

SMART ROAD USER CHARGING

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| <b>Reference</b> | RUC3116 |
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1. Yes, the current road user charging systems in London do require reform. The proposed expansion of the ULEZ needs to be abolished.
2. Londoners already pay for roads via paying the tax to central government. We do not need an additional tax to drive on roads. It is already too expensive to live in London, why penalise us more?
3. Far too complicated to administer. Who will be responsible for checking that people are actually carers, working or disabled. Would grandparents who deliver childcare be penalised for driving to the childrens' homes. They do this because of the horrendous cost of childcare in London but are often on very low incomes themselves but have just enough savings to not qualify for pension credit.
4. This idea is just a way of making the ordinary people of London pay more for what the rest of the country get free.
5. Please do not even think about digital identification. Our fathers and grandparents fought two world wars for our freedom. Many of you will not remember their sacrifices

## Written Evidence from Individuals: Part One

- to keep us free from tyranny. Maybe that is why the people attending marches to stop the ULEZ are mainly from the older generation who will be hit hard if their means of getting from one outer borough to another is priced out of their reach.
6. Do you really think that paying to use a car in London makes it less polluting, or is it just a way to keep the ordinary people trapped in 15 min ghettos, unable to afford to travel whilst the rich drive about with impunity because cost does not matter to them.
  7. National level.
  8. Smarter road user charging should not be introduced in any shape or form.1134
  9. We do not need exemptions if it is never introduced. How many thousands will have to be spent on administrating it that can be better spent on social care or do the people suggesting this idea see such great profits from it that giving discounts will salve their conscience for the distress they will be causing.
  10. No. I hope Government will see what a vote loser it will be and forget the idea.
  11. I hope distance based road user charging is never introduced. We already have a form of it with the tax we pay on the fuel we use. They will of course be losing revenue due to the amount of electric cars on the road.
  12. London's mayor has too much power. He lies about pollution levels – especially in the outer boroughs. There would be no point to local referendum as the mayor would just ignore the will of the people, just as he is ignoring the results of the consultation about ULEZ and refusing to count 4,000 legitimate votes. against it. Let's be clear, this charging scheme is not about pollution or saving the planet, it is about making money out of the misery of the poorest and most vulnerable people, who just happened to be born in London and it's suburbs instead of Yorkshire.
  13. I believe that Oxford is trying to become a 15 min city where people will only be able to leave their zones by car 100 times before being fined. How horrendous! 1984 has arrived a little late! If my father and grandfather had not been cremated they would be turning in their graves. I understand that different zones will have different rules. God help if you live in one of the more deprived areas – shades of the ghetto appear. Meanwhile the rich will be able to offset their carbon footprints and travel this country and the world with impunity. Let's face it, this is just a money making scheme.

On a personal level I am fortunate enough that my mother died December 2021 and left me some money to buy a hybrid car. When she was alive I was her main carer and received pension credit as long as I cared for her at least 35 hours per week. My car was our lifeline. We lived in adjoining outer London Boroughs with very few public transport links between us. It took 15-20 mins to drive to her, 1 hour 15 mins to 2 hours to reach her by public transport. I cooked, cleaned, took her shopping, on outings and put her to bed before returning home to my autistic son. Paying extra for the privilege of driving in an almost pollution free area . would have pushed my finances to breaking point. I would have been unable to visit every day due to the extra cost of the ULEZ and now you are proposing having to pay extra for miles driven. The only solution would have been to make social services responsible for her care. This in turn would have been putting even more strain on the council's purse strings. There must still be many carers in my position today. We are being asked to volunteer but cutting down on a person's freedom to chose where they wish to do this will just stop people bothering. The public transport system between outer boroughs is appalling and often non existent. I challenge any of you to get from Old Coulsdon to Bromley or Sutton. I hope you have at least 2 hours to spare, each way.

JOIN THE GET TOGETHER AGAINST THE ULEZ , IN TRAFALGAR  
SQUARE, SATURDAY 18<sup>TH</sup> MARCH 2023 @ 12 NOON