

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 Two

Per per mile consultation response

Reference	RUC1043
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To whom it may concern,

My name is [personal information redacted for publication]. I am a professional software developer.

The audacity of thinking it is OK to charge the usage of London roads as per mile basis is outrageous.

There is no advertisement for this anywhere which indicates the government's wants to sweep it under the rug. I can guarantee that the majority of Londoners DO NOT WANT THIS.

The government is compromising what the people want in order to achieve its personal agendas and targets.

This is not the answer!

Unkind Regards,
[personal information redacted for publication]

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

Reference	RUC1042
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1. Do the current road user charging systems in London require reform?

No. The road system to allow more uninterrupted traffic flow needs reform.

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

Instead of proposing new systems, improve the existing systems. Currently the daily charge stops at midnight, meaning someone who is visiting between 10pm and 2am 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?

There should be no extra charge if travelling for work, for caring or for essential services. There is already fuel duty, which is a cost per distance.

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

None. Baseless cost increases does not support any useful strategies or targets.

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

Technology should be concentrated on increasing traffic flow.

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 Two

The ULEZ is already doing this. If there is air pollution, why are companies allowed to produce polluting products i.e. cars. There is no 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?

There is already road user charging at a national level, ROAD TAX and FUEL DUTY. We do not need any more. Road tax should be reduced with the age of the car so as not to promote new car sales.

8. 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 taxes and charges should be reviewed in conjunction with road surface conditions and safety concerns.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 should not be charged. There should be no one on 'LOW' incomes. Increase public transport in low level areas.

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 road system needs to be improved before accurate data could be returned.

11. If distance-based road user charging was introduced, do 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 but based on road surface conditions.

12. Mayors and local authorities currently have powers to introduce new road charging 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 decided by a public vote. 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?

Available data on other countries performance is grossly weighted.

[No subject]

Reference	RUC1041
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Dear whoever it concerns

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?

London drivers are already charged so much. Ulez does not seem to have made an impact on air quality or congestion anyway.

Written Evidence from Individuals: Part Two

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

Additional charges will be harmful to most and should be rejected.

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

Unsure

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

Unsure

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

It can not. Look at Ulez impact, it's made money but little impact on congestion or 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?

They are best not introduced, another tax on an already over taxed 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?

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?

Should not be introduced, no one making these decisions are looking after the average person.

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?

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)?

Consultation seems to be a tool used by the mayor but then the response is not listened to. A referendum has not been called because the response would be public and formal and this charge scheme overwhelmingly rejected.

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

Unsure.

I absolutely oppose this additional money making scheme. This was a very difficult document to access and respond to.

[personal information redacted for publication]

Call for evidence: The future of smart road user charging

Reference	RUC1040
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Hello,

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

No, we currently have many charges for using the road roads we already pay for through many different means. We have congestion charge for central London, ULEZ and fines for

Written Evidence from Individuals: Part Two

simply driving down roads in our local areas at the wrong time. I do not see the benefit for the average citizen introducing further charges to use the road that we already pay for.

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

Instead of imposing more charges, how about we fix the current ones and make them fair (or get rid of them all together). For example, double charging someone within 24hrs because of the times the current charges start and end.

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

Again, we DO NOT need and shouldn't be extra charged for using the roads we already pay for through many other means. Also, monitoring/policing this would require a further infringement on our already diminishing freedoms.

4. What strategies and targets could smarter roads users charging support?

Money generating from such schemes very rarely gets put back into the communities they affect. So outside of making a small few richer and giving more control to them. There are none.

5. What technology could be used to support road users Charging?

We do not want more surveillance.

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

We already have charges for this i.e. ULEZ. Also, traffic and pollution are becoming more of an issue because the problem was created by consistently blocking roads, pushing cars in one direction. Not saying there was not already traffic, but it has got much worse. Create the problem then the solution.

7. Are road user charging schemes best 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 and fuel tax. We do not need 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?

Smarter roads user charges should not be introduced. Stop trying to find ways to tax and charge/fine people out of driving and 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 income, those who need to drive for work, or people who live in areas with low levels of public transport?

AGAIN, we do not need nor want the "scheme", especially when it is highly likely those imposing this will not have to adhere to these rules, and also do nothing to reduce their current carbon footprint. This will negatively impact people who are outside of these exemptions. People are barley holding on at the moment.

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

NO! This should not happen 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 should NOT be introduced. If it is Londoners will be charged more. Typically, it starts small and then it quickly increases. Many people will be negatively impacted by 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 those bodies to use those powers (for example a local referendum)?

Written Evidence from Individuals: Part Two

The public should be made aware and vote 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?

From my understanding the other places I have heard of these "schemes" happening, the people are not happy about them at all. These polices are not for the people. That is very clear!They have had very little to no say. I only found out about this from a message someone sent me. This should be on the news and posted on social media so people have a chance to have their say. Instead, it purposely kept quiet. Very disappointing but not surprising.

Smart road user

Reference	RUC1039
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We don't need any change to road use. We pay untold taxes on fuel, vehicles, licenses etc. We don't need any more.

This isn't about roads, it's a way for more government control over our freedoms.

Road Charging

Reference	RUC1037
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Following on from the possible implication of the financial repercussions of ULEZ, a heinous charge if instated, you now want to charge not just Londoners, but those who have to drive into London from outer lying areas, some rural, a drive per mile payment scheme.

Is your real intention to get every motorist off the road? Or is it to generate income fof TFL who have totally mismanaged themselves?

Many people from out outlying rural areas have to drive into London for various reasons as do those in the London area.

You are trying to isolate so many people and will put others out of business who simply cannot afford these potential absorbitant charges and cannot if in business, pass them onto their customers. Just where do you think your average person is going to find extra money when everything is increasing in cost and no pay rise, if anyone gets one, is going to cover further charges.

I suggest you rethink and bin these so unfair potential charges.

A very irate driver, who lives in a partly rural area of Bromley.

[personal information redacted for publication]

Road User Charge consultation

Reference	RUC1036
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Written Evidence from Individuals: Part Two

To whom it may concern:

With respect to the above, my responses are listed below:

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

Definitely not. My opinion is we need less, not more, monitoring. Why more when we have ULEZ?

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

To be clear: we simply do not need smarter road charging. I feel even the current charges are too much and cause small businesses to suffer as people will not come into London. Also, visitors between 10.00pm and 2.00am end up paying double due to the current charge resetting itself at midnight. How is this 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?

They should not. Why are we judging the importance of journeys? What about fuel duty which already charges people for their journeys?

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

Quite simply - none.

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

Why are you asking this question? We do not need the technology as we do not need the charge for reasons already mentioned. Don't forget you also charge road tax.

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

We already have enough strategies in place - ULEZ, tax via VED on emissions and the roll out of the electric 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?

They're best not set up at all. I question the bias of this form - so unethical. We do not need smarter road user charges as we already have enough 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?

The current methods of Fuel Duty and Road Tax are effective and we therefore need nothing else. We don't need new smarter road user 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 to work, or people who live in areas with low levels of public transport?

This question assumes we agree with more charging - I do not. Again, we have enough as it is.

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 needed. as the people are not interested in a national road charging scheme. Just to be clear - it is the electorate who must agree to this - we do not. The trial is not wanted nor needed. Once again, the current methods of Fuel Duty and Road Tax are effective enough in taking care of charging road users. Smarter road user charges are not necessary and therefore not required.

11. If distance-based road user charging was introduced, do 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 that everyone will pay more. Not acceptable.

12. Mayors and local authorities currently have powers to introduce new road charging 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 Two

Yes, I would like a public vote so that there can be a full and honest sharing - issues need to be explained - which they are not here. Only then should there be a 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 fact remains that people in general have had little say on these 'policy goals'. You work for us not the other way round. FYI, we are a democracy and we have a right to a full and frank discussion hearing all angles and views before a vote. This should be respected.

[personal information redacted for publication]

Road Charging Scheme

Reference	RUC1035
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Dear Ma'am/Sir

The new road charging scheme, is purely an authoritarian grab at the right of freedom of movement in the UK and a cash grab on already thinly stretched people with who are suffering through the cost of living crisis. you are eviscerating human rights to a degree that would be equivalent of that happening in Xin Jiang or Hong Kong... it's completely unacceptable..

Sincerely [personal information redacted for publication]

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

Reference	RUC1034
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Hi,

Can we please address the cancerous and monstrous elephant in the room please: underground air pollution!

I don't believe Sadiq cares so much about the health of people, as he does about raising funds. If he gave a toss about the pollution levels in the city, he would go underground and update the victorian underground transportation system, by adding platform edge doors, as a minimum and installing filters on trains that capture microparticles.

There are millions of journeys per day on the TfL underground and Saqid is forcing people to take this dirty system, by publishing the LONDON PLAN and not requiring or allowing carparks in new developments. The city of London is not giving people the choice to own a vehicle, electric or not and being a monopoly by telling them that they can use the TfL system to get around. If this was the States, there would be a class action lawsuit against the city.

Please take a look at the vast amount of studies across the internet and the well established publications, labs, universities and see that this level of pollution is many times greater than recommended by the WHO.

This needs to be addressed first, before any sort of smart road monitoring cash cow is introduced, in one of the worst financial times in British history.

Written Evidence from Individuals: Part Two

Come on Sadiq, have some respect for families and the people of this city. You have so many other things to worry about than making a killing off people, and kicking them, when they're already down.

Please see below evidence:

<https://www.theguardian.com/environment/2023/jan/21/phone-monitor-helps-london-tube-passengers-avoid-polluted-routes#:~:text=The%20most%20air%20polluted%20tube%20lines%20on%20the%20London%20underground&text=%E2%80%9CIf%20you%20go%20the%20quickest,50%20particles%20per%20cubic%20metre.>

[Does the air pollution on the London Underground harm your health? | BBC Science Focus Magazine](#)



Does the air pollution on the London Un...

However, UK values for PM2.5 are still higher than the [guidelines set by the World Health Organization](#), who recently changed their target to a mean annual exposure not exceeding 5 micrograms per metre cubed ($\mu\text{g}/\text{m}^3$). Previously, this was $10\mu\text{g}/\text{m}^3$. The European Union limit is $25\mu\text{g}/\text{m}^3$, which is also the limit put in place by UK law.

“The new WHO guideline is very challenging and currently I don’t think any location in the UK will meet this,” says Green. One study by the UK government from 2020 found that four out of the top five urban environments with [the greatest annual PM2.5 values were located in the London, South East or East of England](#) regions. According to the latest COMEAP study, concentrations of PM2.5 on the London Underground were many times greater than in other London transport environments, and greater than on other subway systems around the world.



Concentrations of particulate matter (P...

No mention of cleaning up the air quality across the tube network:
<https://tfl.gov.uk/corporate/about-tfl/air-quality>

<https://www.ft.com/content/6f381ad4-fef7-11e9-be59-e49b2a136b8d>

Written Evidence from Individuals: Part Two

However, the evidence shows that the air underground is highly polluted. A scientific paper published this week found that the air in Tube carriages was up to **18 times worse than the city's roadside air**. Like the FT's investigation, its data showed that the Central line — one of the busiest and deepest routes, through the likes of Marble Arch, Oxford Street and St Paul's stations — was the most polluted, and that air quality became worse the further into the tunnels the trains moved.

TfL points out that the air on the London Underground meets the UK's Health and Safety Executive workplace exposure limits. These legally binding standards cap the amount of respirable dust — which is similar to PM2.5 but slightly bigger — that employees can be exposed to over an eight-hour period. **But the maximum level is hundreds of times higher than WHO recommendations.**

<https://www.mylondon.news/news/uk-world-news/london-underground-woman-tests-pollution-26098225>

A woman has tested pollution levels on the London Underground and the results are disturbing. Tanya Beri, 29, set up the CAIR mobile app so commuters can see which parts of the Tube network are most polluted. The UK safe limit for healthy air is 25 small particles in a cubic meter of air, but her research has found some parts of the Underground top out at 200.

Scientists have found long-term exposure to air pollution can cause chronic conditions such as cardiovascular and respiratory diseases as well as lung cancer, leading to reduced life expectancy. This is a big deal for Londoners who live in one of the most polluted places in the UK due to the volume of toxic car fumes.

In a series of TikToks Beri went on different London Underground lines with a pollution measuring device to find out which line was the least polluted. She found three older lines ranging from **246 µg/m³ to 177 µg/m³**, all marked as 'very unhealthy', before stepping onto the Elizabeth line which measured a much healthier 25 µg/m³. This was right on the edge but within the safe limit.

Cambridge Study

<https://www.cam.ac.uk/stories/london-underground-pollution>

Pollution levels are normally monitored using standard air filters, but these cannot capture ultrafine particles, and they do not detect what kinds of particles are contained within the particulate matter.

Kings College Study

<https://www.kcl.ac.uk/news/new-study-reveals-high-levels-of-pollution-on-london-underground>

Inhalation of particulate pollution is known to have adverse health impacts including heart disease, stroke, lung cancer, and chronic obstructive pulmonary disease. However, the relative toxicity of PM2.5 in subway environments compared to above-ground remains poorly understood.

London Underground has high levels of air pollution linked to health problems such as heart disease, strokes and lung cancer, says study

Concentration of fine particles found to be 15 times higher than above ground

Written Evidence from Individuals: Part Two

<https://www.independent.co.uk/travel/news-and-advice/london-underground-air-pollution-tube-lung-cancer-heart-disease-a9225716.html>

They found that those who travelled by Tube were exposed to much higher levels of PM2.5 than those who travel by bike, car or bus, and that a typical daily commute can make up a significant proportion of a person's daily exposure to fine particles.

[personal information redacted for publication]

Road user charges

Reference	RUC1033
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Dear London Assembly Transport Committee

In answer to the 'road user charges ' consultation.

5, What technology could be used to support Smarter road user charging?

I do not support the concept of road user charging. The scheme is unnecessary and unwanted.

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

Existing systems can be improved upon.

7, Are road user charging schemes best setup at a city or regional level or as a national level, and what benefits or difficulties would you expect with either of these?

Neither. We already have road tax and fuel duty. That's quite enough.

8, 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!

What discounts and exceptions would you like to see, for example to help disabled, those on low incomes, those who need to drive to work and people who live in areas with low levels of public transport?

As I don't support the concept of road user charges this non applicable.

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 road user charging scheme is fair for the country. It is unfair and unnecessary.

11, If distance based road user charge was 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?

It shouldn't be introduced.

12, Mayor's and local authorities currently have 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?

They already have too much power. But let people vote on it in a well publicised referendum.

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

It is very sinister that so many countries are collectively rolling out the same agenda. It is a thinly veiled power grab which I and many others reject.

[personal information redacted for publication]

Road User Charging

Written Evidence from Individuals: Part Two

Reference	RUC1031
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Dear Committee

Here are my responses to the key questions contained in the call for evidence relating to the future of smart road charging.

1. Do the current road user charging systems in London require reform?
No. The current, recently expanded, ULEZ is already reached a point where it is impacting too many Londoners with no viable travel alternative. Londoners should be able to travel where they need to without being charged further.
2. How might smarter road user charging differ from the current daily charges for driving applied in London?
Fix the current daily ULEZ charge by introducing a night-time suspension similar to the congestion charge, thereby relieving financial impact on nightshift workers who otherwise have 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?
These types of journeys should not attract additional charges over the current fuel duty and VED. Londoners are already pushed to pay these existing charges.
4. What strategies and targets could smarter road user charging support?
The only tangible targets would be revenue generation and air quality improvement. The only way to improve air quality is either to remove polluting vehicles from the road by restricting vehicle movements only to non-polluting vehicles. This strategy is unfeasible in the short-term and should be tied with the existing agreements to phase out fossil-fuelled vehicles including those run by TfL. There is no scientific evidence to suggest that targeting only polluting vehicles and not other pollutants such as log-burners would make any significant difference in the Greater London area. An increase in revenues would imply that polluting is OK if you're willing to pay.
5. What technology could be used to support smarter road user charging?
No additional technology is needed, revenue is already generated through fuel duty.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
In London the ULEZ is already addressing these challenges.
7. Are road user charging schemes best 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 national system – VED and fuel duty. This fairly applies charging to all. The ULEZ approach lowers polluting vehicle use where it's most 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?
The current taxes are fair and cheap to implement and do not require the road user to be constantly monitored. The ULEZ charging targets higher polluted areas. Any replacement would be over-complicated for end-users, too costly to implement and administer, and would be seen as an infringement of 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

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transport?

Again, too complicated to use and too costly to implement and administer.

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 and costly 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?

If this is not a thinly-veiled strategy for raising a large revenue for TfL, then the same as now, in which case, why invest in such an expensive 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)?

The electorate should be able to vote for or against such a scheme. The UK is a democracy after all and London supposedly is not run by a self-interested dictator as some people suggest.

13. How are other 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 goals? Any changes to UK national policy are controlled democratically. Are the other Mayors in the C40 Cities organisation imposing similar schemes without a democratic vote?

Best regards

[personal information redacted for publication]

Disapproval of road user charging

Reference	RUC1030
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Good evening,

After watching a YouTuber this evening it has been brought to my attention of the proposed changes to the roads.

Please can you let me know how to register my vote against this.

Regards,

[personal information redacted for publication]

Road User Charge

Reference	RUC1025
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To whom it may concern,

I am responding to the consultation on proposed changes to the Road User Charging scheme. Please see below responses to the questions issued.

1, response

Written Evidence from Individuals: Part Two

No as we already have the ULEZ, which has had a detrimental impact on people already. The economy, rising prices, plus the impact of the last 3 years. Have had a significant impact on the people of this country. Further increase in charges, would impact even more lives. What is needed is a reduction in any charging scheme, to allow the economy to recover.

2, response

Instead of spending the tax payers money on implementing a new system. Update the current system, to a fairer scheme. For example the daily charge stops at midnight, so it will impact anyone working after that time, effectively they will have to pay twice for a single shift at work. It will benefit more people and cost less to implement.

3, response

It should not vary for any different type of journey, as this would be discrimination. They is already a hefty fuel duty, this should be used and definitely not impose further charges.

4, response

Why look at targets at all on road usage.

5, responses

There is enough technology.

6, response

The ULEZ is already tackling this. There is more than enough charging, on everything.

7, response

There is already a national road user charge, it is called Road Tax and Fuel Duty, would or should another be implemented.

8, response

Nothing should be replaced, there is more than enough money generated by the current system. Perhaps be more efficient on spending, than try and squeeze more money out of hard working people who are struggling as it is.

9, response

We don't want or need a new system. We want a fairer system.

10, response

Nowhere should be used as a trial.

11, response

If this were to be introduced more people will be paying more than they should for basic rights. This country taxes enough, except that is for the rich and large businesses.

12, response

All new schemes and changes to laws should be put to a peoples vote, after all it is them who would ultimately be affected.

13, response

The people should have a vote, let them decide. This country is still a free state, not a dictatorship.

From a concerned UK Citizen

Road charging Schemes

Reference	RUC1024
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London does not need variable or distanced-based smarter road user charging. The Mayor is squeezing enough cash out of the motorist already

In my opinion it's not for cleaner air it's just a revenue raising exercise. It will not go down well, just like the expansion of ULEZ hasn't

Yours sincerely

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Smart roads call for evidence

Reference	RUC1023
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Thank you for taking evidence.

I live in Nottinghamshire and travel to work on Sunday and travel back Thursday at 12pm to Nottinghamshire to help my elderly mother. I work as a video Technician at [personal information redacted for publication]. On a salary of [personal information redacted for publication] more than most jobs pay in Nottingham.

I stay with a friend in [personal information redacted for publication] and travel to work on the A40 by car to arrive at work for 5.30am [personal information redacted for publication]. I've managed to get an old car that meets the low emissions required and was hoping this would be enough to help the drive for clean air.

I do understand your concerns but for me and others it will hit the poorest enormously. Perhaps rationed by the mile if this was feasible to do. The cost would be important if it was more than £5 per day I would have to leave my job and there is a shortage of skills in my area of work. However I don't think [personal information redacted for publication] would be willing to pay any road chargers.

It would have very adverse impact on the clients visiting [personal information redacted for publication] to set up their shoots. Numerous people are involved and equipment also needs delivering to sites. [personal information redacted for publication] are lucky to have some quite high end dramas, [personal information redacted for publication] and many more. If crews have to pay to come to [personal information redacted for publication] on a new scheme to charge road usage I believe this would mean companies like [personal information redacted for publication] all based in the same business park will either close down or seek new premises outside the zone. This as happened with [personal information redacted for publication]. Originally based in [personal information redacted for publication]. These are skilled jobs that will have to move away from London. But perhaps London is more keen to keep the financial services, the service industries and tourism. I believe the media industry and others will move out to the other areas. Outside the M25 or further. This will mean more land used for what is essentially warehouses and more land needed for food being eaten up.

I think you need to look at the much wider implications this will have as companies move out further from cities eating more and more onto the countryside the very farmland that we need to try to increase our food production. Very appropriated at the moment as certain food items are being rationed.

Please take into account the much wider impact these policies are having. I believe it just moves the problem away and makes things even worst as we use land up to build more roads to accommodated businesses moving every more out wards. View the warehouses being built all along the M1 to see the impact now.

Thanking you for your time
[personal information redacted for publication]

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

Reference	RUC1021
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Written Evidence from Individuals: Part Two

Dear Sir/Madam,

I STRONGLY OBJECT to all smart road user charging proposals.

Smart road user charging would be utterly wrong – an attack on both privacy and freedom of movement.

All plans in this regard should be completely scrapped.

Sincerely

[personal information redacted for publication]

Call for Evidence: The future of smart road user Charging Feb 2023.

Reference	RUC1020
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Sirs,

I wish to respond to the above consultation with my comments as follows:

1. DO THE CURRENT ROAD CHARGING SYSTEMS IN LONDON REQUIRE REFORM?

A. No. We have ULEZ which already impacts people's expenditure enough. What we need is no further charging on top of this. With the rise of the cost of living and people struggling financially this is the last thing needed. We need less regulation and monitoring. Part of wanting Brexit was less regulation not more.

2. HOW MIGHT SMARTER ROAD USER CHARGING DIFFER FROM THE CURRENT DAILY CHARGES FOR DRIVING APPLIED IN LONDON?

A. instead of proposing new systems , adjust old systems ..EG the daily charge stops at midnight, meaning someone driving in London perhaps working nights between 10pm amd 6am 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?

A. You should not have to pay extra whatever the type of journey is. We already pay fuel duty which is a cost per mile as you pay more of you drive more. We don't need further charges. People are already being hard hit financially.

4. WHAT STRATEGIES AND TARGETS COULD SMARTER ROAD CHARGING SUPPORT

A. How about looking after people's welfare both mentally and financially first? This is serfdom through another name.

5. WHAT TECHNOLOGY COULD BE USED TO SUPPORT SMARTER ROAD USER CHARGING

A. Not everyone has a mobile phone . Not everyone is computer literate. We could do with a bit less technology and certainly not one for recording every journey made or trip taken. How about individual privacy? We could do with less technology.

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 Two

A. Ulez is already doing this..The people don't want more! We are taxed via VED on emissions, electric cars have been incentivised. Enough is enough. One person died of pollution in the last decade and was asthmatic hardly an urgent issue. We have one of the cleanest cities in Europe by the way. How about stop taxing people to the hilt?

7. ARE ROAD USER CHARGING SCHEMES BEST SET UP AT A CITY LEVEL , OR AS A NATIONAL SYSTEM AND WHAT BENEFITS OR DIFFICULTIES WOULD YOU EXPECT WITH EITHER APPROACH

A. We already have a road user charging scheme at a National level, it's called ROAD TAX and FUEL DUTY. We don't need more. Stop penalising the motorist ..Why not reduce road tax on older vehicles that have been around for many years and have paid their carbon dues by remaining in use and well maintained..

Instead we are being urged to replace with new built cars and carbon footprint is increased with new BUILDS!!

8. 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 not.. The people involved in this consultation should focus on the economy of the city in other ways by decreasing travel costs to encourage working in the city thereby bringing in more revenue. Get more people using public transport by having a better public transport system that's cheaper and easy to use. Don't penalise people wanting to visit their family by using their cars to get there.

9 WHAT DISCOUNTS AND EXEMPTIONS WOULD YOU LIKE TO SEE FOR ANY NEW SMARTER ROAD CHARGING SCHEME? FOR EXAMPLE TP HELP DISABLED 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. I would expect all the above to be exempt. However I strongly object to the overall plan anyway. We do not want another CHARGING scheme. Especially when sold to us by Sadiq Khan who is promoting ULEZ expansion already while at the same time taking his dog for a walk in a 3 car convoy , one of which only does 13 miles per gallon. Less hypocrisy please. The whole proposal is hair brained.

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. Nowhere is a sensible place for a trial. This is starting to look like a work of dystopian fiction. People should be free. It is in the magna carter. We broke free of serfdom centuries ago. I object.

11. IF DISTANCE BASED ROAD USER CHARGING WAS INTRODUCED, DO 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. They would all pay more. It would cost many people dearly. Fuel duty and road tax is not going to be phased out you are just increasing payments needed for the 'pleasure of driving.'

12. MAYORS AND LOCAL AUTHORITIES CURRENTLY HAVE POWERS TO INTRODUCE NEW ROAD CHARGING 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. All these new schemes should be put to a public vote like any good DEMOCRATIC country would do - anything less is governance by tyranny and dictatorship.

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?

A. Firstly, we the people did not have a say on the policy goals . Give the people the chance to vote on the policy and don't hide the agenda publicise it so the public are fully aware . Don't try to sneak policy in by stealth. If we don't publicise it no one can object. Give us a chance to vote on road charging schemes and it should be in a national manifesto not just

Written Evidence from Individuals: Part Two

run by local authorities. We all visit London and other cities not just travel where we live. The whole country should be able to decide.
Yours faithfully,

[personal information redacted for publication]

Smarter Road user

Reference	RUC1018
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Hi,

Ref: Smarter road user charging in London.

I am totally against Smarter Road user charging system. It is a another unfair and unjust tax on drivers. Those who do driving jobs are in low pay, this tax will make them even more poorer. If money is needed then logic dictates that money should taken of those who has money ie the rich not the poor. Thanks.

Kind regards

[personal information redacted for publication]

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

Reference	RUC1017
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1. Do the current road user charging systems in London require reform?

YES! MAKE IT FREE

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

DON'T IMPLEMENT AND WASTE TAXPAYERS MONEY, THAT WON'T WORK.
IMPROVE PUBLIC TRANSPORT, NAKS IT AFFORDABLE

3. 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?

SHOULD NOT MAKE DIFFERENCE. IF THR JOURNEY ISWORK RELATED THAN I PAY RAX ON MY EARNINGS. UF ITS PLEASURE TGAN IM DOENDIBG MY ALREADY TAXED MONEY THEREFORE ADDING INTO TGE ECONOMY.

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

NO TECHNOLOGY SHOULD BE INVOLVED.

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

ROAD TAX PAID BY CO2 EMISSIONS, ULEZ AND CONGESTION CHARGES PAID UPON ENTERING THE ZONES, NASSIFE TAX PAID ON FUEL ITSELF. HARVESTING MORE MONEY SND FIBES WONT MAKE CO2 EMISSIONS LESS.

PLANT MORE TREES! PLANTS ARE PHOTOSYNTHESIS =CLEANING POLLUTION, IF TGERE US NO CO2, PLANTS WILL DIE!

7. Are road user charging schemes best 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 Two

ALREADY PAYING TIAD TAX AND TAX ALL SORTS OF TAX ON FUEL, NO NEED 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?

SHOULD NOT REPLACE ANY BUT UF YOU WANT MAKE CHANGES THAN STOP PRIVATE JETS OR DIESEL YACHTS AND MUSCLE CARS ONWNED BY THE ELITE LEADERSHIP.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 THE PUBLIC, FIR EVERYDAY PEOPLE WHO SERVE YOU IN TGE SHOP OR AT TGE HOSPITAL...AND NO EXEMPTIONS ON THOSE WHO ARE MAKEING MONEY OUT OF THIS IMPLEMENTATION

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 SHOUKD GE TRIALED ON THE PEOPLE WHO VONE UP EITH THE IDEA. WHO ARE JETTING TO SWITZERLAND, CARIBBEANS OR TO THE CAYMANS.

TRACK THERE LOCATION AND TAX 5HEM ON THE MILEAGE THEY COVER.

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

WOULD COST WAY TOO MYCH TO ALL.

WHY DO YOU WANT ME TO GET TAXED EVEN MORE TO CONTRIBUTE TO 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)?

MAYORS ANDNLEADERS SHOULD NOT JYST MSKE DECISIONS. PUBLIC SHIUKD BE ASKED ALL TIME.

YES TO REFERENDUM OR VOTING, YES TO PUPLUC INVOLVEMENT.

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

WHY SHOULD WE COPY OTHER COUNTRIES?

WHAT ARE THE POLICY GOALS AND WHAT POLICY ARE WE TALKING ABOUT?

THIS, WHAT YOU ARE PLANNING TO IMPLEMENT IS RIPPING OFF THE PEOPLE SCHEME.

Road User Charging - Call for Evidence

Reference	RUC1015
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As a resident of London, my responses are as follows:

[personal information redacted for publication]

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

- No. We have enough (without ULEZ expansion).

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

- The existing daily charge does at least give some flexibility to consolidate all journeys onto a single day.

Written Evidence from Individuals: Part Two

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

- Nice idea, impossible to track, open to abuse. But if you did have charging, would it apply on Christmas Day (when there's no tube/buses), but then what about on other religious festivals, when there is tube???

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

- The Mayor's objectives. If there is not a "X" reduction, he should resign.

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

- Easy to say mobile phones, but people will change behaviour and not switch on GPS, etc

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

- Before we even get to that point, public transport must improve (including no strikes), and significantly more electric 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?

- As we see the proposed ULEZ expansion, there is impact to people who live outside the M25, yet have no voting voice on the Mayor's policy. Dramatic impact on businesses just inside the zone. Has to be a national system 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?

- 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?

- The question is where do you draw the line? Who is to judge a low income, or an essential journey, or an area of poor public transport. It depends on time of day, security & safety of the user, personal finances (not just who receives benefits). Potentially hitting the poorest.

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 big, too complex, too many interdependencies.

11. If distance-based road user charging was introduced, do 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 still, no to 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)?

- Absolutely, for far reaching impacts such as road charging, it should be subject to a separate referendum with a minimum threshold of responses (e.g. 50%). As ULEZ expansion showed, a "throw away" line in a Mayor's manifesto does not portray the full extent of a proposal.

13. How are other 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.

Written Evidence from Individuals: Part Two

Road User Charging

Reference	RUC1013
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1. No no more charges on motorist we are paying enough We do not need yet more regulation
2. Reform the existing system eg if someone is visiting between 10pm and 2am they pay twice
3. No one should pay extra as all motorists pay fuel duty which means the more they drive the more duty they pay
4. Stop looking more targets just for the sake of it
5. We want less technology intruding in our lives
6. We do not need any more your strategy is not working
7. Motorist pay road tax and fuel duty don't need anymore
8. None stop pricing people out of driving and stopping them from visiting family and friends Rail is not always convenient and expensive especially if you live in a small town or the countryside
9. I don't believe that people want a road charging scheme as most of us do not live in metropolitan large cities
10. NO nowhere is sensible Stop interfering with our freedom
11. Everyone would pay more lots of people would suffer
12. All these schemes should be put public discussion and vote We are supposed to be living in democracy not a pretend one
13. Give the people a chance to discuss policy goals and then vote on various proposals

Road user charging

Reference	RUC1010
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Key questions

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

YES. THEY ALL NEED TO BE SCRAPPED. CAR USERS ALREADY PAY ENOUGH TAX PER MILE TRAVELLED. IT'S CALLED FUEL DUTY!

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

ALL ROAD USER / ROAD RESTRICTION SCHEMES (LTN'S, 15 MINUTE NEIGHBOURHOODS, SCHOOL STREETS ETC MUST BE SCRAPPED. NOBODY THAT IS SANE WANTS THEM.

3. 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 Two

YOU SHOULD SAVE TAX PAYER MONEY BY SCRAPPING ALL THESE RIDICULOUS THINK TANKS TRYING TO FLEECE ROAD USERS.

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

GIVE YOURSELVES ANOTHER LIFE AND LEAVE THE REST OF US IN PEACE!

Regards,

Name / Address

[personal information redacted for publication]

New road charge

Reference	RUC1008
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No to the new road charge we already pay a lot of charges on the road you lot are just being greedy now it's already hard as it is.

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

Reference	RUC1006
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Dear Sir/Madam

Further to my previous email, I am writing again to provide additional evidence for your consultation.

Have you even thought about the Londoners who look after their elderly relatives every day and have to travel across London to do so?

I live in the borough of Enfield and had to care for my mother in [personal information redacted for publication] because she was infirm - she passed away last year.

I had frequent driving trips (sometimes 5 times a week) across London, so I could visit her, look after her and take her to the shops, hairdresser, bank, etc.

She was unable to use public transport because she could only walk very short distances. she was not registered disabled, but she certainly would not have safely made it to the bus stop!

She looked forward to seeing me because she was extremely lonely and vulnerable.

Apart from leaving my mother on her own would be a risk to her health and safety, without me, she would have been sat at home on her own getting very depressed at being alone and not being able to go anywhere. The trips I took her on were essential for her mental health too.

Written Evidence from Individuals: Part Two

With this "smart" charging routine, have you even thought about the Londoners who unofficially care for elderly relatives?

How do you propose this scheme is going to work for people who have to drive across London **frequently**, to care for people, take them out and about and respond to their needs? Your scheme is driven by profit and completely underestimates the contribution of the millions of unpaid, unofficial carers in London.

Regards

[personal information redacted for publication]

Road user charging

Reference	RUC1004
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To whom it may concern,

In Answer to the road charging questionnaire, I will answer only question 1 as the other questions will lead to misrepresentation Of my views.

In answer to question 1:

NO, I do NOT agree to road user charging at all nor the expansion of the ULEZ...

Regards

[personal information redacted for publication]

Fw: Road User Charging

Reference	RUC1002
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Dear Sir/Madam

Please see below my comments

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

The London road user charging systems are an abhorrent charge for the average person earning a living and yes they need reform in that they need to be absolved – we do not need ULEZ let alone another consolidated charge. People have been hugely impacted by the pandemic and do not need further charges in order to “freely” travel – which is what free people are meant to be able to do in their country and especially have a right to travel freely in a country that they pay tax.

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

Instead of proposing new systems that do not provide evidence of success and neither have the current systems – all they have done is add more expense for the average person.

3. 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 Two

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. Make public transport better and more affordable

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?

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

Technology has played such a silent intrusive role over the past 40 years and further technology targeting people for payment while they travel is not needed

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 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?

We currently have a road user charging at a national level called road tax and fuel duty – add to that congestion charge and ULEZ we really do not need anymore and in fact they should be reduced. 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?

If it is introduced then it should replace all 4 of the charges a driver has to pay (road tax, fuel duty, congestion, ULEZ) and it should reduce the overall charge to a driver by a substantial amount.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 to the average person who falls under these categories should offer exemptions or discounts (like congestion charge does), however as the plan is proposed by Sadiq Khan I am loathed to take him seriously when he uses a convoy of 3 cars to walk his dog - this is hypocrisy at it's finest.

If climate change and air pollution is the goal then this hypocrisy should not be tolerated, government officials should cut down on flying private jets and really encourage countries such as China & India (who are the biggest polluters) to change their working methods

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 unless the users benefit financially (lower costs) and ensure that there is no digital tracking of people or cars and people's lives are kept private.

11. If distance-based road user charging was introduced, do 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.

12. Mayors and local authorities currently have powers to introduce new road charging 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 Britain truly is a democracy then this should definitely put up for a local referendum and in fact even these consultations should be heavily advertised on the news and in the social media and there should be a 3 month window for people to email you with their views – it is appalling that such important consultations take place without the public being aware of them and then when the public do find out the deadline has

Written Evidence from Individuals: Part Two

passed – so there definitely should be more transparency and marketing of consultations that will affect people’s lives.

13. How are other 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 must have a say in policies and their goals – unfortunately as advised above the public is left much in the dark about these policies and often the language used is not easy for the average person to understand. However one thing people are clear about is that policies that affect them directly should be put to a vote, and more awareness prior to consultations must be made to the public. Un-biased evidence supporting policy goals must be provided and where a public debate is voted for that should take place.

Many Thanks

Kind Regards

LB Sutton [personal information redacted for publication]

Response to proposed new Road User Charging

Reference	RUC1001
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Dear Sir/Madam

My answers to the questions on the new road user charging consultation are below:

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

No. We already have the ULEZ. 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 don’t need smarter road user charging. Fix the current system that charges people who visit between 10pm and 2 am twice due to the current charge resetting at 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?

All these journeys are important and should not incur judgemental charging. We already pay per mile via fuel duty so the more miles the more we pay.

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

None.

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

We don’t need more technology. Fuel Duty and Road Tax take care of charging road users.

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 Two

The ULEZ is already doing this. We are taxed via VED on emissions. Electric cars are being promoted and 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?**

Our current system of Road Tax and Fuel Duty is enough. We don't need anything else.

8. **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 methods of Fuel Duty and Road Tax are effective in taking care of charging road users. We don't need new smarter road user 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 to work, or people who live in areas with low levels or public transport?**

We don't want a new smarter road charging scheme. The current charging is enough.

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 sort of trial is not wanted. The current methods of Fuel Duty and Road Tax are effective in taking care of charging road users. We don't need new smarter road user charges.

11. **If distance-based road user charging was introduced, do 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 charges sound as if everyone will 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. The issues should be explained and debated in full well before any voting is started.

13. **How are other 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 have not had a say on the policy goals. This is undemocratic. Give the people the chance to vote on the policy, then give us the chance to vote on the road charging scheme.

Regards
[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Objection:No to pay per mile

Reference	RUC1000
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Dear London.Gov

I fully object to the pay per mile Sadie Khan is trying to introduce. I say "NO" This is ridiculous and do not agree. This is taking away our independence as drivers and our rights as citizens to move around central London without my whereabouts being identified..., this is an invasion of privacy and unacceptable!!
No, no, no!!

[personal information redacted for publication]

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

Reference	RUC999
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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?

Not having to remember to pay individual charges. All charges have different deadlines viz ULEZ, congestion charge and Dart charge. Also time of operation is different. This complicates the 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?

How can these be distinguished should be the question. Also who decides which is essential journey? Further, if the journey involves 2 of these, which will it be classed as.

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

None. It is trying to overly complicate the existing system.

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 will not help. The current ULEZ expansion has already ensured people won't be able to afford having cars. This has pushed up the price of used cars and there is a shortage of supply of new 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?

Written Evidence from Individuals: Part Two

8. 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 all the other charges including congestion, vehicle insurance, ulez, toll road, fuel surcharge, annual vehicle tax, vat on fuel. All these can be baked into a single amount per mile. This also means having a anpr at every 100meters which will be stupidly expensive.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 100% exemption for addresses which are more than 10 mins walk from a bus stop or train station. Additionally, if the bus / train frequency is any less than once in 10 mins, the exemption should apply. If the transport is delayed, suitable compensation should be paid similar to tfl journey delay compensation.

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 transport system in outer london is not designed for these. Eg the bus frequency is low and usually delayed. Also the underground has delays many of the days along with low frequency during off peak hours.

11. If distance-based road user charging was introduced, do 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 terms of cost per mile, Londoners are already paying much more as they travel fewer miles but pay same road tax and insurance. Also the road speeds set to 20mph means the fuel economy is low. And changes should factor this and suitably compensate 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)?

We would move to a model where the locals should be given a chance to vote for all the policies directly OEM indirectly affecting them. The current political model does not consider public opinion eg ulez expansion.

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

Kind regards,

[personal information redacted for publication]

Road user charging call for evidence - response

Reference	RUC998
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Hello,

I am responding to the "Call for Evidence: The future of smart road user charging".

I have no particular expertise or experience relating to this issue, however I live in London (on a red route), work in London and frequently travel around London, by car, bicycle, foot and train.

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

Written Evidence from Individuals: Part Two

Yes. Currently, Londoners bear most of the costs of road use (emissions, sound pollution, maintenance via council taxes, etc.), even though a disproportionate number of road users are either companies or users from outside the city. Additionally, there are a number road charging systems covering different boundaries and vehicles, which is becoming complicated to keep track of. This means that people are becoming more likely to get fined due to genuine misunderstandings.

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

The current charges do not take into account the total distance traveled, nor do they take into account the specific roads that were used.

For example, while the ULEZ is a good idea, it is unreasonable that someone who just travels just 200 metres through the outskirts of the zone should pay the same as someone who spends all day traveling within the zone.

3. 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 essential services with no viable alternative should be exempt (e.g. ambulances, police, fire, community nurses) but regular travel for work purposes should be chargeable. This should encourage businesses to find ways of reducing their reliance on vehicles, such as remote work, cycling and public transport, or to move to greener vehicles that attract a lower charge.

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

Smarter road user charging could be used to:

- Move traffic away from residential and commercial roads, onto roads that are built for high traffic capacities such as motorways and multi-lane high capacity A roads.
- Reduce air pollution by charging a lower rate to cleaner vehicles.
- Increase safety by charging a lower rate to vehicles with better visibility and pedestrian/cyclist safety ratings.
- Discourage driving at particular times, for example rush hour and night.
- Increase charges for vehicles that cause more road damage - road damage is proportional to the fourth power of the axle load, meaning for example a 30 ton, 3 axle lorry causes 10,000x as much wear to the road as a 2 ton, 2 axle car.
- Dynamically adjust pricing according to actual measured real-time traffic flows and pollution - though this could be confusing for drivers.
- Reduce noise pollution by charging more to noisy vehicles or during unsociable hours on residential streets.

Of course, any pricing model would need to be fair, transparent and easy to understand, and supported by web sites and smartphone apps that allow users to easily understand how much a journey is going to cost.

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

If targetting commercial vehicles, mandating the installation of GPS tracking would be a potentially viable approach, though there are potential accuracy issues.

However, if targetting passenger cars, the only practical technology is ANPR cameras. This would be costly, as it would require ANPR installation on almost all roads. However, the costs of installing the system could be recouped through road charges.

If introduced at a national level, odometer readings could also be used as another source of data, but obviously that won't record which specific roads have been driven on so could only be used to levy a flat rate per mile charged, which isn't much more useful than a fuel duty.

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

As mentioned above, smart road pricing could be used to encourage the use of cleaner vehicles and move traffic to higher capacity 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?

Written Evidence from Individuals: Part Two

The charging systems and basic framework should ideally be a national system, so that we don't have to register and pay a different system in every city or town. However, the policies should be set or augmented at a city or regional 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?

If specific to London, it should replace congestion charge, LEZ and ULEZ. The smart pricing system should incorporate the objectives of the above systems. However, the transition from boundary pricing to road usage pricing should be gradual to ensure traffic patterns aren't too disturbed.

If introduced at a national level, vehicle tax, road tolls and even fuel duty 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?

Blue badge holders should have a discount, and extremely critical services should be exempt, but besides that, everyone should be broadly subject to the same system. Areas with low levels of public transport should likely have lower road charges - for example driving through Biggin Hill should cost less per mile than driving through Croydon.

Sadly, people on low incomes need to reduce their vehicle usage too, so I don't think a low income discount is reasonable. I would rather we invest in an extended scrappage scheme, 15 minute cities, public transport and low cost bicycle rental schemes (such as in the NL) to help *everyone* reduce their environmental impact. We could potentially consider levying higher rates on luxury vehicles such as Land Rovers and Lamborghinis, but this would likely be seen as a divisive and politically sensitive policy that might destroy the whole scheme. Discounts should mostly be based on time of travel and emissions category of vehicle, not their intended use.

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 believe this makes much sense.

A simple national distance-based road charging scheme would be based, presumably, on odometer readings. However, there would be no way of knowing what proportion of those miles travelled were in London.

A London-specific system would need to be based on ANPR, but if we were to go through the effort of setting up thousands of ANPR cameras in London, that would only be cost effective if we knew the system would remain operational after the trial.

Potentially, a GPS system installed in commercial vehicles could be trialled with London being the only charging zone, however I'm not sure how much value this would have.

11. If distance-based road user charging was introduced, do 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.

The ANPR system should be self-funding and the road charging should pay for all road maintenance. In return, London council tax and general taxation could be reduced - or those funds reallocated towards other services.

However, I believe the greatest burden should be on heavy commercial vehicles as they cause the most danger, pollution, noise and road wear.

12. Mayors and local authorities currently have powers to introduce new road charging 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, a city-level electoral mandate is sufficient to introduce a road charging system.

13. How are other 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 Two

Countries such as Japan, Singapore and France have long had distance charging through a system of toll roads, however they are limited to motorways due to the cost and impracticality of installing tolls on every street. This has the disadvantage of encouraging travel on lower capacity free streets.

However, modern ANPR is a much more convenient and low cost solution that potentially can be deployed to every road in the city or country, rather than just motorways. I'm not aware of any wide-scale deployment based on ANPR so far.

Kind regards,

[personal information redacted for publication]

Road using charges

Reference	RUC997
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Answers to question 1.

ULEZ already impacted enough and hits the poorest as they will struggle as it is to pay this. We need less regulation.

2. No new systems as the old ones already are not good.

3. There is no way people should have to pay for any reason they need to drive around London. People have enough taxes already. Again hits the poorest.

4. None

5. We do want to be controlled by more technology. We want less.

6. ULEZ is doing this. ENOUGH

7. Road tax is in place already and fuel duty. NO more. What is wrong with people who want to tax us into oblivion and control us too. This is dystopian! Stop now!

8. Stop penalising people who want to travel to visit their sick relatives or for anything actually. It's restricting all human freedoms!!!!

9. We do not want or need this. See Sadie Khan who hates cars and car drivers but to take his dog for a walk has a 3 car convoy! I have seen this so stop the hypocrisy. It is do as I say not do as I do.

10. No no no we want our freedom. This is a frightening scenario. Created by mad people it seems.

11. This would cost more and people do not want this.

12. All this needs a public vote not a well hidden so called consultancy when most people have not even seen it.

13. This is dictator land objectives. Enough.

Ask the Public in an Open vote!!!

I am writing for all the people who live in our area and do not have the time to respond individually as they are trying hard to make a living for themselves and their families.

Yours faithfully

[personal information redacted for publication]

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

Reference	RUC996
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Hello,

My responses as an individual, user and financier of the road system are below with my answers in blue.

Written Evidence from Individuals: Part Two

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

No, unless to reduce costs for the motorist who is already paying far too much with road tax and fuel duty.

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

Road charging should be changed so that nobody is charged to move around the road network. This network has already been financed by the taxes of the people. People should not pay to drive on roads which they and their ancestors 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?

There should be no variation in charges because there should be no charges as I've already stated.

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

No charging should be made and the strategies should be those to support the public to move around freely using which ever method of transport they choose.

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

No technology should be used which will have the benefit of saving the taxpayer money.

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

There should be no smart meter road charging. The people most affected by traffic congestion are those stuck in it. It is not the business of government or government departments to interfere in the lives of the people who it is supposed to be serving. Regarding the climate, this has always changed, the geological record has periods much warmer and much cooler than those we currently live in. I am concerned that those who speak the loudest regarding this issue either have financial interests in the solution or are servants (either wittingly or unwittingly) of those who do. I hear the polar bear population is on the increase.

7. Are road user charging schemes best 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 should not be set up. It is not the role of an honest government to attempt to roll out money making measures like these by stealth, that is to say measures which were not clearly laid out and publicized. Personally, I am unaware of any advertising or public awareness campaign relating to this 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 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?

Smart 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?

No place would be sensible for a trial because this is an outrageous 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?

Smart road user charging 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, further steps are required and Mayors and local authorities should not arbitrarily introduce radical schemes from which they make charges and potentially impinge upon the freedoms of those they are elected to serve.

Written Evidence from Individuals: Part Two

13. How are other 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 should not be introduced. This is not what people want. I strongly suspect the 'policy goals' are set by corporations or unelected individuals with long term strategies of intimate control and profits.

Regards,
[personal information redacted for publication]

Pay per mile

Reference	RUC995
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You are asking for feedback of smart road user charge for London!

I absolutely detest the idea!!

At a time where people are struggling financially another burden on the expenses is shameful! The Mayor is totally out of touch with the people that need to use vehicles for their job!!

Surely it's to a detrimental effect on the economy where people will simply have to give up working as they can't afford to travel!

How about people who need to see family and friends as they are lonely but will then have to pay a charge!

I cannot express my disgust at this ludicrous scheme!!

We already pay a tax via fuel duty so another tax is totally disgusting!!!!

I am against this 100%

[personal information redacted for publication]

Consultation

Reference	RUC994
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- 1) Do the current road user charging system in London require reform? No
- 2) How might smart road user charging differ from the current daily charges for driving applied in London? Replaces the potential tax duties as EV vehicles will not fill the pockets.
- 3) How might charges for driving in London be varied for different types of journeys, such as driving for work, caring responsibilities or essentials services? Based on Pay for over 40k a year only.
- 4) What strategies and targets could smart road user charging support?
Tactical already seen in Singapore and targets every citizen in pretext of support.

Side note
No such thing as Luck by chance.

Written Evidence from Individuals: Part Two

Road User Charging - response

Reference	RUC993
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Addressing and answering with my response to the key questions re: Road User Charging.

1. Do the current road user charging systems in London require reform? If the goal isn't to reduce charges applied to road user, no. If the goal is to reduce charging costs, yes. At the moment, London users are charging extortionate amount for no reason, it's unjustified. Carbon emissions can't be challenged like this.
2. How might smarter road user charging differ from current daily charges applied in London? Not much at all, there is nothing smart about 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? If the goal is to reduce costs for reasonable adjustments such as emergencies, necessities like driving to work I understand. Less for leisure I get. But that completely negates the purpose of driving anyway.
4. To charge based on the reason for travel

The future of smart road user charging February 2023

Reference	RUC992
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I find this truly appalling that you have given such a small window to provide feedback on this proposal, as this is such a major draconian change why hasn't the window to obtain feedback for this consultation been at least six months. Also why has this not been shared and communicated to all of the people who live in London, and pay council tax. I do not support this idea at all, with LTN's, the removal of bus lanes and the removal of bus services around London all you are doing is making it more and more difficult to travel around this great city that was.

The man clearly has no intention to listen to the majority of the people who he is there to serve, instead he will listen to the minority and go ahead with such a plan like this. He's already doing this with the extension of the ltn and the ulez zone. The mayor of London is there to serve Londoners, not make that imprisoned in their own city.

Road user charging

Reference	RUC991
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Written Evidence from Individuals: Part Two

I strongly disagree citizens should be able to move around freely make choices this is an invasion and restriction for humans it is absolutely disgusting to think that you actually believe that you can restrict people from movement
Constant scrutiny of the government electronically monitoring movements is detrimental on peoples mental health of the whole nation
[personal information redacted for publication]

2 March 2023 - Objections to the Proposals

Reference	RUC990
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2 March 2023

I object to all the 4 proposals below.

Regards

[personal information redacted for publication]

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

I Object to the above proposal, as the current road user charging systems in London do Not require reform.

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

I Object to the above proposal, because the current charges for driving in London are adequate and satisfactory and do Not require any change or reform.

3. 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 Object to the above proposal, there is no need to introduce charges for driving in London for any type of journeys.

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

I Object to the above proposal, the present system is adequate and satisfactory and do Not need to be changed or reformed.

The future of smart road user charging

Written Evidence from Individuals: Part Two

Reference	RUC989
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1. Do the current road user charging systems in London require reform? No, it doesn't.
2. How might smarter road user charging differ from the current daily charges for driving applied in London? Smart charging requires an unacceptable invasion of citizens' privacy regarding movement, mode and purpose of each journey. Better if things stay as they are and limit the data/information collected by the authorities.
3. 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, all users shall be charged in the same proportion including national agencies and services. All entities and services should be stimulated to reduce and optimise the use of transports if reducing traffic and pollution is the final objective. Same should apply to ULEZ, bicycles and other transports.
4. What strategies and targets could smarter road user charging support? None, it is the wrong approach to the problem of vehicles of all kind.
5. What technology could be used to support smarter road user charging? None is better.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? The charge will discriminate even more the low/medium incomes households. Unless the smart charge will replace the levies on fuel and electric-car charge and will not invade the privacy.. Citizens are already charged by the distance because of the fuel/energy taxes. It is the cities' duty to negotiate with the government redirecting more of the taxes on the energy to the cities to compensate for the higher share of the total daily 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? National system, as long as the smart charge will replace the levies on fuel and electric-car charge and will not invade the privacy..
8. 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 on fuels and any form of energy used for transport purposes.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 discount at national level should be applied on the basis of the households' 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?
11. If distance-based road user charging was introduced, do 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 are no evidence that can support a different charging scheme 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 referendum open to all users in/outside London area. London road maintenance is paid mostly by all taxpayers and everyone should have a say about 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 more opportunity for reducing the number of vehicle entering London area, multiply Park and Ride sites and tramways rather than buses are a good example.

Kind regards

Written Evidence from Individuals: Part Two

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

Reference	RUC988
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To whom it may concern:

I am submitting the following evidence for 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?

The current road charging systems should be scrapped. Londoners should be allowed to drive for free into Central London at the weekend.

The ULEZ zone should be scrapped. This is having a detrimental effect on low income road users in London who rely on their car to get around.

People have had enough of being squeezed with rising bills and taxes. The Mayor of London is already making life intolerable for Londoners.

Has he ever tried to travel across Greater London (rather than in and out) using public transport?

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

Whenever the State wants to sell a bad idea to the general public, they call it "smart". They sell it as "convenient".

Yet every "smart" "convenience" puts more and more restrictions on our freedoms.

This "smart" road charging, tracking and monitoring of people's lives is extremely intrusive. It will no doubt be linked to other aspects of our lives, so the Nanny State can turn London into a virtual prison for its citizens. We do not want our every move tracked and charged and the State telling us how to run our lives, whether we have used all our carbon credits, been a good person on social media, had all our vaccines and bought less meat this week.

3. 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 free to drive in London.

What escapes Sadiq Khan, is our transport network outside of Central London is extremely inefficient.

For instance, we live in the borough of Enfield. My wife had a job interview for a school in another part of Enfield.

It took 1 hour on two buses to get to that job interview. By car, the journey was 12 mins.

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

Please scrap "smarter" road charging. I know this "consultation" is probably just a box ticking exercise and the Mayor of London, Arup and other contractors are licking their lips at the shedloads of money they are going to make from this scheme.

I bet Tony Blair is really happy too, because his dream of Digital IDs and is about to become true and governments will be able to track us, punish us and rewards us in this social engineering experiment.

If this power grab goes ahead, it will be the final straw for many people in London. Sadiq Khan is wrecking this city.

Regards

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

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

Reference	RUC986
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Hi London Mayor Team,

I am a resident of Greater London and have come across this consultation period regarding smart road usage charge which your government is thinking to introduce. I would like to express my objection against this charges and let me try to respond to your key questions below;

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

YES. WE DON'T NEED NEW SYSTEM TO PAY PER MILE, AS THIS WILL ADD NEW ECONOMICAL BURDE TO ROAD USERS IN THESE TROUBLED TIMES WHERE INFLATION HAS BROKEN OUR BACKS. THIS NEED TO BE SCRAPPED IMMEDIATELY. CAR USERS ALREADY PAY ENOUGH TAX PER MILE TRAVELLED, IT'S CALLED FUEL DUTY WHICH IS VERY HIGH!

CURRENT DVLA VEHICLE TAXATION SYSTEM IS WELL BALANCED, PROVEN AND WIDELY ACCEPTED IN ALL WORLD COUNTRIES, WITH OPTION TO PAY HALF-YEARLY / YEARLY.

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

ALL ROAD USER / ROAD RESTRICTION SCHEMES (LTN'S, 15 MINUTE NEIGHBOURHOODS, SCHOOL STREETS ETC MUST BE SCRAPPED. NOBODY THAT IS SANE WANTS THEM.

3. 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 MUST SAVE TAX PAYER MONEY BY STOP RIDICULULE THINKING. PLEASE FOCUS ON IMPROVING ROAD QUALITY AND QUANTITY, AND SCRAP SUCH SCHEMES WHICH ARE ONLY TRYING TO FLEECE ROAD USERS.

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

THERE IS NO DRIVER FOR DEFININNG ANY NEW STRATEGY OR CHARGING DIFFERENTLY. STOP RIDICULULE THINKING, AND LEAVE THE REST OF US IN PEACE!

Regards,

Resident of Morden [personal information redacted for publication]

Apose Road user charging

Reference	RUC984
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To whom ever this may concern,

I am emailing my answer to whether or not we should have road user charging. I found a template of questions, I apologise if there was an online form I could have used.

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. My family and I are already struggling with the cost of living rising, and I can imagine we are not alone. Down to the state of the economy and the impact of the last few years. We need LESS regulation and monitoring. People need help not more to worry about.

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

Written Evidence from Individuals: Part Two

Surley adjust the old systems, rather than introduce new ones. 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?

People should not be penalised for the reason they are travelling. What ever reason, it is essential. We need to work to pay for fuel, which is a cost per mile as you pay more if you drive more. I myself have had to cancel plans in the last year as I simply can not afford to get there. This should not be made more stressful.

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

Let's concentrate on peoples well being rather than spurious and targets?

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

We don't need more technology in our lives.

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

We are taxed via VED on emissions, electric cars have been incentivised, and also ULEZ is doing 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?

We already have a road user charging at a national level, it's called ROAD TAX and FUEL DUTY. 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?

It doesn't need to be introduced. We don't need to be charged anymore than we already 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?

We don't need a road charging scheme. How is it that Sadie Khan can take his dog out in a 3 car convoy, that does 13 miles per gallon, but we are all struggling and have the threat of being charged 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. Nowhere is a sensible place for a trial. This is starting to look like a work of dystopian fiction. We need help, not hindrance.

11. If distance-based road user charging was introduced, do 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 all be in trouble and crippled with worry over the cost.

12. Mayors and local authorities currently have powers to introduce new road charging 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. I fear for what is happening to this country, and worry how I'll cope with my 4 year old.

13. How are other 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

Written Evidence from Individuals: Part Two

chance to vote on the policy, then give us the chance to vote on the road charging scheme. Anything else is a dictatorship.

Yours sincerely

[personal information redacted for publication]

Call for evidence

Reference	RUC981
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- 1) Yes, ULEZ is very unfair
- 2) Smart user charging might be fairer if all other taxes were scrapped. However, it would be cheaper and easier to abolish all taxes bar those put on fuel. Fuel controls the distance we travel.
- 3) I don't think the Mayor has made varying charges with ULEZ for those in essential services, so petrol charges would be best as they can claim back the travel costs.
- 5) With petrol prices nothing new would be needed
- 6) People would drive less if petrol was taxed accordingly
- 7) No need for city, regional or national levels if petrol controlled driving distance.
- 8) All taxes such as VED, ULEZ, CAZ and congestion charges should be abolished if petrol prices controlled distance.
- 9) Those who deserve exemption could be given a photocard which informs the petrol garage cashier how much discount should be given. They could then claim this discount back. At present none of these people get a discount so it would be an acceptable human touch.
- 10) Unnecessary as it could be done everywhere at the same time using the price of petrol.
- 11) London charges would be irrelevant if petrol was used to control distance if travel.
- 12) Yes, I think a local and national referendum would be a better idea than a consultation, which the Mayor does not have to listen to. He ignored the ULEZ consultation result.
- 13) Other cities' charging zones are so much smaller than that of London, eg. Birmingham's covers less than 10 sq miles, whilst the London ULEZ zone will cover 600 sq miles! All the other cities have *only* their city centres covered by charges, and none, bar Bristol and Birmingham, make any charge for cars. I haven't heard of any future changes but am sure the city population understands the need for central city action with no outer city action required, so no alternatives needed.

Using petrol taxation alone would simplify things for people, especially the elderly and those who only want to/can only use cash, and would also allay peoples fears about personal data being used, and privacy encroached upon. It would be a cheaper and easier method for the Govt, both local and National.

I suggest you make this "Call for evidence" more evident because people don't know about it. I only heard about it today the news, media, adverts.

I do hope you take the time to read these valid comments.

On behalf of my family who are very worried about the future,
Sutton, SURREY [personal information redacted for publication]

ROAD USER CHARGING.

Reference	RUC979
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Written Evidence from Individuals: Part Two

We the people do not need more **road user charging** in London or anywhere else. In London we already have ULEZ, quite sufficient and ULEZ is restrictive enough for those who have to drive into the ULEZ without adding more.

Instead of a new charging system update the original one to apply common sense. E. G. The time for a day charge stops at midnight hence anyone travelling late at night then returning after midnight pays twice - ridiculous! There should be no discrimination on any type of journey (work, essential visit, delivery) we already pay fuel duty so the more you drive the more you pay. ULEZ already restricts travel, modern engines pollute very little and electric cars leave the pollution around the power station. There is NO CLIMATE CHANGE only a change in weather patterns.

Drivers are already paying to use the roads through road tax (VED) and as already mentioned fuel duty. Road users do not want a new Road charging scheme.

ALL NEW ROAD CHARGING SCHEMES MUST BE PUT TO PUBLIC VOTE.

Thank you.

[personal information redacted for publication]

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

Reference	RUC978
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Key questions

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

Yes, charges should be reduced. In particular, ULEZ is a tax to the poor and should be abolished.

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

Charged would increase.

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

Would make these more expensive and richer people would not be affected, poorer will struggle potentially with essential services as well.

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

Only target more expensive and polluting 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?

Has to be at a national level as any regional restriction or charge would just move the traffic to longer journeys, increasing the pollution.

Tax the rich, not the poor and stop tracking people - thanks.

Best

[personal information redacted for publication]

Smart road user charging

Reference	RUC977
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Written Evidence from Individuals: Part Two

As the deadline for this evidence re smart road user charging is only 8 days away I am wondering why this hasn't been advertised/in the media more? This will affect so many people and they should all have a say. On page 29 of your meeting on 14/12/22 you mention the ULEZ consultation of last year "when Londoners were involved". Londoners voted unanimously *against* the extension of ULEZ but the Mayor chose to ignore this, and in fact hid a batch of anti-ULEZ votes so that they were not counted. He also bought the cameras prior to the consultation! He still plans to continue with this ridiculous, unaffordable scheme. In some cities with CAZ or LEZ the car does not get charged - only in Birmingham and Bristol are they charged. Other Zones are minimal too (under 10 sq miles) compared to the 600 sq miles of ULEZ.

I have just read through the 40 pages of your meeting and it all sounds very cosy - it will cost most people less and smart road user charging will be *instead* of VED, fuel tax, congestion and user charges. My life experience tells me that this will not happen - it will be charged as *well* as the other taxes, not instead of.

The amounts mentioned are 2p per mile; £1-50 per 5 miles and £1-65 per journey like the bus. The amounts I have heard mooted are £2-85 per mile!!! This would cost my family £570, there and back, to visit [personal information redacted for publication] in Dorset! My husband can't use public transport, and from here in Sutton it would involve a bus, tube, then train from Clapham Junction, then an infrequent bus from Sutton [personal information redacted for publication] just to get to his house! Hardly a good journey for a disabled, frail man. By public transport, for 4 people, that would be unaffordable too.

ULEZ is very unfair - the air quality in outer London is good, and the ULEZ zone expansion will make little difference to it. Why should I pay an extra £12-50 on top of my already expensive shop in this time of financial crisis? I do not have to pay VED at all on my Greenline diesel car so why is my car not compliant? I can't afford a new car.

The driver gets taxed to the hilt! If this Smart road user charge does work out less, and is fairer in being pay per mile at a low cost, then probably most people would be in favour of it. However, I fear it is just another way to screw more money from the general public and use our data.

I also fear it is a way to follow our movements and keep tracks on our whereabouts. What I read about our dystopian, regimented future is very worrying and needs to be nipped in the bud. We pay tax on fuel which is also a tax on the distance we travel - this works so why change it at a huge cost to which Londoners will have to contribute? If it's not broken don't mend it!

From [personal information redacted for publication] - very concerned about our future, those of our children and our childrens' children.

Re:- Road User Charging

Reference	RUC976
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Response to the Road user charging

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

No we already have the ULEZ in place, and it has caused enough trouble for people. It's time we stopped burdening motorists with additional charges to carry out their daily activities.

With the current economic conditions and the aftermath of the last few years, people are already experiencing stress and financial difficulties.

What we require now is less monitoring and regulations, allowing individuals to recuperate. It's time to prioritize the well-being of the people and let them recover without any further stress or economic burden.

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

Written Evidence from Individuals: Part Two

Rather than introducing new systems, it would be more prudent to make necessary adjustments to the existing ones.

For instance, the current daily charging system ends at midnight, which implies that someone who visits between 10 pm and 2 am has to pay twice.

It's crucial to rectify such issues before considering any new changes to the 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?

None it is unjustifiable to impose additional charges on individuals who travel for work, caring responsibilities, or essential services.

Fuel duty, which is already in place, imposes a cost per mile, meaning that those who drive more already pay more.

With people already struggling to make ends meet, there is no need to introduce any further road charging systems.

It's time to ease the burden on people who are already struggling.

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

Instead of pursuing dubious targets, why not prioritize the health and happiness of the nation?

It is essential to focus on the overall well-being of the citizens instead of just aiming for arbitrary benchmarks.

By prioritizing the physical and mental health of the population, we can create a happier and more productive society.

It's time to shift our focus towards what truly matters - the health and happiness of the nation.

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

As we continue to rely more on technology, we also increase the potential for problems to arise.

Such problems can be inadvertent or intentional, leading to the manipulation of systems and causing harm to road users and with the threat of criminal activity through the use of technology

This can create a greater level of stress and anxiety for individuals. It's essential to consider the risks involved with relying heavily on technology in road user charging and ensure that appropriate measures are in place to prevent any adverse consequences.

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

The ULEZ system is already serving this purpose, and there is no need for any further road charging initiatives.

People are already taxed through Vehicle Excise Duty (VED) based on emissions, and incentives have been introduced for electric cars.

It's time to recognize that enough is enough and avoid overburdening individuals with further charges.

We should focus on maintaining the existing systems and improving their efficiency instead of introducing new ones that may cause additional stress and financial burden on 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?

A national road user charging system is already in place, which includes both Road Tax and Fuel Duty.

There is no need for any further charging initiatives. Instead, why not consider reducing the road tax on older vehicles that have been in use for many years and have already contributed their fair share of carbon emissions.

Written Evidence from Individuals: Part Two

These older vehicles have played their part in reducing carbon emissions by remaining in use instead of being replaced by new cars, which contribute to a considerable amount of carbon emissions during their production phase.

It's time to consider more sustainable and effective measures that balance the need for reducing carbon emissions with practical solutions.

8. 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 report should prioritize the well-being of the nation, rather than proposing measures that would further restrict people's ability to drive their cars and spend time with their loved ones. It is crucial that any policy recommendations take into account the broader implications on society and not solely focus on revenue generation or other narrow goals.

The health and happiness of individuals and communities must be at the forefront of any decisions made.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 proposal for a road charging scheme is not acceptable to the majority of the public, particularly when it is presented by individuals who do not appear to practice what they preach.

It is important that those advocating for such schemes are consistent and lead by example, rather than engaging in hypocrisy that erodes public trust.

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 idea of conducting a trial for a road charging scheme is unacceptable, as it infringes on the freedom and mobility of the people.

Such a trial would be reminiscent of a dystopian society and goes against the values of personal freedom and choice.

Furthermore, any proposed road charging scheme should be carefully and thoroughly evaluated before any trials are conducted.

This evaluation should take into account the potential impact on individuals, communities, and businesses, as well as the effectiveness and feasibility of the scheme.

It is essential that the voices and opinions of the public are heard and taken into account when developing and implementing any road charging scheme.

The public should be given the opportunity to provide feedback, suggestions, and concerns, and their views should be reflected in any final decisions made.

The freedom of the people should not be compromised in the pursuit of revenue or other narrow goals.

11. If distance-based road user charging was introduced, do 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 implementation of distance-based road user charging would inevitably result in an increase in costs for all drivers, causing significant financial burden for many individuals and families.

The true cost of this scheme would be far-reaching and profound, impacting not just those who rely on driving for work or daily activities, but also those who cannot afford the increased fees and may be forced to give up their vehicles altogether.

Written Evidence from Individuals: Part Two

Moreover, the implementation of such a scheme would disproportionately impact those who are already struggling financially, exacerbating existing inequalities and creating further hardship for those who can least afford it.

The resulting financial strain on individuals and families would ripple throughout the economy, leading to negative consequences for businesses, communities, and society as a whole.

It is essential that policy-makers consider the broader implications of any proposed road user charging scheme, including its potential impact on individuals, families, and communities. Any such scheme should be developed in a way that is fair, equitable, and takes into account the needs and circumstances of those who will be affected by it.

Ultimately, the well-being and prosperity of the people should be the foremost consideration in the development of any policy related to 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)?

The ability to carry out these powers should be removed from Mayors and local authorities, by the government as shown with the extension of the ULEZ is only a way of propping up their finance due to mismanagement

The implementation of any new road user charging scheme must be subject to a independent public vote, as this is a fundamental principle of democracy.

Failure to do so would be a clear violation of the democratic process, and would amount to an abuse of power and a threat to individual freedoms and rights.

As this is a critical component of democracy and the protection of individual rights and freedoms. Anything less would be a threat to the values and principles that underpin our society.

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

Asking how other cities and countries are faring with similar road user charging ideas is irrelevant and misguided.

The focus should be on what is best for our own community, rather than relying on the experiences of others to guide our decision-making.

Furthermore, the alternative solutions proposed by other cities and countries may not be applicable or effective in our own context.

We should be looking at the unique challenges and opportunities within our own community and considering a range of alternatives that are tailored to our specific needs and circumstances.

Question 1. Road User charging

Reference	RUC975
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I don't believe in road user charging outside of central London. Anything extended outside is purely a revenue generating scheme. Most people see straight through it. Any health benefits have been grossly exaggerated. Unfortunately road users are an easy target and TFL is desperate for additional revenue streams, which is why this is being steamrollered through.

The Imperial College report shows bias and conflict of interest. Figures quoted by the Mayor are not backed up by facts. Like the 4000 deaths due air pollution. This cannot be substantiated or that said air pollution is even from Motor vehicles.

Written Evidence from Individuals: Part Two

Please stop ULEZ expansion and any further road charging completely it isn't necessary and doesn't reduce air pollution.

Regards

[personal information redacted for publication]

Road User Charging Consultation

Reference	RUC972
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I am enclosing my answers to the Road User Charging Consultation as follows:

QUESTION 1 answer:

No. Ulez is already running and impacting people enough without even more charging. We do not want or need and further changes on motorists to be able to work or carry out their daily requirements.

There has been a pandemic and now a cost of living crisis. People are faced with evermore increasing taxes to pay, which has resulted in more poverty and hardship.

For these very reasons, this is definitely the wrong time for more changes, regulation and monitoring.

People need time to recover from all of this.

QUESTION 2 answer:

Instead of improving any new charging systems, changes should be made to the existing ones.

For example, charges should not be made from midnight to midnight, but for the 12 hours from when the charging actually starts.

People who enter London especially to work during unsociable hours will have to pay twice. This is very unfair!

QUESTION 3 answer:

No one should have to pay extra for any of these, travelling to work, caring responsibilities or for essential services.

People already pay enough for fuel duty, which is cost per mile, as one pays more if they drive more.

People are already struggling as it is, without even more charges forced on them.

QUESTION 4 answer:

Ahead of further targets, we should be concentrating on the health, safety and prosperity of our nation at this critical moment in time.

QUESTION 5 answer:

None. People do not want technology to interfere with their lives. They should have the freedom to choose which technology they want or need.

QUESTION 6 answer:

ULEZ is already in place which does this. There is no need for any more, enough is enough. People have been given the incentive to buy electric vehicles and we are already taxed on VED emissions.

QUESTION 7 answer:

We already pay road tax and fuel duty, which is road user charging at a national level.

There is no need, nor do we want to pay and more tax on top of this.

QUESTION 8 answer:

It shouldn't be changed.

The focus should be on health, safety and prosperity of our nation.

Road user charging will make it impossible for people to work, visit family members, get to hospital appointments and all of the other vital things they need to do.

QUESTION 9 answer:

Written Evidence from Individuals: Part Two

We, the people of the UK do not want any road charging schemes. We already pay enough to drive!

QUESTION 10 answer:

Absolutely not no. Nowhere could be sensible for a trial, especially at this moment in time. It would cause depravation and poverty and make our current economic, health and safety situation worse.

People should be left alone to get on with their lives.

QUESTION 11 answer:

We do not want this road user charging scheme in London. People should not have to pay to drive at all on top of what they already pay.

London seems to always be the target when it comes to paying more for anything and this is so wrong.

QUESTION 12 answer:

We are a demographic country and all of these schemes should be put to public vote.

Anything else would be the work of a dictatorship.

QUESTION 13 answer:

First of all, the people of the UK did not have any say on policy goals. At least give the people a chnace to vote on any policy as well as the road user charging scheme. The alternative is dictatorship.

I live in the UK, so I have no right to judge, compare or comment on what other countries are implementing with regards to laws and policies.

Regards,

[personal information redacted for publication]

road charging

Reference	RUC971
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I am very strongly against this.

It wd be a shocking infringement of our liberty and another giant money making scheme.

The motives are inappropriate.

Thank you

[personal information redacted for publication]

Submission to call for evidence on road charging

Reference	RUC968
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Written Evidence from Individuals: Part Two

1. Do the current road user charging systems in London require reform? Not if it means another layer of taxation for residents of outer London. The current congestion charge targets the most congested areas, and could be modified or extended if required. To make a charge to drive anywhere at all in London would simply be a money-raising scheme for the aggrandisement of the Czars of the GLA.
2. Eventually with increased vehicle electrification, road fuel duty receipts will decline to a point where road charging will probably be required. That however is a matter for National Government, not London local government. And we would end up with a double layer of road charging, one by government, one by the GLA.
3. *“A number of the Mayor’s policy targets mean journeys must shift away from private car use towards more active travel and public transport.”* The outdoor levels of very harmful PM_{2.5} pollution in outer London are 8 – 10 µg /m³ and 10-12 µg /m³ on busy roads. The mean PM_{2.5} level on London Underground is **88 µg /m³** , **ten times as high!** Thirty stations were listed having PM2.5 levels **above 250 µg m-3**, which is **50 times** the WHO recommended limit of 5 µg m-3 and **28 times** the average level of 8 – 10 µg m-3 estimated for Outer London. (<https://www.sciencedirect.com/science/article/pii/S0160412019313649>) Encouraging people to transfer to more toxic travel modes is insanity.
From [personal information redacted for publication] (resident of the London Borough of Hillingdon)

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

Reference	RUC967
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Dear All,

Please find my responses to the questions 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? Could charge users for journeys on all roads per mile, rather than in selected congested areas. Will also track users movements which 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? Not required.
4. What strategies and targets could smarter road user charging support? Not required.
5. What technology could be used to support smarter road user charging? Not required.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? More research required. No concrete proof, these taxes are helping, except in forcing people to upgrade cars or travel, which is currently not an option for the majority of 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? Should be done locally by the council after consultation with the local 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? 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? Not required. This is an unnecessary tax on households for driving on the roads. The road tax and other taxes we pay, seem to not give local areas the improvements we expect.
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 Two

11. If distance-based road user charging was introduced, do 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 required. unnecessary 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)? 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?

The Future of Smart Road User Charging In London

Reference	RUC966
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I am sending this email as my response to the consultation you are undertaking on the future of Smart Road User Charging in London.

Please note that I am only prepared to answer Question 1 as I find the remaining questions are attempting to imply, or even establish, that there is an existing mandate for this from the people of London. The remaining questions clearly aim to give succour and support to the Mayor's intention to bring in pay per mile to raise even more revenue from the motorist. However, there is no existing electoral mandate for this, nor should it be simply assumed that the greater majority of Londoners would be accepting of the surveillance and intrusion into their daily lives required to monitor, control, administer and enforce such a scheme.

The Mayor of London made no mention in his manifesto for the Mayoral election in May 2021 of his plan to expand the ULEZ to cover the whole of Greater London, and yet he has pushed this through following a consultation which was manipulated and tampered with to ensure the outcome he required. (Having sanctioned the cost and awarding of the contract to instal the required cameras prior to the commencement of the consultation process.) All so dishonest and undemocratic. So how can those of us responding to this consultation have any confidence that the same tampering will not happen again and that the outcome of this consultation has not been pre determined, as the list of questions certainly suggest? Little wonder many people of London have become very cynical and disillusioned with those elected into positions of service, perceiving some as failing to adhere to the required standards of public life.

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

I consider that the current road user charging systems in London should be abolished. The current user charging systems in London are purely in place as a means of raising revenue for Transport for London and the Mayor of London. The Mayor's evidence in the report produced by Imperial College shows bias and a conflict of interest and is open to challenge. In fact the Jacob's assessment shows that the road charging systems have little or no impact to reduce or mitigate air pollution. The continuous mantra of the London Mayor and TFL that the expanded ULEZ will significantly clean up London's air is disingenuous. There are other policies that can be pursued to improve the air in London and carried out locally where needed.

Sadiq Khan needs to listen to the people of Greater London and cease this damaging policy which is causing such stress and hardship to the already struggling working classes reliant on their cars, to carers, businesses, tradespeople, the retired, the poorer among us, and not forgetting lone women who feel safest travelling in their own cars, particularly at night.

Written Evidence from Individuals: Part Two

Furthermore I object to London being used as a test case and as a Greater London Resident I most certainly do not want to be part of an experiment.

In the absence of an electoral mandate there should most definitely be greater clarity and full transparency in every future election manifesto of any intention to proceed with such policy goals, and put before the voting electorate for consideration. In addition any future locally based proposal should be the subject of a properly scrutinised referendum.

So in response to your consultation I say NO to smart user road charging in London, including the introduction of pay per mile, and furthermore advocate the abolition of all current road user charges.

[personal information redacted for publication]

2nd March 2023

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

Reference	RUC964
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I do not support the scheme and my answers below reflect this. A lot of the questions are predicated on support for the scheme in some form, and are worded in a manner that indicates that a response may be taken as support for the scheme. For that reason, I have put n/a for questions that I feel fall into that category.

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?

n/a

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

n/a

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

n/a

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?

n/a

7. Are road user charging schemes best 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 must 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?

n/a

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 Two

n/a

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

n/a

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

n/a

12. Mayors and local authorities currently have powers to introduce new road charging 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 consultation held which is widely and regularly publicised, and people are given ample amount of time to consider and respond. The consultation should include impacted road users living outside of the areas in 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?

n/a

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

Reference	RUC962
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1. Do the current road user charging systems in London require reform?

Yes, all inefficient and manifestly unfair road user charges, e.g. the congestion zone and ULEZ should be abolished and replaced by a system of raised fuel prices throughout the country with vouchers or discount cards for special groups. This should be set not to interfere with essential use but to increase the cost of inessential/frivolous use. To avoid penalising occasional use, all users should be allowed a limited full discount rate regardless of status.

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

Road user charging, apart from raised fuel prices, 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?

Fuel prices at the pumps/charging posts should be raised by a large margin but with vouchers, discount cards or similar for a carefully thought out strategy of priority users, e.g. all work related use, those with health issues, the elderly, carers etc. Those who are on benefits but not working (but are employable), should have no additional vouchers, as there would be an expectation that they would not be able to fund the use of a vehicle on benefits alone.

Written Evidence from Individuals: Part Two

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

Smarter road charging if similar to the Congestion Zone or ULEZ would be seen as a motoring cancer, it must not even be contemplated. An important issue is that as soon as competent self driving vehicles become readily available, congestion will be much reduced by more efficient road use so any action now will only be needed in the short term.

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

Encourage the use of linked “smarter” traffic lights, which work together to minimise traffic rather than assist in creating backlogs of traffic in main trunk roads. Redesign of major new junctions to reduce waiting to turn right – use filter lights and ground monitors to increase priority to right turns as needed.

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

It wont. Traffic is caused by the slow progress of vehicles, frequent start/stop caused by traffic lights, poor design on junctions etc. Improve the flow of traffic, which will reduce the air pollution and help us work towards a healthy environment and slow Climate Change. Charging people to sit in traffic will do nothing but take money away from the working poor who are already trying to improve their lives and the environment around 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?

Road use is already charged via road tax and fuel duty. This is implemented at a national level, and no changes are needed to that system which works as it should.

8. 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 use is already charged via road tax and fuel duty. This is implemented at a national level, and no changes are needed to that system which works as it should.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 should be given to working people – those who need to drive to work etc. Those who are on benefits – job seekers etc have no need to be driving as they have no place to need to be at specific times and should use public transport for their travel.

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, traveling any distance in London is slow due to traffic caused by inefficient designs of traffic lights. Improve traffic flow and public transport to reduce air pollution.

11. If distance-based road user charging was introduced, do 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 need to pay for use of the roads. They are already paying via

Written Evidence from Individuals: Part Two

council tax, fuel duty, road tax to maintain the roads. If you wish people to stop driving, Better public transport links are required running 24 hours a day on a reliable timetable.

12. Mayors and local authorities currently have powers to introduce new road charging 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 Mayors and Local Authorities have a moral obligation to resign and disband the post. They were implemented in archaic times and their posts are very much like the “Sheriff of Nottingham” in Robin Hood. Short of that, any scheme such as ULEZ, road charging etc should be put to a public vote- like the general election where ballots are counted and the will of the people is respected. The use of consultations can be easily (and has been) manipulated to form the desired outcome of the Mayor/LA 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?

Their city centres where they have been implemented have died, businesses have moved away causing a downturn in employment and overall funding. Only the elite rich remain, who are happy to fly around in private jets, drive in overly large high emission vehicles and pay for the privilege while the working class are forced to move away.

Regards

[personal information redacted for publication]

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

Reference	RUC961
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Key questions

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.

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 charged enough

3. 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?

None, we don't need it!!

Written Evidence from Individuals: Part Two

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. We are already charged enough.

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. Smart road user charging is not about climate and traffic. it's about taxing more money from drivers. Climate change is being used as a weapon to extort money from people. This is incredibly immoral.

7. Are road user charging schemes best 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 shouldn't be set up anywhere!! VED and fuel duty is already a national taxing system. We do not need any more. This will cause massive civil unrest. IT ALREADY IS!!! 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?

STOP WITH ALL THESE CONTROLLING SCHEMES> Stop TAXING the drivers and workers who keep this country going.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 are sick of these schemes, We do not need another 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 is a good place to start a distance-based road charging scheme. WE DON'T NEED OR WANT 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?

WE DON'T NEED OR WANT ROAD CHARGING SCHEMES

12. Mayors and local authorities currently have powers to introduce new road charging 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 to Outer London(Where it's not needed)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. 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. And the votes should be counted properly not excluded if doesn't suit 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?

In France, the road charging system isn't going well for the authorities. Law-abiding citizens are destroying the cameras because they do not want to be controlled and tracked in everything they do. This will happen here too. We are being governed by a dictatorship and people will not stand for it any longer. We haven't had a say, that is dictatorship!!

Written Evidence from Individuals: Part Two

[personal information redacted for publication]

Road user pricing

Reference	RUC957
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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?

Make the cost of living crisis worse for Londoners who need to drive for work like myself.

3. 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 charge. There's already a ULEZ & CC. Most people are at financial breaking point. I am. I will have to Leave London, my home as it's simply untenable.

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

None. It's unethical given the current cost of living crisis. Any charges to any vehicles will simply be passed onto customers/clients/patients. It's frankly ridiculous. People are struggling as it is.

NO TO FURTHER ROAD PRICING

Road user charges

Reference	RUC956
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TO WHOM THIS MY CONCERN,

MY Answers to your questions are as follows

1) Yes we need a reform FROM THIS GOVERNMENT TO STOP THIS WAR ON THE CITIZENS OF THIS COUNTRY.

2) STOP charging people more money to drive on the roads when half of the road are closed with a stupid plant pot on them.

3) STOP finding way to come up with more money making scheme to charge working people who are struggling to pay the high costs of living. We can barely make ends meet.

4) I STRONGLY DISAGREE with any perposal you put forward regarding more charges for motorist.

regards

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Road user charging consultation

Reference	RUC953
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Please see my answers to your questions below:-

1. No. We already have the ULEZ which has impacted people enough.
2. Try adjusting the old system rather than proposing a new one.
3. We already pay more than enough.
4. Stop looking at targets.
5. We need less technology not more.
6. The ULEZ is already doing this.
7. We already pay Road tax & fuel levy.
8. Please stop trying to price people out of driving their cars.
9. We don't want a road charging system.
10. The people should be free. Nowhere is a sensible place for a trial.
11. They would all pay more. It would cost many people dearly.
12. All of these schemes should be put to a public vote, which should be widely advertised & not written in a way that people can't understand.
13. We did not have a say on policy goals. Give us a chance to vote. Stop this dictatorship.

Kind regards

[personal information redacted for publication]

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

Reference	RUC952
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Call for Evidence: The future of smart road user charging February 2023

Key questions

1. Do the current road user charging systems in London require reform? **They should be scrapped. Motorists pay far more in vehicle related taxes than is spent on the roads. It is clear from the ULEZ expansion that motorists are just being used as a cash cow.**

Written Evidence from Individuals: Part Two

2. How might smarter road user charging differ from the current daily charges for driving applied in London? **Don't have any**
3. 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 have any**
4. What strategies and targets could smarter road user charging support? **Don't have any**
5. What technology could be used to support smarter road user charging? **Don't have any**
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? **Don't have any**
7. Are road user charging schemes best 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 motorists already pay it as Vehicle Excise Duty and taxes 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? **If you are going to charge for road use scrap all other vehicle related taxes or you are just trying to tax us twice.**
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 have any road charging, if you do Blue Badge 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**
11. If distance-based road user charging was introduced, do 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)? **A binding referendum with a minimum 2/3 majority.**
13. How are other 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 shouldn't have any.**

London Charging

Reference	RUC950
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Key questions

1. Do the current road user charging systems in London require reform? YES. THEY ALL NEED TO BE SCRAPPED. CAR USERS ALREADY PAY ENOUGH TAX PER MILE TRAVELLED. IT'S CALLED FUEL DUTY.
2. How might smarter road user charging differ from the current daily charges for driving applied in London? ALL ROAD USER / ROAD RESTRICTION SCHEMES (LTN'S, 15 MINUTE NEIGHBOURHOODS, SCHOOL STREETS ETC MUST BE SCRAPPED. NOBODY THAT IS SANE WANTS THEM.
3. 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 SAVE TAX PAYER MONEY BY SCRAPPING ALL THESE RIDICULOUS THINK TANKS TRYING TO FLEECE ROAD USERS.
4. What strategies and targets could smarter road user charging support? GIVE YOURSELVES ANOTHER LIFE AND LEAVE THE REST OF US IN PEACE!
[personal information redacted for publication]

Call for evidence re charging car drivers. Closing date gir consultation -10th march 2023

Written Evidence from Individuals: Part Two

Reference	RUC947
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Committee members

I do not believe that the mayor of london should go ahead with creaming more money off car drivers.

How about getting money from the volume of cyclists that pay for nothing and who take up the vast amount of specialist london lanes. Car drivers should NOT subsidise other vehicles and bicycles are a vehicle!

Everytime there is money to be sought you penalise car drivers. That is not fair.

When you review the public money that the mayor of london accrues through his various charges it is daylight robbery. I dont even believe the mayors conflicting evidence that these charges lower emissions. People still have to come into the capital- now we are paying through the nose for this privilege!

The impact of these changes, does not just impact those people LIVING in london but also those who have no choice but to get to london for many reasons. Its not just londoners who are affected, which im sure you know.

I for one have a daughter with chronic illnesses who i have to support. I already get no additional financial support everytime i go to london theres a new charge and nothing for it. I imagine there are many other types of necessary drivers not related to companies, who have to travel into london but they probably havent the time or wherewithal to send in thier evidence/experiences

At what stage do your committees have the decency and bravery to say - enough is enough...

If you dont you are all complicit in fleecing the population when we can least afford it whilst the mayors makes millions if not billions in his coffers...

Is there any truth in the stories that we are all being forced to remain in our 15 mile radius is this why these charges are coming up?

Can you please let me know that you have received this email as my evidence in this time limited consultation and keep me informed of the outcomes.

Yours Sincerely

[personal information redacted for publication]

Call for evidence

Reference	RUC946
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Key questions

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

YES. THEY ALL NEED TO BE SCRAPPED. CAR USERS ALREADY PAY ENOUGH TAX PER MILE TRAVELLED. IT'S CALLED FUEL DUTY!

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

ALL ROAD USER / ROAD RESTRICTION SCHEMES (LTN'S, 15 MINUTE NEIGHBOURHOODS, SCHOOL STREETS ETC MUST BE SCRAPPED. NOBODY THAT IS SANE WANTS THEM.

Written Evidence from Individuals: Part Two

3. 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 SAVE TAX PAYER MONEY BY SCRAPPING ALL THESE RIDICULOUS THINK TANKS TRYING TO FLEECE ROAD USERS.

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

GIVE YOURSELVES ANOTHER LIFE AND LEAVE THE REST OF US IN PEACE!

Regards,
[personal information redacted for publication]

Name / Address

New Road charges

Reference	RUC945
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Dear Sirs.

I do NOT consider that road charges in London need to be reformed.

This would further target people who need to use their cars, eg. elderly or disabled, people with children etc., who need to use cars to get around.

Quite frankly I think this is more of a money making issue rather than worrying about the quality of air.

Otherwise why allow the building of more new properties? Most people who purchase these properties will want to drive, generating more income. If the Mayor was worried about air quality, there would not be so such intensive property development in inner London.

Air quality has improved, from when inner London was more industrialised. There were smogs in the 50s and 60s. These no longer occur.

Car pollution issues are happening because of the intensive housing development and a massive increase in population in the capital.

Also the 20ph speed limit, road closures, the introduction of cycle lanes and constant roadworks exacerbates the problem, as traffic is often at a standstill, chugging out pollution.

It seems to me that all of the ideas that have been implemented to 'improve' air pollution, have in fact made the situation worse

I look forward to seeing the suggestions for road pricing quashed.

Kind regards,
[personal information redacted for publication]

Road user charges

Reference	RUC936
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I am totally against any charges to use roads in London.

We all know that the congestion charge and ULEZ are just another way of taxing people.

Written Evidence from Individuals: Part Two

There is no easing of traffic in the congestion charge zone, never has been. It's always been about raising extra revenue.

The ULEZ is a lie and the figures being used to try to justify it are lies as well.

How can you justify the expense of the camera network?

You will need to get a return on that expense.

Why is this idea being kept quiet?

Kind Regards

[personal information redacted for publication]

London road user charging survey

Reference	RUC935
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Please find my views to your survey below;

1: No, the introduction of the ULEZ has already caused too many problems for everyone in London as it is, the whole situation is ridiculous. This serves no purpose except to raise more revenue for governmental bodies and to control people with needless regulations. We need less monitoring/regulations not more.

2: We don't need any changes to road user charges except to get rid of the ULEZ.

3: This is such a ridiculous idea, why would anyone have to pay extra, no matter what your journey is about. This is a tax on life and would be an invasion of our privacy. We're already taxed on fuel where you pay more tax the more you drive. Enough is enough! This is only about greed and control and is certainly not for the benefit of the people.

4: None. We don't want/need any of your strategies or targets.

5: How about no to your Smart Technology for our road use. We need less not more. We already have too much surveillance and monitoring of our private life's. Our unalienable rights of the 'right to travel freely upon the earth' and the 'right to privacy' seem to be being ignored.

6: Car users are already taxed to the hilt by VED emissions, petrol duty tax. We need less technology not more.

7: We already pay road fund licence and fuel duty- this is more than enough. There will be no benefit to bringing in more charging systems. Enough is enough!

8: We don't want or need any new road charging systems even if any of the existing taxes are replaced/changed by it. We would only find ourselves in a worse off position with your new system as this is more control and extorting more money out of road users, who are only going about their private daily business.

9: We don't need or want a smart road charging scheme. How about all of us having exemptions so we can go about our daily private life's unhindered, better still if we don't implement it in the first place then they'll be no need for exemptions!

10: Nowhere is a sensible place to trial/introduce a road charging scheme - we don't won't or need one! It will only destroy everything it touches.

Written Evidence from Individuals: Part Two

11: This system would destroy life's, it must not be introduced.

12: This must be put out to a public vote after a full and transparent disclosure over a period of time. Only the public have the right to make that decision - not you.

13: It doesn't matter how or what other cities etc are doing regarding road user charging, we don't want them and I'm pretty sure that other cities etc won't want them either. The public must have a say in this as we are the ones that it will directly affect. Do we live in a democracy or a dictatorship?

Regards
A concerned citizen.

Smart road user charging

Reference	RUC933
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Answers to your questions as follows:

1 No, we have ULEZ and do not need anymore road charging. Especialy in the current economical climate

2 we do not need a new system. The old one needs adjusting, use between 10pm and 2am should not incur 2 charges!

3 We do not need anymore charges. Motorists already pay by the mile, by the that they buy

4 I think people need help at the moment, not money targets

5 We need less technology intruding on our lives

6 ULEZ already does this

7We already pay road tax and fuel duty. That is enough

8 It shouldn't. We already pay enough, with ULEZ and congestion charge

9 We the people do not want a road charging system. It is unfair and penalizes the poorest in society

10 Nowhere is a sensible place for a trial. The people do not want a charging system

11 People already pay for road tax and fuel duty. No other charging is necessary

12 Any scheme should be brought democratically before the people. Let the people choose whether they would like a scheme or not

13 NO other Country charges for cars!

I submit my thoughts to the questions asked on your Call for evidence: The future of smart road user charging February 2023

[personal information redacted for publication]

New road charges

Reference	RUC930
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Written Evidence from Individuals: Part Two

I wish to challenge this new road charging scheme

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

Reference	RUC928
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Dear Sirs,

Please see my response to the call for evidence questions below:

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

Yes, ULEZ planned expansion to Greater London to be stopped and funds invested in public transport, prior to any further consideration of the ULEZ expansion. Only 20% of the budget is allocated to Greater London public transport despite it having the worst public transport, Sadiq's own evidence confirms this is why there is a reliance in private cars in Greater London but does nothing to fix it. If there is no alternative transport then no ones driving habits will change, people will just switch their cars or pay, this is supported by the fact that a 96% vehicle compliance rate was achieved quickly after the last expansion to North/South circular. The consultation for the ULEZ expansion was 2/3 against and that is even after Sadiq binned loads of the responses, the consultation did not address the woeful scrappage scheme and does not take any consideration of roughly 1mil affected Greater London residents and nearly 2mil residents of the surrounding home counties.

The existing ULEZ zone should be chargeable for the same hours as congestion charge, 7.00-18.00 Mon-Fri and 12.00-18.00 Sat-Sun and bank Holidays and no charge between Christmas day and New Years. It is unfair that you are charges for one but not the other and also does nothing to improve the economy, nightlife or gives the average person any respite from the incessant charging we face.

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

There should be no smarter road charging and existing chargeable zones should make the ammendments mentioned in the answer to question 1.

I reject the notion of road user charging, in May areas of Greater London there is a lack of adequate transport alternatives meaning that many will have no choice other than to incur further costs in a time when we are experiencing a living cost crisis. If road user charging is to be imposed against the people's will then it should replace any current road user charging schemes.

The active surveillance and tracking of people journeys, private data and day to day activities by the Mayor of London, the GLA and any associated third party (likely numerous private companies) is a huge concern and should be addressed more publicly ie in an election campaign so that the idea can receive the proper awareness and scrutiny. All this collection of data poses a threat to individuals personal and online security.

3. 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 reject the notion of road user charging, in May areas of Greater London there is a lack of adequate transport alternatives meaning that many will have no choice other than to incur further costs in a time when we are experiencing a living cost crisis. If you want to actually improve car culture the tou should make public transport accessible, affordable and improve links in many areas you have already acknowledged are lacking good public transport.

Provision also need to be made to improve active travel and make this more appealing to people but this should not be done by charging the average person getting on with their life, going to work, carrying out essential services or visiting friends and family.

Written Evidence from Individuals: Part Two

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

It should not be implemented until public transport and active travel provisions have been improved across the whole of London. Only then should any further road charging should be considered.

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

Surely you would be planning on using the ULEZ expansion cameras Sadiq purchased prior to the consultation on the ULEZ expansion. They are highly sophisticated ANPR cameras, which I imagine is why he purchased prior to the expansion knowing you were going to ignore the consultation expand ULEZ anyway and then ignore this consultation and charge everyone who dodged the last 4 rounds of road user charging.

The active surveillance and active tracking of people journeys, private data and day to day activities by the Mayor of London, the GLA and any associated third party (likely numerous private companies) is a huge concern and should be addressed more publicly ie in an election campaign so that the idea can receive the proper awareness and scrutiny. All this collection of data poses a threat to individuals personal and online security.

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

No road user charging should be implemented until there is practical, affordable and accessible public transport and active travel alternative for the whole of Greater London and neighbouring home counties. You cannot expect to charge people to drive when there is little to not other choice in many areas of Greater 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?

If the Government or its representatives (elected and unelected) wish to implement a huge societal change and track the data, daily activities and movements while charging us for the privilege then as mentioned before this is something that should be raised to the public more publicly. As part of a vote, election campaign, referendum or well publicised consultations which are accessible for all members or the public. Not hidden away in the back pages of the LA Website, with complex submission rules. It is wrong to do this with no content from the people that you are elected to represent and that pay your inflated wages. If there are schemes to implement this regionally then it should be discussed as such.

8. 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 user charging is to be imposed against the people's will then it should replace any current road user charging schemes. Including LEZ, ULEZ and congestion charge and also the ULEZ expansion should be stopped. However this road user charging should not be implemented due to the issued highlighted 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?

If road user charging is to be imposed against the people's will then it should replace any current road user charging schemes. Including LEZ, ULEZ and congestion charge and also the ULEZ expansion should be stopped. If you insist on charging people against their will then there should be exemptions made for all of the above and they should go even further than this to avoid any inequality and discrimination. However this road user charging should not be implemented due to the issued highlighted 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?

Written Evidence from Individuals: Part Two

If the Government or its representatives (elected and unelected) wish to implement a huge societal change and track the data, daily activities and movements while charging us for the privilege then as mentioned before this is something that should be raised to the publicly as part of a vote, election campaign, referendum or well publicised consultations which is accessible for all members or the public. There should be no trial it should receive proper public consultation 1st and if successful then data and equipment from existing road charging schemes can be used.

11. If distance-based road user charging was introduced, do 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 pay a myriad of vehicle and road user charging there should be no further road user charging 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)?

It should be clearly listed in their election manifesto and then if candidate is successful it should be put to a local referendum/consultation which is well publicise. But we all know that the current process gets ignored when you do not get the answers you want from the 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?

Greater Manchester is actually investing in public transport to achieve these goals instead of mindless charging for the masses. This is a much better approach, practically it is more effective, it also does not penalise the poorest in society but benefits them and their communities.

Thanks

[personal information redacted for publication]

The future of smart road user charging

Reference	RUC927
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This is an absolute disgrace based upon fabricated evidence and in reality a further punitive revenue collection and removal of public freedom!
YOU MUST STOP NOW!

Charger for driving in london

Reference	RUC925
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Dear Smartist government bodies,

No. We don't need any more charges in London period.

Freedom of travel is our right to use any road to go to anywhere. This tyranny had gone too far.

Written Evidence from Individuals: Part Two

No thanks.

Regards

[personal information redacted for publication]

Smart road user charge.

Reference	RUC920
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I object.

Instead go after the rich put a limit on how many cars a household can own and by house hold i dont mean per house you own i mean per family. Also, get rid of the govt cars (mainly suvs) get on a bus or your bike and leave us alone. As a possible side proposal ban suvs all together in the capital simply no need for them in the city we have tarmac roads... want an suv or 4x4 go live in the countryside... same with super cars ban them we have speed limits mostly 20mph why do you need a 200mph noisy car when you can't go faster than 20mph... want a super car go live in the countryside or move to Germany.

Best regards,

[personal information redacted for publication]

vechile charging

Reference	RUC919
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I am totally against the so called charging

1/ there has been enough emission charges and know this .its as you want to drive the poor drivers off the road .

2/ this has been put out through the back door no real publicity only found out today

3/we pay enough on road tax etc more expense during a economic crisis do no one care about the people its just grab grab

there no proper help and most of the roads are in need of repair but that's not being done you are just wanting to get rid of peoples

ability to have freedom think again and reject it STOP THE MAYOR BEING A HIGHWAY MAN leave it as it is

Road User Charging

Reference	RUC914
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Good Afternoon,

PSB reference answers to the Road User Charging questions.

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

Written Evidence from Individuals: Part Two

No, I believe the current policy goes far enough and if anything should be walked back and not replaced with an oppressive scheme that would ruin the living standards of everyday people.

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

This scheme should not even be considered as an option. Using a surveillance style method to fine road users for exercising their freedom to move about within their own city, let alone their own country, is extremely oppressive and is not a welcome move in a British 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?

You should not be charged for traveling in your own personal vehicle. Apart from a tax to cover the upkeep of public roads (which are in an absolute state and need fixing) any further fines for traveling are unnecessary and restrict on the freedoms of the private individual. It will be detrimental to the working and middle class who rely on their personal vehicles in day-to-day life. Would you really expect a pregnant mother carrying her other child in her arms to get on the bus with her weeks food shop when she could do the same trip in her personal car?

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

None, it will be used as an oppressive tool to restrict the movement of everyday people who already struggle to afford the basic items such as food and heating. The use of ANPR cameras are already pushing it very close to breaching the right to privacy. Using this scheme to track every road user's personal journey would be a questionable breach into the privacy of the British people.

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

This project should not be brought into effect. Any technology implemented in this project would turn the UK into a surveillance state like Chinese Communist Party run China which use similar technology that would be implemented in this project to oppress their citizens and violate their human rights and freedom to travel in their own country.

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 Two

Encouraging the use of electric cars within cities may be a short term solution. This means giving grants and having subsidised and readily available charging areas. Though this would only move the pollution to outside the cities and there is no current way to dispose of electric car batteries that is environmentally friendly. As a result, the manufacturing and disposal of electric cars may be worse for the environments as a whole.

7. Are road user charging schemes best 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 scheme should not be set up at all. If set up on a national level then everyone would be forced to suffer the unjustified fines imposed on the freedom to travel in your own personal vehicle. If set up on a local level it would be a nightmare trying not to fall foul of each region's rules. Either way it will be poorly managed with massive amounts of tax payer money being wasted setting it up and the public being worse off as they are forced to pay unnecessary fines they would have never had to pay 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?

This scheme should never be introduced, it is oppressive, restrictive and will only be a detriment to people. The yearly carbon fine forced on vehicles owners should be scrapped also.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 scheme should not be introduced. It will only hurt the working and middle class. The working class who are struggling to survive in this cost-of-living crisis should not have an unnecessary fine forced on them for exercising their freedom to travel in their own personal vehicle. If the working class are exempt then it will drive the middle class into poverty as they get hit with the fines instead. The only people this would not affect are those who can afford the fines in the first place or those who can afford electric cars which are twice the price and require a drive way and person charger to run. If you don't have a driveway, which most people in London don't, it costs more to run an electric car than a normal car. Either way you put it, this scheme will only make people worst off, especially the working and middle class.

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 scheme should not be introduced ever. London would be a bad place to provide accurate test results for a national scheme. With London already having a large public transport presence with the Tube, Bus, Train, DLR, Overground, tram etc it would not give real world results of how badly this would affect peoples lives. London should not be the

Written Evidence from Individuals: Part Two

foundation to base a national scheme on as the way London can operate is not replicated anywhere else in the UK.

11. If distance-based road user charging was introduced, do 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 should not be introduced. If anything the charges should be removed and incentive put in their place. It is easy to say the electric car is the be all and end all for the answer though it is a myopic response. TFL states there are 2,6 million cars in London, with a conservative estimate of reducing that to 1 million of pure electric cars, what happens after 10 years when 1 million electric car batteries need to be disposed of? Will the councils offer tax payer funded battery disposal? The batteries will need to be correctly handled as they contain toxic chemical which are extremely hazardous, especially if they get into the water supply. With London relying heavily on recycled water this could cause a massive issue.

12. Mayors and local authorities currently have powers to introduce new road charging 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 scheme should never be introduced. I would strongly encourage a referendum as you would then see how unpopular this scheme really 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?

The chinese communist party run a similar oppressive scheme which really works at violating it citizens right, whether it would be to travel freely or have rights to privacy, clearly you are taking your marching orders from them.

Kind regards,

[personal information redacted for publication]

Road user charging

Reference	RUC913
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[personal information redacted for publication]

Road user

Individual

Engineering and bathroom fitting

Written Evidence from Individuals: Part Two

1 does the current form of charging require reform.

No up to now, positive changes has been made inane with decarbonisation, until technology further improves, more changes will only cause economical damage.

2. smart charging will damage the already wavering economy, can we prove that increases taxes will reduce pollution and carbon, is most of the traffic essential or non essential? Let's choose to improve the current system and not add another layer of confusing burocracy.

3 How might essential and non essential travel differ? We already have tax on milage with fuel and road tax, is it necessary to duplicate another layer?

4 How can the proceeds of smarter Road user be of benefit? London is already of jungle of speed traps, light box traps, parking mazes. Introducing more charges will deprive its inhabitants of much needed services.

5. I disagree with more technology being used.

6. How can smarter Road charging help traffic and pollution. The leveling up plan should be a great help, moving big business out of the capital.

7. Charging scheme on reginal or City level? We already have national road going taxes, duplication of these systems will be reductions, maybe a special London road tax for residents?

8. How would smart charging be implemented, as mentioned above, if you have a London Post code, you may pay more than the rest of the nation?

9. We don't want any more charges placed on us there are good systems in place already.

10. Distance based driving and trails. I disagree this isn't a good idea, majority or road users are using it to support lives and the economy, why you would want to tax that more?

11. Distance see based driving for londoners may end up pay less road tax.

12. Local authorities and powers over roads.

Think as the people use these road it should be put to a referendum.

13. Cities like Oxfors have not consulted the public and have received stiff back lash, it's essential to get the public on board.

Kind regards

[personal information redacted for publication]

Road user charging

Reference	RUC911
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[personal information redacted for publication]

Road user

Individual

Engineering and bathroom fitting

1 does the current form of charging require reform.

No up to now, positive changes has been made inane with decarbonisation, until technology further improves, more changes will only cause economical damage.

2. smart charging will damage the already wavering economy, can we prove that increases taxes will reduce pollution and carbon, is most of the traffic essential or non essential? Let's choose to improve the current system and not add another layer of confusing burocracy.

3 How might essential and non essential travel differ? We already have tax on milage with fuel and road tax, is it necessary to duplicate another layer?

4 How can the proceeds of smarter Road user be of benefit? London is already of jungle of speed traps, light box traps, parking mazes. Introducing more charges will deprive its inhabitants of much needed services.

Written Evidence from Individuals: Part Two

Consultation Response: The future of smart road user charging (Submitted Anonymously)

Reference	RUC907
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Dear Sirs,

My response to the Questions set out in this consultation:

1. No reform necessary.
2. No need for charging to differ as current system works.
3. Don't charge any journeys let alone those described.
4. Current system works. No changes would be supported.
5. None should be necessary as current system works.
6. It would help, but it's just another poor tax so should be avoided.
7. Negligible public support. High expense and a lot of wasted time to debate something which would be reversed by a backlash of voters at the next ballot.
8. Road Tax, Fuel Duty and be tax deductible as a necessary expense on an annual self-assessment by all citizens.
9. Total exemption.
10. No.
11. Less or the same than now, then I'd support.
12. Yes, GLA wide referendum for any such proposal that comes out of this consultation.

Unless you want the ULEZ expansion fiasco repeating rip large.

Kind Regards,

[personal information redacted for publication]

Pay as you drive

Reference	RUC905
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Hi

I am writing to register my objections for the proposed pay as you drive initiative.

As a resident of a London borough we neither need or want to pay anymore to drive or move around our London Boroughs. Within the city of London the public transport when its working well its great but within the outer London Boroughs such as Havering our transport system simply cannot support daily life. I for one am a Fitness Instructor and frequently need to travel between gyms so having to pay per mile, would make it pointless going to work as the costs already imposed on us is already a heavy burden.

The answers to your questions. Which to be honest are laughable as they only give you the answers you want tohear and doesn't actually register the facts that no body wants this nor the ULEZ expansion.

1. Yes the ULEZ scrapped and the money ploughed into extra policing to keep our children safe as currently Knife and violent crime kills more children than air pollution.
2. A smart road user charge will likely cost people more money. Aswell as the extra time people would need to log their journeys, which people with busy lives do not have time to do.
3. I can't answer this question as how would you be able to asses which journey is for work or pleasure. Doesn't address the fact that this new porposed pay per mile is a tax on movement.
4. They will not support anyone aiming to make a living or visitr families that support the city of londons back pocket.

Written Evidence from Individuals: Part Two

5. ???
6. Adding an extra runway to heathrow is really going to tackle air pollution isn't it.
7. Smart cities are not smart within London Boroughs as stated before unlike central London this isn't where families live and need to drop children to school to get to work to make money. To add an extra cost to them is outrageous. What about getting children to their clubs (the ones that keep them fit and healthy) Having to pay to get there an extra cost that parents can't afford. Extra charges with damage local business especially when many are already struggling. Teenagers face having to travel around on public transport to meet friends which may work in the summer months but in winter months when it's darker we face the question of children's safety as mentioned with the amount of violent crime within the boroughs
8. Income tax Inheritance tax pension tax this list goes on as you cannot draw breath in this country without being taxed
9. Exemptions for everyone because I object to this charge
10. No because the public transport infrastructure is better there than most parts of the country. So even if it worked there it wouldn't work in residential towns
11. I think Londoners should not be asked for more money full stop
12. We definitely should get to vote in a referendum for this and a real vote to find out if we should get the ULEZ in Havering not the secret quietly promoted one you have used.
13. I have no idea

Regards

[personal information redacted for publication]

Proposed Road User Charging - "pay per mile"

Reference	RUC903
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Dear Sir/ Madam,

I write regarding the GLA proposals for yet another charge on the motorist, the pay per mile proposal.

Firstly I am against the extension of the ULEZ zone to the outer London boroughs where there is a low level of pollution anyway and we all know that the mayor's expansion scheme is quite simply a cash cow, and nothing to do with improving air pollution. I need not go into any more detail here except to say that the mayor's facts are incorrect, cherry picked out of context and just plain wrong.

I do not understand how the GLA are even considering an additional cost to the motorists, at all and especially at this time of severe poverty crisis.

It is absolutely no good saying that public transport will be improved to counterbalance all these charges against the motorist. It is not always an option to use public transport, particularly if you are disabled, elderly, ill, doing a large family food shop or working shifts etc etc. Not to mention those of us who live in country lanes where there is a walk of at least 3 minutes to get to a bus stop, which may only have one bus an hour, before going onwards via train.

I am against any further charges being made to motorists, on top of the present Congestion charge, current ULEZ and the proposed expansion of the ULEZ which should not be allowed to go ahead. Nobody wants it, it will not reduce pollution by hardly anything at all in the outer boroughs, and it will cause misery to millions of people.

When will this madness stop?

Yours faithfully,

Written Evidence from Individuals: Part Two

Upminster, ESSEX - although unfortunately classed as London Borough of Havering[personal information redacted for publication]

Response on Road User Charging Feb 2023

Reference	RUC902
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My responses to the set of 13 questions posed in the document set out -

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

No. The impact of ULEZ that is currently in place is already negatively impactful, enough is enough.

It is wrong to charge motorists who just want to go about their day and move around freely. What has been done to people in the last few years has impacted them hugely financially, they don't want to be monitored in their every movement either. Such an idea is for totalitarian regimes to implement, not here in the UK.

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

New systems are not required, sort the old one out in relation to payment overlap and people being charged twice because of the times they happen to be visiting in in that crossover.

3. 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 pay extra, regardless of why they are travelling. Fuel duty is already very high, which is a cost per mile that relates to the miles a person drives. We don't require any more road charging; people are poor enough as it is.

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

First and foremost, we need to look after the citizens of this country, not cripple them financially and limit their freedom of movement based on their income or anything else for that matter.

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

We absolutely do not want or need more technology; these systems are intrusive.

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. The people don't want any more of this. There is already a tax related to emissions and electric cars are being heavily pushed. People have had enough of this nonsense.

7. Are road user charging schemes best 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, this is what our road tax and fuel duty is for.

If tax was reduced on older vehicles people might keep them for longer and this would be far less impactful on the environment as opposed to producing new ones. Hence, this would not nearly be as destructive to our environment as it so obviously is when mining for the resources needed to build new electric vehicles.

Written Evidence from Individuals: Part Two

8. 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. We should focus on people's health and well-being, not on more ways to price people out of driving their cars and visiting loved 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?

We DO NOT want a road charging scheme. Particularly when it is sold to us by the likes of Sadiq Khan, who is promoting a ULEZ expansion at the moment whilst exercising his pet, chaperoned by an army of vehicles. We don't need such 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. Nowhere is a sensible place for any trial of this insane nature. This proposed restriction of movement has no place in any free and 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?

They would pay much more and this would impact people very negatively.

12. Mayors and local authorities currently have powers to introduce new road charging 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 ideas should be put to a public vote like any good democratic country would do. To implement any of this without such a vote is nothing short 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?

People never had a say on those goals in the first place, people should be given the choice to vote on policy and road charging. This is not a dictatorship.

Regards

[personal information redacted for publication]

Smart Road User Consultation Feb 2023

Reference	RUC901
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My experience in the above area is as a resident of Greater London and a car driver and as such I believe that views of people like myself should be taken seriously into consideration - something that does not appear to have been done with the forthcoming ULEZ expansion. Your documents relating to this consultation are long and complicated and, as such, will put people off responding in the way you seem to want them to. That is, of course, if the wider population are even aware of the Consultation. I was unaware of any Consultation for the ULEZ expansion and I imagine that the majority of citizens whom it will affect would say the same.

Any introduction of additional road charges in London will, like the ULEZ expansion, have the greatest negative effect on those who can least afford to pay extra.

Written Evidence from Individuals: Part Two

I agree that cleaner air is something that will benefit everyone and it is something that needs to be worked towards. However, this scheme - as well as the ULEZ expansion - smacks of a money-making project as much as anything else.

There are many (thousands!) London residents who have low incomes, are not on benefits and therefore will not qualify for the ULEZ scrappage scheme. These are the people most likely to have old cars and the most likely not to be able to afford to purchase a new one. Many, even most, of them may have to run a car in order to get to work, take kids to school, visit elderly and sick relatives or do any of the myriad other tasks that make up their daily lives. This will be a far more serious issue when expansion reaches the outer reaches of London where public transport is not as readily available as in central areas.

Hitting this group again with smart road charges is just a case of kicking them when they are already down. And kicking them very hard at that.

I apologise for not actually answering any of your specific questions but hope that you take my comments into consideration as your organisation does not seem very representative of its constituents at the moment as it marches on with its vanity projects at the expense of all of us in Greater London.

Regards

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[personal information redacted for publication]

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

Reference	RUC900
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1. Do the current road user charging systems in London require reform?

No. ULEZ is a prime example of how the government's attempts to reform existing charging systems and implement new ones, is futile and harmful to the day to day lives of the general public. Any attempts at reform have just made everyone's lives more difficult and miserable.

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

"Smarter" road user charging will negatively impact the day to day lives of those without sufficient access to the required technology (smart phones, internet access etc)

Smarter road user charging is just another, easier way for individuals to be tracked and their movement restricted. No amount of dressing it up with ideas of cleaner air and more active population justify the fact that it takes away individuals' freedom of movement.

Smarter road user charging means that there are more reasons for individuals to be charged. During times when people are already struggling financially, it is cruel and unnecessary to put any more strain on people's day to day lives that will negatively impact mental health and quality of life.

3. 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 Two

The reason for travel does not matter. You can't say that one person using the road to get to work (to feed their family) is more or less important than someone driving to visit a sick relative.

Access to entire roads are restricted because of Low Traffic Neighbourhoods. If there was more road to drive on, there would be less congestion. There is no need for more road charging systems.

If the government wants less people using the roads then they should focus on improving the train and bus services, and the working lives of the people who run them. Maybe if there were less strikes and delays and lower fares, people would be more willing to use alternative methods of travel.

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

Regardless of whether they're reformed or new, charging systems are still taking money away from people who need it to survive. Using their money to fund other things that would supposedly improve their lives is therefore pointless. Just stop unnecessarily charging people and their lives will be happier, healthier and easier.

The summary for *Next generation road user charging for a healthier, more liveable, London* states that: 'Very little of the driver taxation collected by central government is spent on London's roads, creating an imbalance between the relative financial contributions of drivers and public transport users to overall transportation system costs in London, as well as a poor-quality road network.'

Why is that? Maybe instead of changing the charging systems and creating new ones, the government should focus on using the existing systems more efficiently. Individual members of the public should not be punished for how the central government chose to spend their money.

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

People don't need more technology. Newer technology is intrusive and a huge cause of poor mental and physical health. Nobody really wants or needs another camera watching them every time they leave their house. (Only the government needs that)

'Road-based Automatic Number Plate Recognition (ANPR) cameras would be used to strengthen enforcement. As ANPR cameras are already used in the CC Zone, there is good existing coverage within central London and the emergence of lightweight portable cameras for random checks makes enforcement relatively easy.' (The summary for *Next generation road user charging for a healthier, more liveable, London*)

So to help enforce this scheme, people will have to endure congestion, delays and potential road closures whilst even more cameras are installed and maintained.

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

According to government statistics, ULEZ is supposedly already doing this. There is no need or moral excuse for any more (or different) charges to 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?

Written Evidence from Individuals: Part Two

There is already road tax, fuel duty, toll roads and bridges. These things affect the entire country already.

I can't see any benefit of introducing more or different ways of charging people. Difficulties that will arise are the fact that people can barely afford to pay their bills and buy food, and will either completely crumble under the weight of the financial strain, or just refuse to pay altogether.

8. 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. It controls and restricts people's freedom of movement whilst taking their money. What exactly is being done to make people's lives happier and more worth living?

Also, according to The summary for *Next generation road user charging for a healthier, more liveable, London*: 'The current charging scheme does not fully compensate for the negative impacts of vehicle usage, which harm the poorest and most vulnerable in society the most.'

This implies that the new proposed smart charging system will be significantly more expensive than the current charges. That doesn't benefit anyone but the government during a cost of living crisis.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 concessions, rewards or incentives to convince people to support a new smart charging system is patronising.

Paying less to use their car is not going to make someone elderly or living with a disability more compliant with have their movements monitored and policed.

According to The summary for *Next generation road user charging for a healthier, more liveable, London*: 'both residents and workers are placing greater value on local quality of place; they want wider pavements and more green leisure spaces.'

If the government stop filling every available space in already congested areas, building more and more high rise flats and housing, then there will be less congestion. Especially considering that this mainly happens in areas with higher levels of poverty. Instead of building another block of flats, try planting a garden/ recreation area. There is enough land in the country to ensure that everyone is not squashed into congested cities.

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

How many more ways can the government think of to charge, restrict and control people?
There would be no sensible place for such 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?

There is no point in pretending that everybody wouldn't pay more in the end. I don't recall getting a vote on ULEZ, so once the government decides to evolve the scheme in the name

Written Evidence from Individuals: Part Two

of 'public interest' it will just be one more thing that individuals don't actually get a say in despite getting penalised for.

12. Mayors and local authorities currently have powers to introduce new road charging 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 government are there to serve the people. As a result, all new schemes that both the government and local councils want to introduce should be put to the public vote. Additionally, people should be given ample notice of all new schemes and laws and they should be outlined in plain English without vagueness. They should not be uploaded quietly in the hopes that people won't find and oppose 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?

That's your job to find out. We the people did not ask for smart road user charging and most - if they understood the moral implications - would not consent to it. If we live in a democracy then this will be publicised for public consideration and put to a public vote.

No more changes

Reference	RUC899
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Dear sir/Madam

Please do not make any more changes to the roads
We all ready pay endless taxes on fuel/road tax / ridiculous parking charges
I replaced my car 5years ago
Because I was told to bye a
Diesel car
I have just paid for my car after 5years

And now I'm told it's no good and I have to bye another car

I don't have the funds to replace my car

I have just had a kidney transplant I can't drive for 6 weeks and have to take a cab to the hospital twice a week costing £80

The speed humps leave me in agony every time the ca is going over them

Endless pain

And can't go back to work for a long time

No money no car no job

Written Evidence from Individuals: Part Two

And now you want to charge me for every mile

You can't catch a bus if you can't walk to the bus stop

Please just stop 

This Madness

Reference	RUC897
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Dear London Assembly Members,

I live outside London, very close to the borders with Hertfordshire. I am 79 years YOUNG and have a busy life, much of which requires a car. I hardly ever drive into London and when I do on the odd occasion, the Tube is easier. That's called common sense.

I purchased my first ELECTRIC CAR about two years ago and am now absolutely committed to remaining with the best idea that ever happened to the motoring world. I made the choice after listening to the pros and cons, from drivability, cost, zero omissions and **THE GOVERNMENT**. I was then able to divest myself of a diesel engined vehicle.

In my opinion and many of the people I talk to and I am sure many millions around the UK, this type of vehicle is the way forward and every effort must be made to gain access to sensibly priced cars and vans instead of punishing the motorist, they should be helped to get into the 21st century.

Vehicle manufacturers should be incentivised to produce vehicles that are cost effective for those who cannot afford 30K upwards and have many more street/petrol station fast charging positions. There would certainly be some cost in the short term, however the long term benefits would be enormous.

Once again the Mayor is targeting the motorist as easy prey. If you really feel anything for the Great British Public you will not help to cripple an already fragile economy.

If you forget the mums taking the kids to school and picking them up in the afternoon, the van drivers doing their daily deliveries, the plumbers, electricians, food delivery companies and so many others who could not afford these exorbitant costs day in and day out.

OUR MAYOR HAS NO IDEA HOW THE MAN & WOMAN IN THE STREET HAVE TO JUGGLE EVERY

PENNY THAT THEY EARN NEITHER DOES HE CARE.

I case anybody on the LA is interested, I have been a staunch supporter of the Conservative. Depending what happens in the future leading up to another election may well change my mind if the support this lunacy.

[personal information redacted for publication]

Road user charging consultation

Reference	RUC891
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Hello,

I would like to ask why you are not applying accessibility principles to this consultation? As a reasonably literate person, I have not found it easy to reply, given the way your case is presented and how you are asking for responses. Also, why is the response period so short?

Written Evidence from Individuals: Part Two

Overall, I fear that the road user charges as laid out in the report, while probably benign in intent, offer a gateway to an unacceptable level of control by government. For example, were such a scheme to be activated, it would be simplicity itself to move from **offering** the alternative to the allegedly 'greenest' mode of travel to **compelling** it. I don't believe it's being paranoid or weirdly conspiracy theorist to feel extremely uneasy about the prospect of one's every move being tracked by government through GPS on one's phone.

I am also concerned that any apparent climate change benefits would be negated by the environmental cost of installing even more cameras and storing ever-increasing amounts of digital information. I understand cloud storage has now overtaken the airline industry in its carbon footprint.

Finally, what about people who are not part of the digital world; can't afford a phone or digital access? There are a great many of them. It seems inequitable in the extreme to push them out by increasingly widespread use of digital only products and services. Almost inevitably, these people are the poorest and most vulnerable in society. That's not fair.

Thank you

[personal information redacted for publication]

Road User Charging

Reference	RUC890
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1. No, we have ULEZ already, which has already impacted enough people, and is already too expensive for most normal working people. IT will affect their ability to travel to work, to shop and live their daily lives.

The motorist already pays way too much Tax.

2. We dont need any extra means to charge for road usage. We have enough already

3. There should be no extra charge depending on the reason for travel. We already pay tax through charges on fuel, road tax and insurance.

4. JUsT more misery and hardship for the less well off

5. We dont need any extra technology.

6. Pollution levels in London are way lower than the media hype, and are no danger to the public. Only 1 person has been registered to have died from the affects of pollution in the last 10 years, and they suffered from acute Asthma. Climate Change is hype also. The Climate has always changed, and CO2 levels are now at a very low point. CO2 needs to be at least 400 parts per million to sustain plant life. The current level is around 460. We do not need it to go ant lower...During Pre-Historic times the CO2 level was 1600, and Humans were not around

7. We already have Road Tax and Fuel Duty, plus VAT on fuel and Insurance

Written Evidence from Individuals: Part Two

8. It shouldn't.
9. We do not want Road Charging
10. This will restrict people's freedom of movement
11. Everyone would pay more, and be poorer for it
12. This should be put to a Public vote or Referendum.
13. We should be allowed to vote on any new policies that affect our daily lives.

Call for evidence: the future of smart road charging February 2023

Reference	RUC889
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1. Do the current road user charging systems in London require reform?
The road charging schemes in London should be abolished . we already have annual VED, fuel duty, congestion charge ,LEZ & a ULEZ which keeps being expanded !
The road charging schemes in London are nothing but a revenue raising platform for TfL and the Mayor . they are based on misinformation and falsehoods , even TfL`s own evidence shows that they will have little or no impact on pollution levels but will have a negative impact on the more vulnerable in society .
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 smart road charging at all , please leave well alone .
3. 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 at all , we have too many charges at the moment and we don`t need any more .
4. What strategies and targets could smarter road user charging support?
It shouldn`t support any ! the motorist is not a cash cow to be milked at every opportunity .
5. What technology could be used to support smarter road user charging?
We do not need any technology to support road user charging . there should not be road charging anyway , we pay enough as it is !
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
ULEZ is already in the most congested area , we don`t need it expanded to where there are no or very few 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?
VED and fuel duty are already a national system of tax , we do not need anymore , if this were to go ahead I can see a popular uprising as this will tip people 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?
everything tax related to motoring should be scrapped if this were to come in to force ,

Written Evidence from Individuals: Part Two

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

At the moment it is everyone who needs help with rising costs . it should not be targeted at any one demographic. it should however not be tax deductible or able to be claimed on expenses by the elite few who can do so !

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 not , freedom of movement is a right not a privilege to be paid for !

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?

Nothing would be a good ,

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)?

The local authorities and Mayors need to remember who they are working for and who elected them in the first place . A referendum would be a minimum requirement before implementing this sort of thing .they have too much power at the moment and are generally to out of touch with there constituents needs ,this needs to change ..

13. How are other 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 very well at the moment from what i have read , France has civil unrest because of control and surveillance fears , and i think we could go the same way if thing carry on as they are .

[personal information redacted for publication]

The future of smart road user charging February 2023

Reference	RUC888
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To whom it may concern - see below my answers to your consultation questions.

[personal information redacted for publication]Good morning Gentlemen, please feel free to comment and provide your thoughts on my responses to the restrictive Road User Charging scheme.

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

NO! The ULEZ charge has already impacted people enough in London. It will only price many pensioners and low-income families out of purchasing ULEZ-compliant cars due to rising inflation and demand pushing up the cost of these vehicles.

Why do we need to charge motorists any more than the ULEZ and Road Tax per vehicle?

The general public is already highly stressed and financially stretched thanks to the high living costs and the detrimental psychological impact of the last few years. We don't need to be harassed and need more regulation and monitoring of our movements.

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

Written Evidence from Individuals: Part Two

Instead of proposing new systems, adjust the old strategies. I.e. the current daily charge stops at midnight, meaning if one is driving between 10 pm and 2 am, they end up paying twice. Please resolve this issue first and foremost.

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

Please help me understand this, as we should not have to pay extra whether travelling for work, caring for a loved one, or any travel. We don't need any more road charging systems to stop crippling people financially and requiring them to conform to this. We already tax fuel duty, 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 emotional and mental well-being to promote the health and happiness of the nation instead of nefarious control of our movement?

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

I genuinely believe we need less technology intruding into our lives, not more. Digital addiction to online and tech negatively impacts children and adults. Does the London Assembly believe increasing the use of technology will help our younger generations, where so many are riddled with anxiety and depression, on meds or taking their lives? Are you seriously asking this?

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

The current ULEZ scheme is already doing this. Londoners don't want or need any more charges. We are taxed via VED on emissions; electric cars have been incentivised for corporates and businesses 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?

What's wrong with road tax and Fuel Duty? This scheme is unnecessary! We do not need any more ways to tax the driver!

8. 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 end of the discussion. We don't need more ways to price people on lower incomes out of driving their cars, going to work and visiting family. We must focus on the social, health and economic ways to improve our 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?

How many times will you need to ask the same questions? We don't want this scheme. It disgusts me when Sadiq Khan, who is promoting a ULEZ expansion, takes his dog for a walk in a 3-car convoy, one of which does

13 miles per gallon. Seriously this entire consultation is an insane request and requires the utmost scrutiny!

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. Never. This is draconian control. There is no place for a sensible trial. Try Mars. This looks like a work of dystopian fiction. It reminds me of The Prisoner, a TV series where his

Written Evidence from Individuals: Part Two

captors keep the lead in the confines of a village. Please think about the tyrannical system you want to bring in.

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

All will pay more to travel freely. It would cost many people dearly – only the wealthy will be able to move around freely (at a price).

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)?

We require a public vote like any good democratic nation would request! Or are you saying you will do as you like, as we operate in a technocratic dictatorship already where notions are conceived by the elite and then disseminated by the minions in each country? C40 cities, 15-minute city trials already happening, restriction of movement.

Please help me think differently and provide justification and hard evidence that we are not moving into a dictatorial society.

13. How are other 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 London community don't have any input into the policy goals. Kindly allow us to vote on the policy and the road charging scheme. Anything else is a preposterous naval-gazing dictatorship.

Thanks for your time!

[personal information redacted for publication]

Proposed drive per mile charges

Reference	RUC887
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Good morning,

The evidence I am submitting today is based on your consultation on additional road charges.

It seems evident that the motorist who uses their car for work, leisure etc is the cash cow that keeps on giving.

Congestion charge, ULEZ & LTN all schemes to bring down carbon emissions and reduce Congestion. The fact is if I have a car and am willing, or have no other choice but to pay I still pollute and create Congestion.

The fact major roads as well as side roads are nearly all 20mph and bus lanes operate 24 hours a day in some locations where there is no night bus seems irrelevant in TFL thinking.

You can't penalise car users for what to some is essential everyday use. The fact is if everyone was to leave their cars at home and use the transport provided there would be gridlock as the networks currently don't have capacity.

There needs to be a grown up discussion about road charges, and electorates voice must be heard. You can't have road tax, ULEZ and Congestion charges all running at the same time.

Written Evidence from Individuals: Part Two

I for one am dismayed at the lack of thought and money that has gone into a lot of the projects. Elected officials are there to work for the people and govern by consent. Although the majority of London voted against the expansion of the ULEZ scheme it will be implemented.

Please consider the people you represent and let our voices be heard unequivocally. I am against any road charging scheme.

Regards

[personal information redacted for publication]

LTNs and road changing

Reference	RUC886
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To whom it may Concern the majority of motorist and rate payers in this Country do not want your money making changes, we want our roads back as they were, because you are causing treble the pollution and traffic jams by forcing us against our wills to use roads already congested and polluted, 20 mph changed back to 30 mph we now have dangerous e scooters and bicycles dangerously over taking cars and lorries. We have more pollution coming from cars as they can not get out of first gear and are taking hours longer on their journeys all down to false statistics from Councils and Governments.

[personal information redacted for publication]

No to milage tax

Reference	RUC885
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Stop the begining of digital tiranical control by the state that iseamt to serve and protect the people

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

Reference	RUC884
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[personal information redacted for publication]

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 WILL CRIPPLE LOW INCOME FAMILIES, THE ELDERLY AND SMALL BUSINESSES.

Written Evidence from Individuals: Part Two

3. 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 CANNOT CHARGE DRIVERS FOR ANY OF THE ABOVE. ALL ESSENTIAL. ALL NECESSARY !
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? 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? 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?
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example, to help disabled 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. BUT PUBLIC TRANSPORT WILL NEVER REPLACE OUR 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? NOWHERE, LONDON AND ITS BOROUGHES DO NOT WANT IT
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? MY SONS FOOTBALL TEAM IS OUTSIDE HAVERING. IF THIS WAS INTRODUCED WE WOULD HAVE TO PAY 3 TIMES A WEEK TO HIM PLAY FOOTBALL. HOW MANY OTHER CHILDREN WILL HAVE THIS ISSUE?? AND HOW MANY CHILDREN WILL FIND THEMSELVES AT HOME, ALL RECREATIONAL ACTIVITIES CANCELLED BECAUSE THEIR PARENTS CANNOT AFFORD THE CHARGES ????
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)? FINALLY A DECENT QUESTION!!! YES, WE LIVE IN A DEMOCRACY AND WE HAVE THE RIGHT TO 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? PEOPLE ARE RIPPING DOWN CAMERAS AND REFUSING TO PAY FINES. I DO NOT THINK ITS GOING VER WELL!! DICTATORSHIP WILL NOT PREVAIL!

Road User Charging

Written Evidence from Individuals: Part Two

Reference	RUC883
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I write with regards to the current road systems in London being considered for reform. We already have ULEZ that has impacted people enough. Motorist should not be penalised anymore to go about their day. People have already been impacted enough financially without this added stress and burden.

People should not have to pay extra to travel to work or caring for family. This will have an awful effect on the elderly that spend enough time alone and would greatly reduce how much family can afford to visit. Whistl also pushing more and more families to the brink with the cost of living already so high.

We already pay for road tax and fuel duty which is already cost per mile! It's just more and more taxing whilst people are being left with less and less to live on.

ULEZ already tackles traffic, air pollution and climate change and people that are wealthy will not be effected they can afford the charges. Will all MP's be jumping on the bus or tube, we know the answer is NO. We the people will be footing that bill for them. So they will have the luxury of going about their business whist we the people suffer.

We do not need anymore surveillance of intrusion in our lives under the guise of caring about the climate.

There should be a public vote on this instead of a dictatorship where citizens get no say or choice.

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

Reference	RUC881
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Key questions

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

YES. THEY ALL NEED TO BE SCRAPPED. CAR USERS ALREADY PAY ENOUGH TAX PER MILE TRAVELLED. IT'S CALLED FUEL DUTY!

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

ALL ROAD USER / ROAD RESTRICTION SCHEMES (LTN'S, 15 MINUTE NEIGHBOURHOODS, SCHOOL STREETS ETC MUST BE SCRAPPED. NOBODY THAT IS SANE WANTS THEM.

3. 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 SAVE TAX PAYER MONEY BY SCRAPPING ALL THESE RIDICULOUS THINK TANKS TRYING TO FLEECE ROAD USERS.

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

GIVE YOURSELVES ANOTHER LIFE AND LEAVE THE REST OF US IN PEACE!

Regards,

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

The future of smart road user charging

Reference	RUC880
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Key questions

1. Do the current road user charging systems in London require reform? **NO**

Regards,

[personal information redacted for publication]

FW: Re Charges

Reference	RUC877
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I completely refuse this proposal to charge per Mile absolutely disgusting pass my refusal on please.

[personal information redacted for publication]

FW: URGENT- Road User Charging

Reference	RUC876
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Hi,

I have just been made aware of a London Assembly Consultation regarding Road User Charging.

As this is apparently a public consultation, can you please let me know how the public in Greater London have been made aware of this? Had I not been informed of this by a family member I would not have been able to participate.

Did you not send letters to all the households that could be affected by this change?
Did you not ask TFL to add this information to their weekly email travel updates?
How exactly have you shared this with the general public that live in Greater London?

As the consultation ends on 10th March please reply asap and please let the people in London know about this in time for them to add their views. Otherwise it can hardly be a fair consultation if you do not make sure all those affected know of these proposals.

Regards

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

FW: Smart Road Charging - Consultation

Reference	RUC875
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This is a bad idea.

First you have to obey the law. That includes GDPR.

1. People will make subject access requests for all the data you hold on them. That includes all the tracking information. Photographs, videos, logs, everything. With just an email you have to comply and supply the information. It's the law. What cost to you? Way more than any profits you make.

2. People have a right to be forgotten. That means when ordered you have to remove the data. That includes database entries, log files and back up data. See the GDPR rules

3. People will then make additional SAR requests to make sure you are not breaking the law.

My estimate is that the cost of this when lots of people protest and demand you obey the law, is likely to be in excess of £200 a case. That will wipe out any profits

You have been informed so you need to make sure the software supports this or you will be a criminal.

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[personal information redacted for publication]

ROAD USER CHARGING CONSULTATION

Reference	RUC873
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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 and make it cheaper for the public to use. 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?

Written Evidence from Individuals: Part Two

“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. We don’t need even more cameras springing up everywhere controlling every our 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?

Who decides what journeys are important and which are not? Who decides what is more important - going to work or visiting an elderly relative needing help? 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. Not everyone has or wants a smart phone.

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.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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.

Written Evidence from Individuals: Part Two

12. Mayors and local authorities currently have powers to introduce new road charging 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 – scrapping 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.

"Those who would give up essential liberty to purchase a little temporary safety deserve neither liberty nor safety." Benjamin Franklin

Road charges

Reference	RUC872
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I do not agree with the proposal. Firstly the response time is very short and secondly like the ULEZ where majority was against is being forced on the road users.

This is money making ploy and all the evidence is hidden from proper scrutiny

Response to your hidden mileage charging sham

Reference	RUC867
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1. Do current road charging systems in London need reforming. Answer No - especially the one based on a biased report which the mayor is the chair person. How is this even legal.
2 how might smart charging differ from current charges applied to driving in London. Answer it does not .it is just as bad and a terrible way to extort monies from members of the public. Your example is nothing short of shameful spin doctor rubbish put together to offer no independent choice. Many of your C40 cities are unlikely to follow suit and have worse problem so why take their advice. Maybe look at cities that have it right. I have lived in many of them so know this is just a carefully worded con.
3 how might charges in London be varied for different types of journey. Answer what gives you the right to even suggest you should have that sort of control. Your scheme will only benefit the richer members of society and your arrogant stance and beliefs are way above your position in society. I am not sure how you can offend people more but I am sure you will top your current nonsense .

Written Evidence from Individuals: Part Two

4 what strategies and targets could smarter road user charging support. Answer none as we are totally opposed to it and why would I provide you with the answer as you are totally untrustworthy and proven to never listen.

Regards [personal information redacted for publication] Greater London resident.

Ps I will request freedom of information act to prove if my views have not been deleted or removed like the last public consultation.

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

Reference	RUC866
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1) Do the current road user charging systems in London require reform?

No the ULEZ has just been introduced why would you introduce more charges for motorists, no more charges from motorists in London or outer boroughs. People's mental health has been impacted over the last few years so why would the government put more stress on people unnecessarily?

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 why keep introducing new schemes!

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?

Why should we have to pay extra whether we are travelling for work, family duties ie caring for family members. We pay fuel duty, which is a cost per mile. People have bought their cars and it's nobodies business why they are driving around! Thus should say like your trying to run London under a dictatorship!

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

Mental health is a big issue in the UK, why would the London Mayor want to add extra stress and extra monitoring on peoples whereabouts unnecessarily. Let people live and enjoy life!

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

Technology is taking over peoples lives and people are slowly seeing that this is not good for mental health. Stop trying to introduce more technology in peoples lives. This is like a big brother.

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

You have already introduce ULEZ. People want to live their lives without new schemes being introduced every few months! We are taxed via VED. Enough is enough

7) Are road users charging scheme best set up at a city or regional level or as a national system and what benefits or difficulties could you expect with either approach?

Written Evidence from Individuals: Part Two

We've already got road tax. We do not need any more charges.

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

You shouldn't be introduced. We are ready car taxes. Why is there a big focus on trying to stop people driving? Lets people live their lives the way they want to live when I've been dictated and charged the privilege of having a car unnecessarily!

9) what discounts and exemptions would you like to see for any new smart Road charge schemes for example to help disabled people deals on low incomes those who need to drive for work or people who live in areas with low levels of public transport?

The people of London do not need any more road charging schemes. If Sadiq Khan can wants to introduce this why does he not put this forward for next year What is manifesto for Mary next year?

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

No. No where is sensible for a trial. Let people live free and not under a dictatorship!

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

Everyone would pay more. What is the purpose of this scheme if you've already introduced ULEZ!

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

All these new schemes should we put put to a public vote the schemes so everyone is aware that they have a say! It should also be advertised on tv, radio etc that these schemes are being looked at and not being put through on a back of a consultation which has a short deadline to get your view across and the general public unaware it's happening!

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

These is scheme is a big deal and effects everyday life!

Give people a chance to vote on the policies and also to vote on road charging schemes.

These should not be up to the GLA!

Thanks

[personal information redacted for publication]

Road User Charging

Reference	RUC864
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Written Evidence from Individuals: Part Two

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

No. We need less regulation and monitoring. People need to recover from the impact and stress of the last 3 years. ULEZ has already affected so many people negatively. Motorist should not be further charged to go about their daily life.

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

Rather than new systems, the old system needs to be improved. For instance; because the daily charge ends at midnight, a person who is visiting from 10pm until 2am will pay twice. This is grossly unfair and should be corrected.

3. 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 when travelling for work, caring or essential services, since we already pay fuel duty. Therefore, the further we drive, the more we pay. Further road charging systems are unnecessary and unfair.

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

I don't feel that road user charging can support anything other than government bank balances.

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

At this point people want less intrusion of technology to control their lives, not more. It has gone far 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. We are taxed via VED on emissions, and electric vehicles have been incentivised. This is quite 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 road user charging at national level through 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?

We already have road user charging at a national level in the form of VED, fuel duty and VAT. There is no need to complicate road funding any 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 road charging scheme. There is no need for "smarter road charging". The Government should spend the taxes they already collect to improve the road infrastructure to reduce journey times and make it easier for people to access parking when they arrive at their destinations, for example hospitals and railway stations. So called "smarter road charging is an attempt by the government to avoid its responsibility to provide the transport infrastructure needed by the tax paying 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. The people DO NOT want or need a road user charging scheme imposed upon them. Road users already pay VAT and duty on their fuel, which efficiently ensures that larger consumers of fuel pay more. The so called "charging schemes" being proposed are really surveillance and control schemes.

11. If distance-based road user charging was introduced, do 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 THAT distance-based road user charging should be introduced, as it is all about surveillance and control.

Written Evidence from Individuals: Part Two

12. Mayors and local authorities currently have powers to introduce new road charging 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 less is 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?

The UK should be setting an example to other countries by allowing the people to decide on transport policy, rather than allowing politicians to waste billions of taxpayers money on Concord and HS2. It's time that political manifestos were required to include details of all major policy variations, if it's not in the manifesto it should require a referendum.

b like

It Calls for Evidence: The Future of Smart Road User Charging February 2023

Reference	RUC862
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Key questions

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

The current road user charging systems in London need to be scrapped completely. They are a scam and are only used to plug the massive hole in the bankrupt TfL coffers caused by the London Assembly & Sadiq Khan's mismanagement. They are not being used to cleanse the air we breathe.

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

There should be NO smarter road user charging whatsoever. Scamming the public on a pretence that it is being used for health reasons is not Smart, it's illegal.

3. 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 for that matter.

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

See answer to question No.2.

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

Using Technology to track movement is against our rights to Freedom of movement.

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

See answer to question No.2.

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

See answer to question No.2.

8. 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 is needed to the current road tax system which 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?

See answer to question No.2.

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!

Written Evidence from Individuals: Part Two

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?

See answer to question No.2.

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)?

All local Mayors and their Assembly's need to be removed from non office to stop all these scams.

13. How are other 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 how other countries operate, I am interested in keeping my right to freedom of movement in my own country without being scammed into paying for it.

[personal information redacted for publication]

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

Reference	RUC861
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Hi there,

My answers to the Road User Charging Call for Evidence. You have my permission to publish this response, however I would ask that you do not publish my name or email address, as I get enough spam email as it is already, thank you.

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

Absolutely, I believe there is a lot of complexity and confusion over the current charging schemes, with Congestion Charge, LEZ, ULEZ and tolls. Each with its own specific ruleset applied to different types of vehicles and different costs.

As more cities adapt these schemes, it gets incredibly confusing for motorists.

London's "layer cake" approach to charging motorists is very confusing and easy for an infrequent visitor of London to get caught out and pay a fine.

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

Firstly, simplification is key, all existing schemes should be scrapped, with a single charging scheme. I feel strongly that charges should be based on a 24hr period and not based on distance travelled.

3. 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 needs to be fair, public transport within inner London is great, outer London not as great.

Written Evidence from Individuals: Part Two

The focus should be on reducing non-essential private use by car. For example, a plumber isn't going to be able to carry a brand-new boiler on a train!

A good friend of mine suffers from severe Immunodeficiency and Ankylosing Spondylitis, with the best will in the world, it's a severe health risk to travel by public transport.

Both the example of the plumber and my friend I would see as "essential" and exempt.

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

The current approach of the charging schemes is very much seen as a tax, it's the stick vs carrot approach in my opinion. There is no "heart" in the current charging scheme and this is why it's been met with so much resistance.

The core of the message should be to reduce non-essential travel by car, clean up the air, and reduce traffic. The way the charges are levied need to be reformed, to feel less like a tax, and more like a utility.

Well maintained vehicles produce less emissions, retrofitting new more modern catalytic converters to older cars can reduce toxins by 99%. There is no provision for this in the current ULEZ scheme as it's crudely based on vehicle age and fuel type.

New tech - Companies such as G-Sport by GESI produce aftermarket catalytic converters which are highly efficient compared to OEM catalytic converters. The cost to upgrade a catalytic converter (circa £1k) is far cheaper than replacing an entire vehicle and

Reward users - charges should be discounted based on emissions recorded on annual MOT's, this encourages vehicle owners to work on reducing emissions and be rewarded with a lower charge.

Safe – Public transport has an image of not being safe, that really needs to be addressed to encourage more confidence in public transport.

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

The existing charging schemes need a completely reform, especially when it comes to fines. Most people are used to the idea of receiving a bill for a utility or a mobile, and being charged based on usage.

The charging zones in London are a lot stricter with fines imposed if you forget to pay by midnight. Secondly, you can't search your vehicle, nor speak to anyone at TFL to ask if you've imposed a charge.

This all gives it the image that it's a tax, and this should be fairer going forward. Some ideas:

- A mobile application and website where a user could register + sign in, search by their VRM and see what their outstanding charges are and pay them, with a grace period e.g. 7 days.
- Allow a single account to register multiple vehicles for businesses, multi-car homes. (Similar to dart charge)
- Optional Email/App notifications for when users incur a road-user charge.
- Auto pay + Top up payments
- Optional Geofencing via a Mobile app to notify when entering a road-user charge zone.

Fines should be imposed as a last-resort, this brings a large amount of negativity towards these schemes, and in my opinion completely unnecessary.

Written Evidence from Individuals: Part Two

I do not condone or encourage the use of any form of GPS tracking on vehicles or individuals via smartphones, this to me is absolutely terrifying, People have a right to a certain level of privacy.

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

I can't really answer this question, as I don't honestly believe that smarter road user charging will do any more to reduce traffic, air pollution or climate change, than the existing charging schemes in place.

I believe simplification and creating a fairer charging scheme is what's needed.

7. Are road user charging schemes best 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 in a single National System, which applies to cities only which have high levels of pollution and congestion.

I don't believe it's necessary in rural areas where public transport is limited and pollution levels are very low.

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

- Only a single charge, keep is simple.
- Grant access for 24hrs (and not end at midnight)
- Road user charging should be discounted based on the *actual emissions* as recorded on a vehicles annual MOT. How healthy is your transport?
- All existing city-run charging zones e.g. Congestion Charge, ULEZ, LEZ, should be scrapped with a single nationwide road-user charging introduced for city centres only with high levels of congestion and pollution.
- Electric cars should not be exempt, particulate matter from tyre wear can be 1000 times worse than ICE exhaust 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?

I don't believe in any of those cases, that they should be charged.

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 shouldn't be a factor, it would be unfairly be biased towards inner London where distance travelled is shorter, and where the highest amount of both congestion and pollution occurs.

To put it in perspective:

- It takes 30 mins to travel 1.9 miles from Lewisham to New Cross.
- It takes 30 mins to travel 28 miles from Sidcup to Maidstone.

Written Evidence from Individuals: Part Two

(Source: Google Maps)

11. If distance-based road user charging was introduced, do 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 that distance-based road charging should be introduced, so I can't answer this 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)?

We like to believe we live in a democracy, as such a local referendum (not consultation) should be introduced. It comes with a caveat that beyond brand awareness, mayors and local authorities should not be permitted to use taxpayers' money to pay third party agencies to bias public opinion, The facts should be presented in a fair and unbiased way, and let constituents decide for themselves.

13. How are other 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 or counties who have introduced a distance-based road user charging scheme, and to good reason. I expect that the general public do not want their privacy encroached, and unless there is a camera on every single mile of every road, it would be impossible to enforce.

Thank you for considering my response. Any questions/comments please let me know

Regards,

[personal information redacted for publication]

smart road user charging

Reference	RUC859
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Sirs,

I object to road user charging in the strongest possible terms

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

No, I believe they do not need to change the current ones as these are making a fortune for the mayor already and he is trying to expand the ULEZ to outer London and for what a negligible to no gain in air quality but another money making scheme.

Written Evidence from Individuals: Part Two

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

The only difference is that the government/mayor stands to make a lot of money out of this as well as road tax, what is happening to all the extra VAT on fuel Gas/Electric as these have skyrocketed 200-300 percent in the last 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?

This looks so complicated and is like big brother having to know where/when you are going and for what reason more data gathering on the public this should be stopped before it starts

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

This is just another form of tax on the already over tax motorist and an invasion of privacy as well.

Yours Sincerely

[personal information redacted for publication]

Road user charging

Reference	RUC857
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1. Do the current road user charging systems in London require reform?

No more charges needed. There is already the congestion charge and ULEZ. Less charging of motorist is what is actually required, the motorist is already milked for enough in this country.

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

No new systems are required. Just fix the existing ones. Your proposed 'smarter' charging is just more surveillance of the people of 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 shouldn't have to pay extra for different types of journey in a free country, or are you trying to tell me something?! The only way you could know this information is by preying into peoples privacy. Besides fuel duty already covers this.

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

None required, because road charging is not required.

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

No more surveillance of Londoners.

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 already do this. Cars are already taxed by VED for emissions. Only one death in London in the past 20 years from emissions, this measure is not required. The ULEZ scrappage scheme will produce more pollution because safe

Written Evidence from Individuals: Part Two

roadworthy cars are going to be removed from circulation and replaced with new cars. The majority of carbon pollution in a car comes from its manufacture.

7. Are road user charging schemes best 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 already exists at a national level; road tax and fuel duty. Benefit of already being in 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?

It shouldn't be introduced. It is 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?

Londoners do not want road charging. Especially when it is Sadiq Khan that is trying to force feed it to us, as part of his C40 cities agenda.

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 trial required, the scheme is not wanted in London or 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?

Everyone would end up paying more. This is not a good thing, especially in 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)?

All of these proposed schemes should be put to a public vote. Anything less, is these type of schemes being strong armed into place.

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

Londoners were never given any say on the 'goals'. Give Londoners the opportunity to vote on the goals and then a second vote on if road charging is wanted. Anything less than this would be scandalous.

Road User Charging

Reference	RUC856
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I am 100% AGAINST road user charging.

I am a pensioner with limited income and CANNOT afford road user charges.

I also am against the intrusive tracking that such a system will require.

BIG BROTHER SHOULD NOT BE WATCHING ME

THIS IS NOT 1984

ROAD USER CHARGING

Reference	RUC853
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1. Do the current road user charging systems in London require reform?

No.

Written Evidence from Individuals: Part Two

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

Instead of proposing new systems, improve the old 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?

You should not have to pay extra whether you are travelling for work, for caring or for essential services.

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 don't believe technology is necessary for this.

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

I think there are enough penalties for this 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?

I don't think they're necessary at all - road tax and fuel duty already covers 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?

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?

I am not in favour of any road charging schemes.

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 don't think it's a good idea at all as I suspect it would be more costly to everyone.

12. Mayors and local authorities currently have powers to introduce new road charging 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.

13. How are other 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.

Road User Charging

Reference	RUC852
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Dear Sir/Madam

Road User Charging:

Response to scrutiny panel, London Assembly Transport Committee

Written Evidence from Individuals: Part Two

I set out below my response to the questions of the Transport Committee Scrutiny Panel.

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

No. ULEZ in central London has its own charging system. The people in greater London and surrounding counties are just managing to exist - further costs will result in businesses closing and tradespeople unable to work across borders of boroughs.

2. How might smarter road user charging systems differ from the current daily charges in use in London?

Some adjustment in overlap times of travel would prevent people being charged twice for evening journeys.

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?

Fuel duty already exists and road tax is levied on all vehicles.

Electric vehicles need to pay a charge on their road tax rather than charge per mile taxation for all vehicles. Work travel, caring, volunteers, visits to family and essential services must not pay which accounts for a large proportion of vehicles.

Public transport is unreliable, poorly maintained and for the underground air quality is worse than roads. London will become a ghost city if more charges are introduced. Businesses are already closing and employment distances increasing so we do not need more charges..

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

None. Targets skew the way policies and strategies work. The cycle lane target with extra money for road surfacing was adopted as Councils had reduced funds and could then resurface roads. Cycle lanes are hardly used in outer London. NHS -one ailment only is treated in NHS GP surgeries to meet targets. Gp surgeries get extra money for addressing health Targets. So if your health issue is not a target a lesser service is provided.

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

None. Too much technology in use - subject to malfunction and to cyber crime.

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

LEZ and ULEZ currently do this to prevent emissions. Electric cars may make less pollution but their manufacture and carbon footprint outweigh gains in air pollution and climate change. None of this policy makes sense.

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

Do not set such a scheme up at all as we have fuel duty. Electric cars may need to pay higher road tax. Difficulties for majority who do not have access to smart phones.

Car parking is hell to pay for when no internet is available. The internet system is not strong enough to support this. I have had no internet for 11 days and no sign of improvement in north London.

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

We already have fuel duty, road tax. These are adequate if electric cars are taxed for road use. If electric cars are favoured the carbon footprint in CO2 is greater than the air pollution gain.

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

We do not need this scheme there are other ways to raise this money on existing taxes. As for low public transport - large buses should become small buses as I walk mostly I see empty buses or with 2 people on them as they are too infrequent.

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

No we do not need this scheme and London is not the centre of the universe.

Written Evidence from Individuals: Part Two

11. If distance based road user charging was introduced do 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 need distance based road user charging. Certain forms of employment would be priced out of existence or only base their work in outer areas.

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

Any schemes local authorities have should

have local referendum to avoid undemocratic decisions made on such a large scale. Such a scheme is undemocratic and non beneficial for majority of people. A dictatorship by the few is emerging

13. How are other 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 use of cars in the area in which I live is far less since Covid pandemic. People travel a few days and for health care needs and caring responsibilities. The fabric of society appears to be targetted with such schemes. Some cities use a scheme where individual cars are only allowed every other day in cities to maintain air quality and less traffic.

I have been to China and this scheme has similarities - the wealthy are unaffected by such schemes as they buy 3 cars to use.

It is the basic working people who are affected.

It appears you do not want identifiers so I have not given my name or address. Please email if you require this

Regards

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging

Reference	RUC849
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I wish to present my responses to your questions:

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

No. There is already the ULEZ in place (which you plan to/are increasing). With that & the Congestion Charge, Motorists are being heavily punished for driving in London! As a specialist trade, we need access to inner London to earn a living. You have implemented Bus lanes, cycle lanes & 20mph speed limits. ALL these heavily impact a working day, & for me, adds an additional 30mins each way on my journey in London! The HUGE sums of money you suck from we motorists is NOT going into the benefit of the motorist; our journeys are getting longer & slower; more expensive; the road maintenance getting worse; etc. If you want to really improve vehicle flow, then do what the Japanese & other efficient Countries do...put a large team on the job & work till it's done! UK..you leave the signage up sometimes weeks after works completed...thus slowing traffic unnecessarily! GIVE US A BREAK!!!

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

Written Evidence from Individuals: Part Two

Why create yet another new system?! Fix the existing system (& save £££!). If someone visits between 10pm-7am, they actually 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?

ANY person entering London for Work should NOT be penalised/charged (ie: vans)!

We are heavily penalised enough through the parking charges!!! We are there to serve YOUR residents, not be there for sightseeing!

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

Why are you OBSESSED with "TARGETS" all the time?! Most targets rely on your employees penalising individuals to attain their targets...usually unrealistic targets with you keep upping the limits, so less compassion & care is given to the individual by your employee, for fear that if their targets aren't met, they will be punished or lose a benefit! Try focusing on the customer & their mental health!!!

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

We DON'T need more technology! You are obsessed with it...all to make a swift £!

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

The ULEZ & Congestion Zone are already doing this! You CAN enforce & penalise BUISES & TAXIS for using "our" lanes instead of their lanes!!!

7. Are road user charging schemes best 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 road user charging schemes in place : ROAD TAX & FUEL DUTY!! Our roads are soo poorly maintained. Reduce road tax on older vehicles: forcing new vehicles on the roads is a HUIGE increase in the Carbon Footprint over keeping the older vehicles. There is an element of 'corruption behind the scenes' on this issue too!!

8. 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 even be considered!! You are pricing people out of driving! The Public Transport network is a disaster & more people drive because it is cheaper & more efficient to do so! Invest in Public transport

properly to make it function like in Europe & Japan, & people would use 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?

We DON'T WANT or NEED a road charging scheme! This is another coy money cash cow for you! If people like Sadiq Khan wasn't such a hypocrite in using a 3 car convoy just to take his dog for a walk, in the juice guzzling vehicles, then why punish Joe Blogs in his Nissan Micra?! No..it's another deceitful fund raising scheme by you!

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! No place is suitable..as is the scheme! How can you judge London? Next you will penalise people for time in their vehicles, when we already know London is a dysfunctional City to drive in with your cyclist lanes etc!"

Written Evidence from Individuals: Part Two

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

You would also be pricing people out of driving in London (perhaps your plan?!). In short, you are slowly pricing lower/mid income people out of London otherwise, certainly restricting them from driving 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)?

ABSOLUTELY need a referendum...LET THE PEOPLE VOTE...you preach it's a "democracy" yet the Govt are actually a puppet Dictatorship, cheating, lying & deceiving 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?

WE, the Sovereign people, do not have a say on the Policy goals! Give us the opportunity to VOTE on the Policy & also on the road charging scheme. Failing to provide this Democratic Right is nothing more than Dictatorship!

[personal information redacted for publication]

Road User Charging Scheme - Please Stop This Now!!

Reference	RUC848
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Dear London Assembly

This plan for Road User Charging scheme sounds horrifying, Orwellian, fundamentally wrong, and hypocritical especially coming from a Mayor who drives an SUV.

- Do the current road user charging systems in London require reform?
 - No, you need to improve and reduce the cost of public transport in order to allow for more people to use them, this plan will fail, and people will protest at it as a tax on being poor or have to drive to work
 - The only reform that is needed is to not introduce this intrusive system, and make the Public Transport systems more reliable and cost effective
 - End the barricades and private roads, people have died waiting for ambulances/emergency services, because they (emergency services) can't physically get around these
- How might smarter road user charging differ from the current daily charges for driving applied in London?
 - It would affect the poor and most vulnerable, costing them more for basic duties such as shopping, or visiting sick relatives, when having to move home
 - The current charges made ULEZ and congestion don't really work, there is still pollution and traffic is as bad as ever
 - This is not a solution, it is just shifting the blame on to working people and the poor due to the incompetence of not being able to improve or invest in the public transport system, and is just a big cash grab
- How might charges for driving in London be varied for different types of journeys, such as traveling for work, caring responsibilities or essential services?

Written Evidence from Individuals: Part Two

- Not having these charges in the first place, does the London Assembly have any proof that these could work?
- Businesses will have to charge more for their goods and services to their customers, many businesses will fail as they wouldn't be able to afford the daily charges, especially if they have to visit cities
- There will be less investment in businesses in Greater London, as who would want to lose money for simply going out
- People who need care may not be able to get it, would be more isolated as their carer may not be able to simply afford the Smart Road Charge to visit
- Would visiting a sick relative or close friend in an emergency mean that I have to use any quota in how far I am allowed to travel in a day?
- If you don't charge for any of these: traveling for work, caring responsibilities or essential services; why charge for anyone at all?
- What strategies and targets could smarter road user charging support?
 - Not using the so-called "smart" systems, this is just a tax on the poor, working people, and the most vulnerable
 - Technologically this may not be possible until the next 20-30 years, why do this now?
 - Simply just don't do this, there are alternatives that you could use:
 - Off-setting urban development with green spaces [link](#)
 - Cleaning the underground network, which generates more pollution
 - re-introduce electric trams and trolley buses, especially on the outer edges of Greater London
 - Not charging people so much who use multiple public transport services (eg. train, tube, DLR, Overground, Trams, etc) through multiple zones, within a 3-5 hour window, and capping the amount a maximum of £3.00 for any Zone 1-6 journey

Kind regards

[personal information redacted for publication]

Road user charging

Reference	RUC846
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To whom it may concern,

It is my belief that a number of things are happening in the UK that are pushing us to the brink of Fascism. The road user charging, LTN's and Ulez expansion are at the less severe end of this continuum, with things like digital ID and worse still digital currency being at the other end of this spectrum. I believe that all of these are to a greater or lesser degrees authoritarian over reaches. Although some people were anti lockdowns, rules on wearing masks, travel restrictions etc I believe that in the circumstances we found ourselves in these had some level of justification. I mention these though because the people of the UK are fed up of constantly being told what to do and how to do it. If people keep being pushed by these authoritarian demands, the protests will make what happened against the poll tax look small.

I believed strongly that a London assembly would be good for London. I was wrong. I do not believe that you have (in the main) shown yourself as a body with the best interests of the people of London at heart. I'd imagine as individuals you are better than the sum of your parts but that in itself is alarming. I believe that the London assembly itself is no longer fit for purpose and the same goes for the role of Mayor of London. I suspect that nothing useful will

Written Evidence from Individuals: Part Two

happen based on this email, at best it may be thought provoking for a few of you on the scrutiny committee and disregarded by most. At least I will have done something to voice my concerns. It really does not matter if you agree with the points I have raised, what you should concern yourself with is the possibility that I am right with regards to the public's displeasure and intolerance of how they are treated.

I do not believe that many (if any) consultations are genuinely that. But if this is one of the rarities where a decision has not already been made then I thank you for considering my representation. Remember you are responsible to your electorate in the decisions you take.

Kind regards

[personal information redacted for publication]

Concerned London resident.

Road Charging Consultation

Reference	RUC845
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PLEASE ACKNOWLEDGE MY SUBMISSION TO THIS SCANDLE BY TFL AND KHAN

1. No, they need scrapping, ULEZ is simply a TAX on the MOTORIST to cover for the Mayor's inability to manage.
2. It Won't. People need their cars. TfL's public transport is dire, dirty, and polluted.
3. They won't vary as I personally won't pay your charge. It's pure theft.
4. Zero
5. Road duty already exists. It has done so for decades and amply funded.
6. No to ULEZ – Essential & Pleasure journeys need to be made, for work and state of a health. Drive to Work. Drive to pleasure locations for exercise/walk/sport.
7. Scrap the idea. The M6 Toll road has proved they don't work as only a small proportion use it.
8. Smart charges or any further motorist taxation are not needed.
9. This TfL and KHAN tax is not needed. It's theft, pure and simply.
10. Scheme is not required.
11. See answer to question 5.
12. A referendum is required and the Mayor, quoting "I'm the decision maker" and his word goes. What was the point of a consultation if it is going to be ignored? – GREATER LONDON ULEZ was already decided upon in APRIL 2022 when the ANPR Cameras were purchased.
13. Let's see the examples of other Cities then, NOT INCLUDING any of the C40 that corrupt lying Mayor Khan is "Chair" of. Examples from China, India, Russia, America are welcome. When can you let me have those examples, please?

[personal information redacted for publication]

Pricing Motorists Per Mile

Reference	RUC842
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Written Evidence from Individuals: Part Two

Dear Sir/Madam,

London does not need variable or distanced-based smarter road user charging!

There's no joined-up thinking in terms of transport; buses are being cut or routes reduced. The same is happening with National Rail trains.

England isn't a country where cycling or walking is a viable option when, in the autumn/winter months the weather is miserable. And we're extremely lucky if the summer is clement.

Please reconsider; why hasn't there been a public consultation regarding this initiative?

I look forward to hearing from you,

[personal information redacted for publication]

Call For Evidence: The Future of Smart Road User Charging

Reference	RUC839
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To whom it may concern,

My responses to the consultation questions are as follows:

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

A1. No, I believe the current road charging is already restrictive in that it's far too expensive and excessive. We have VED, congestion charge, fuel duty, LEZ and ULEZ which continues to be expanded where it is not necessary.

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

A2. We do not need smarter road user charges anywhere, in particular London! It would be 'smart' if the current ULEZ expansion didn't go ahead at all.

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

A3. Already too many taxes on the motorist and there should not be any further charges in or surrounding London. NHS Staff should be free in such areas where LEZ, ULEZ and congestion charges are already in place but no special treatment should be given to MP's nor councillors and nor should they be allowed to claim these charges on their expenses.

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

A4. The ultimate and most smart strategy would be to remove all ULEZ zones as the Mayors 'findings' are unsubstantiated.

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

A5. No technology is needed.

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

A6. It can't. Congestion has been created by cycle lanes and bus lanes thus not allowing traffic to flow freely. Plant trees and stop building 'affordable homes for all' as they're

Written Evidence from Individuals: Part Two

creating more people in the areas, who likely drive, not which in turn causes more traffic and congestion.

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. VED and fuel duty is already a taxing system nationally, we don't need or want anymore. I foresee there being civil unrest amongst citizens given they're already taxed to death, they simply can not take it anymore!

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. If road user charging is introduced I think it should replace ALL other taxes and charges on the motorist including the current LEZ, ULEZ, congestion charge and VED should be removed.

Q9. 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?

A9. There should be discounts and exemptions for ALL you have mentioned in the above question but NOT for MP's and councillors and these charges should not be reimbursed through expenses.

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. I think nowhere would be a very 'good' place to start.

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. Ideally they shouldn't pay anything but they should definitely pay less than they currently 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. Mayors and local authorities currently have too much power and power goes to their heads and some abuse said power. The Mayor of London's introduction of the expanded ULEZ zones, illegally, is proof this can happen. Mayors and local authorities only have the power because the citizens have given you that privilege, temporarily. You work for us and can not and should not do as you want.

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. Well I wish the citizens here were more like the French who are not happy and disagree with the introduction of road charging systems being put in place and have been tearing the cameras down. People do not like being controlled nor tracked in their day to day lives and feel like we're heading in to a dictatorship.

These are my responses and I hope they do not get disregarded like the 5,000 ULEZ replies that the Mayor of London discounted.

Many thanks,

[personal information redacted for publication]

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

Written Evidence from Individuals: Part Two

Reference	RUC838
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1. Do the current road user charging systems in London require reform? – No. We have ULEZ which has already made people's lives worse enough. We need to stop charging motorists. 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. Let everyone recover.
2. How might smarter road user charging differ from the current daily charges for driving applied in London? - Fix the system so it benefits the people and does not hinder anyone. Fix what annoys people first, then decide how it can be used to help.
3. 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 pay if they are going to work. This should be free. Everyone pays something called road tax. This supports the road system. Why should you need to charge for anything else? The more you charge, the more the price of everything else goes up, This is irresponsible, especially with the current rate of inflation.
4. What strategies and targets could smarter road user charging support? – Why don't you look at increasing the happiness of the nation instead of this machine like obsession with targets and goals? Check out Bhutan!
5. What technology could be used to support smarter road user charging? - Less technology and more freedom and privacy is needed. We will be saving electric and improving the environment at the same time.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? – It shouldn't. The people don't want it anymore. Maybe look at hydrogen cars as a cleaner and cheaper alternative for 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? – We already have road tax. We do not need any more 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 shouldn't Focus on the health of the nation. Not more ways to price people out of 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? – We the people 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. Nowhere is a sensible place for a trial. We do not want a future like the one predicted by 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 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 directly to the public to vote. We need to vote on policy, not a person that has chosen the role of a 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. Firstly we had no say on the policy goals. Give the people a chance 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]

Written Evidence from Individuals: Part Two

Regard to road charges

Reference	RUC833
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I would like to firstly say that this is another way of controlling the people and not much else to do with climate control, I would like to make it known that I strongly disagree with this and am totally against it.

ULEZ consaltation

Reference	RUC832
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Answer to question 1

No, current road charging is far too expensive', restrictions already exist, which include Congestion charges, fuel duty, LEZ and now ULEZ.

Answer to question 2

We don't need smart road charging in London or anywhere. they have proven not to work plus the cost of implementing them

Answer to question 3

There should not be any further charges for driving in the London Boroughs. There are too many taxes imposed on the motorist. All essential workers and tradesmen should be free. People in a privileged position MP's and councillors should pay and not get reimbursed on their expenses.

Answer to question 4

Make car travel as easy as possible. remove all LEZ and ULEZ zones.

Answer to question 5

No technology is needed. We are under enough surveillance.

Answer to question 6

We already have LEZ in congested areas. It doesn't need expanding any further.

Answer to question 7

People are being lied to and have had enough, we are in a world recession. MPs and Government need to start to realise they work for us. We already pay enough taxes on fuel and road tax.

Answer to question 8

If road user charges are introduced all other taxes LEZ, ULEZ and Congestion Charges should be dropped and removed.

Answer to question 9

Discounts should apply to disabled people, low income families, self employed trades people and those who have to use their vehicles to get to and from work.

Answer to question 10

No where is a good place to start. Sack Sadiq Khan

Question 11

If travelling in central London only congestion charges should apply, but ideally we should pay nothing.

Answer to question 12

Written Evidence from Individuals: Part Two

The Mayor and some local authorities have too much power. The mayor Sadiq Khan is definitely abusing his power regarding the ULEZ expansion; he has lied regarding results, and has taken no notice of the electorate. He needs reminding he works for us and he'll not be in power forever. In May 2024 London Mayor elections the people will vote him out. He can't just do what he wants the people can see through his lies. We the people need to have our say and have a vote.

Answer to question 13

We don't want to be controlled and tracked in our every movement. We are being dictated to. We won't stand by and let it happen without a fight. It hasn't worked in France and it won't work here either.

Stop Sadiq Khan from destroying our great Capital City, Londoners have had enough of his lies. We don't want to be dictated to.

Call for evidence:the future of road user charging

Reference	RUC831
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Responses

To question 1 no they do not require reform, current user charges in place in London are sufficient, dealing with the areas of maximum pollution.

The introduction of extended ULEZ or road charging will not achieve sufficient reduction in pollution to warrant the resulting further losses of income, or the intrusion on peoples freedom of movement.

Question 2, These intended smart road charges allow all vehicles to drive, wherever they wish, therefore negating stated reasons for reducing pollution, they emphasise the fact that all forms of road charge are actually actually for financial gain only.

Question 3 charges for driving should not be introduced at all, in order to vary according to circumstances it would be necessary to intrude deeply into an individuals right to privacy.

Question 4 the only strategic strategy and target intended, is to achieve a greater revenue for the London assembly. This is unacceptable.

Question 6 the technology used would be by using individuals personal items of tech. For example, their personal phone, satellite Navigation, ANPR cameras, et cetera and would involve even more intrusion into private life.

Question 6 charging would not lessen the usage of cars, people would still drive, pollution is caused by many other factors, the underground network, building work, removing trees, incinerators to name a few.

Question 7 road charges should not be set up at any level. Towns, businesses and livelihoods would be adversely affected to a level which would result in a greater drain on the NHS and the benefits system, through mental health problems caused by stress and loss of livelihoods.

Question 8, it should not be introduced at all, nor should the ULEZ zone D extended. Current payments of fuel, insurance, parking and vehicle excise duties are already sufficiently draining.

Question 9 if it is not introduced, there will be no need for exemptions described. ULEZ exemptions, go nowhere near relieving those in need already and road charges would be the same.

Question 10 nowhere is a sensible place to trial further moneymaking schemes.

Question 11 no more charges should be introduced. No one should have to pay more than they already do in today's economic climate.

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Pay per mile

Reference	RUC830
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Sir .not only am i fleeced by high insurance .tax on my scooter . Tax on the fuel i buy . Ulez shortly for the privillage of driving inside the m25 you now propose to introduce lay by the mile .

Can i remind you that the citizens of this country are not here to mugged off by wastefull beurocrats sprouting endless twaddle .

My scooter was made in 1988 its a lamberetta . Its a easy to ride usefull 2 wheeled ideal for moving around . Can i suggest you mugg off bike and e scooter riders instead

Yours faithfully [personal information redacted for publication]

smart road user charging

Reference	RUC828
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hi this is like george orwell's 1984 also can some tell me why there is a need to charge people who allready pay road tax to use the roads are you trying to force the ordinary wage earners of the road while the wealthy can afford more credits this is a crime and don't evan mention greener when all the wealthy elite turn up to these summits by private jet then get in 4x4s it's a joke people are allready struggling and everything your planning is just adding to that what planet do you people live on hasn't it sunk in yet most people can't afford the net zero or is that what the plan is

NO to road user charging by the mile

Reference	RUC827
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To whom it may concern,

I would like to comment on the future of road user charging in and around London... which I'm sure would then get rolled out across all cities... and the suggestion of charging road users by the mile... how much more does the mayor others who support this think people take when it comes to paying to carry out their everyday lives.. working... moving loved ones around... transporting children... just living... the ULEZ has only just been rolled out further so we don't know if has had an affect on air pollution... which I understand is very important but the majority of people who drive do not have a choice and to implement such charging would be another crippling financial burden especially when public transport is in dire straits and is nowhere near being able to offer any kind of substitution to people who would be unable to carry out their jobs, get loved ones to appointments or even get home after spending what money they might have left after paying through the nose left right and centre to just get through their week.

Yet another control method presented as a "we're doing this for you."

Many thanks

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Road charging consultation

Reference	RUC825
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You have to e-mail the scrutiny team (email address below) and answer the following questions:

Please send evidence by email to: scrutiny@london.gov.uk

The deadline for submission is 10 March 2023.

Key questions

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

Reply

No I think it should remain for central London only as it is currently

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

Reply

It will result in a significant increase in costs for motorists driving inside London and those travelling in and out of 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?

Reply

This would be difficult if not impossible to monitor and the implementation and monitoring costs would be astronomical

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

Reply

None

This question is too vague

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

Reply

Do not agree with the scheme and do not want any increase in road cameras

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

It would have no effect. Far better to tackle the problem of inadequate and costly public transport system especially in outer London boroughs

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

Reply

Local councils should hold a referendum after extensive information and consultation with residents

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

Reply

Do not agree with user road charging as it will likely run alongside other charging for a significant period. Motorists will end up paying significantly higher costs

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

Reply

I reiterate that this scheme should stay as it is for central London only

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

Reply

Written Evidence from Individuals: Part Two

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?

Reply

I don't agree with 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)?

Reply

Yes I agree with local referendums but only after extensive consultation with all residents over a reasonable time period.

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

Reply

I do not know about other countries but it's definitely not working in Birmingham
[personal information redacted for publication]

Road Charging Consultation

Reference	RUC824
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Road Charging Consultation

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 keeps being expanded.

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 should pay a premium and not reimbursed on 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..

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.

7. Are road user charging schemes best 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

Written Evidence from Individuals: Part Two

TAXED TO DEATH. The Government is elected to carry out what the people want; not the other way around. No one wants more charges or 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, 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 MP's 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?

No where is a good place to start a distance-based road charging scheme no where.

11. If distance-based road user charging was introduced, do 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 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)?

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 given that to you. You work for us, not the other way around. The people have to have a say. 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?

In France, the road charging system isn't going well for the authorities. Law abiding citizens are protesting because 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.

All Dictators must go

People have the power always remember that

Call for evidence: the future of smart road user charging.

Reference	RUC823
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To:

The members of the London Assembly Transport Committee,

I am responding to the call for evidence on the future of smart road user charging as a London resident living in Orpington.

I own a car but my usage is mainly for social use.

I do not not drive to my place of work and my journeys are mainly local (within 10 miles of my home).

I work in the railway industry and have a personal interest in London wide transportation policy and planning.

I do not therefore have the expertise to answer all the questions and as such my answers are my personal opinion.

Considering the four key questions raised:

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

Written Evidence from Individuals: Part Two

I am broadly supportive of the congestion charge the ULEZ and the ULEZ extension and their aims of decreasing unnecessary vehicle journeys and improving air quality but realise that these current methods are somewhat of a blunt instrument when it comes to car usage. I feel that road user charging could be part of a fairer system.

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

I would like to see a system in place that charges the user proportionately for their use rather than a fixed rate, charges would vary according to time of day, distance travelled, congestion on the route, vehicle size, weight and emissions.

The aim should be to make people who do have viable alternatives think twice about driving and making unnecessary journeys more unattractive whilst taking into account the needs of those who need to drive rather than find it convenient to drive.

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?

I think it's important that drivers pay proportionately to use London's roads based on factors such as time of day, distance travelled, congestion on the route, vehicle size, weight and emissions.

I would envisage that drivers would register their vehicle via the TfL website and details of a regular journey from a home address to a fixed place of work and be charged a variable rate according to the criteria set out above.

For those drivers who visit multiple locations for work purposes an upper rate could be applied in much the same way as rail tickets are priced to be more expensive depending on the increased flexibility they offer.

Discounts could be given to those employed in essential services or who have caring responsibilities.

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

Ultimately I would like to see road user charging replacing the current congestion and ULEZ charges as it would allow proportionate charging for those who drive most.

I would like to see the funds generated from this model to be ring-fenced and directed towards maintaining and subsidising public transport, improving public transport with a rolling programme of projects and maintaining the current road infrastructure.

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

I am not a technical expert so my views here may be nothing more than conjecture but I would imagine the technology would be mainly be based on a combination of traffic cameras with ANPR and some sort of app using GPS.

Possibly the use of "blackbox" recorders on individual vehicles could be also used?

There would inevitably be protests about privacy and loss of "freedom"

For those using the app the "carrot" of paying the lowest prices should be sufficient.

For those who object, a higher rate flat fee could be charged or possibly a mileage rate (via automatic vehicle blackbox download) which would confirm distance travelled without revealing location.

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

The idea would is to change people's habits and ideas about driving, encourage modal switch and make them think twice about driving when there is a viable alternative available and the effects their actions have on society as a whole.

Smart road charging would allow people to be charged on a sliding scale depending on local circumstances and environmental impact. For example it might be desirable to charge a higher rate to park near schools or routes into local towns/areas at certain times to reflect the negative effects of congestion and/or pollution caused by travelling at busy times.

Written Evidence from Individuals: Part Two

Low emission and electric vehicles would typically pay less than more polluting vehicles but as these vehicles still contribute to traffic congestion that should also be reflected if they are used at busy times.

I would imagine the technology could also be used to promote other forms of transport. For example by informing motorists of comparable routes and travel times by other modes of transport using real time data.

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

I would imagine that prior to any national scheme there would have to be a trial area. I would imagine London would be a good trial area as drivers are already used to the idea of congestion/emissions charging even if they don't agree with it.

I would also imagine that a certain amount of the camera technology required for such a scheme is also already in place in London too.

In terms of benefits, if London is allowed to keep the proceeds of road pricing it could help pay for and subsidise the current road and transport network as well as finance major projects and future improvements.

If successful this could be rolled out to other regions or even nationwide.

I would imagine the difficulties would be in trying to keep the Treasury's hands off the funds accrued from any such scheme.

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

I would expect smart road charging to replace the London congestion charge and the ULEZ charge as well as fuel duty.

If rolled out nationwide I would expect it to replace any other motoring tolls such as the Dart Charge on the Dartford river crossing.

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

I would like to see discounts and exemptions for all the groups mentioned.

But only if there is a demonstrable need and they cannot reasonably use alternatives.

The detail of this would clearly have to be worked on before the launch of any such scheme and is beyond my experience.

The main idea though, is that those who use the roads most pay the most.

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. See answer for question 7

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

The whole point of road user charging is that it's proportional. Those who use the roads most pay the most. Therefore it's likely that some Londoners will pay more than they do now and that others will pay much less depending on the criteria.

London has a very good and extensive public transport infrastructure so the possibilities for modal shift are much better than in other parts of the country.

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

No. We elect our officials democratically based on their election manifestos.

Written Evidence from Individuals: Part Two

13. How are other cities and countries working on similar smarter road user charging ideas working faring, and alternatives are they looking at for achieving similar policy goals. I believe there are similar congestion/low emission zones in other British cities. I do not have the background knowledge to offer an opinion on whether are successful or not. Certainly the public transport alternatives are not as extensive as in London. The only other traffic reduction policy I am aware of worldwide is in Tokyo where as a congestion reduction policy it is not possible to own a private vehicle unless the owner can prove they have somewhere to keep it off public roads. Such a scheme if implemented in London would no doubt be controversial but would release an enormous amount of road space for other uses.

I hope you find my views on this matter of some use.
Kind Regards,
[personal information redacted for publication]

Re: London road pricing.

Reference	RUC822
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To whom it may concern,

Regarding road pricing in London. Congestion charges, LEZ, ULEZ, plus a proposed extension; will road pricing replace all this or supplement it? Either way, what are you trying to achieve? Many of us feel that most of these schemes are nothing more than revenue generators, effectively yet another tax. Thankfully, I don't live in London and I mostly try to avoid; I take my business elsewhere and no longer accept jobs in London. Not only are you penalising those in London who have no choice, but you are putting many off even visiting. Call me cynical, but I sincerely believe that congestion and pollution have very little to do with the implementation of such schemes and such terms are merely emotive tools. In addition: if you are going to be charging for road use in this matter then you should remove the road tax we are being charged for the dubious privilege of driving on poorly maintained roads.

If you were truly concerned about pollution then you'd simply ban all polluting vehicles from the city. As it stands at present, as I understand it, providing you can afford to pay, you can quiet happily continue. Again, if you are serious, all buses and trains, over or underground, would be fully electric. In addition, better and more affordable alternatives need to be put in place. Over the years there's been a lot of rhetoric about improving public transport, but the reality is that those changes are glacial and not fit for purpose.

I am not overly hopeful that the voices of the people will be heard and I suspect that such schemes - some would call them scams - will be put in place by the government and authorities regardless.

Yours sincerely,

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Life is precious, live it well.

London Assembly, road user charging

Reference	RUC820
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Call for evidence

Answers:

1: yes, ULEZ and ULEZ expansion need to be cancelled.

Road tax provides significant income to Westminster, as well as the extortionate fuel rates imposed on UK residents.

2: Drivers of older and commercial vehicles are being targeted as a means of greater income, self employed workers needing vehicle access are being bankrupted by your proposed schemes.

They cannot take traders tools and equipment on public transport. You already know that; or are you as detached from reality as we suspect?

3: these services; essential, care, work are being further punished - on addition to the share of wealth crisis the government have created.

4: net zero which you hope to achieve is unachievable. Our obsession with lithium batteries is causing alternative environmental damage, through water table poisoning. EVs are not an environmentally friendly solution due to this, and worse still cobalt extraction. Plus, the national grid can't cope now! Why on earth dictate that we make it worse?

5: Road duty already exists. This has been ample for decades. Your environmental claim as the motivator is a false claim; it's about more money to Westminster.

6: read 4 above. It can't. Essential and work journeys have to be made.

7: none. Scrap the ideas. The M6 toll road proved they don't work.

8: SMART charges can be put in the bin, they aren't needed.

10: no. No such scheme should exist.

13: you're trying to copy other international cities, who have a greater local supply chain, better economy, and greater disposable income. Our government removed these luxuries from our own country with their poor strategic decisions. We're not a comparable situation. You should already know this.

Sincerely

[personal information redacted for publication]

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

Reference	RUC818
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1. Do the current road user charging systems in London require reform?

No, there is no need at present.

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

A smarter road charging system would be irrelevant if alternatives

Written Evidence from Individuals: Part Two

were made cheaper and better.

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?

There should be NO charge for travelling for work, caring responsibilities or essential services. Charges should only apply to the mayor of London and those working for the London Assembly.

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

Charging those earning in excess of £100000 or cars worth more than £30000 only.

5. What technology could be used to support smarter road user charging? GPS and trackers, Credit cards or buying credit on account.

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

Getting rid of the Mayor and the London Assembly that waste vast amounts of money would be a good initiative to start 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?

Neither, they should be based on the roads that were congested prior to the Councils and their poor decisions of limiting the bandwidth of roads by making Bus lanes, Cycle lanes, and shutting off side streets. (in other words, the road user should not be paying for the stupid decisions that cause the congestion).

8. 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 would only be such: if it reduced the cost from current Road/Petrol and other taxes otherwise it cannot be called smarter.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme for example, to help disabled 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 current Road Tax and the Tax on petrol should be reduced or better still removed to help disabled people, those on low incomes, and those who need to drive to work.

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

People in London are overtaxed already, it would be better to identify people who own cars that are valued above £30000, that way, the result will be better data from all parts of the country for those it should apply to...

11. If distance-based road user charging was introduced, do 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 who drive should pay less in total for both vehicle and driving-based charges 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)?

Mayors and local authorities should NOT have the power to inflict more damage on road users, referendums should help clarify how out of touch both are with the public.

Written Evidence from Individuals: Part Two

13. How are other 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 are much more intelligent and understand the air in their cities is not limited to staying within their borders and have appropriately set targets ahead/ further out than the UK for pollution levels, it is important that the industrial outputs are balanced with car usage otherwise it will be detrimental to the UK if the balance is out compared to other cities/countries. In other words a true comparison with other countries/cities.

Pay per mile

Reference	RUC817
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Mayor Khan

You are doing everything to make it impossible to live and work in London and like ULEZ I strongly object to pay per mile.

I have voted Labour all my life and voted for you. Never again.

[personal information redacted for publication]

ROAD USER CHARGING

Reference	RUC815
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1. Do the current road user charging systems in London require reform?

No, we have the congestion charge and the ulez tax because that's what it is, a tax on the poor

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

It is against our human rights, to be monitored everywhere we go.

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

Whatever your job we should be able to travel freely. We pay enough taxes on our vehicles as it is.

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

None.

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

We don't want more technology tracking our whereabouts.

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 Two

The ULEZ already does it in inner London, Havering were I live does not need ULEZ or any road charging, cleanest Borough just more 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?

Road charging schemes are not needed anywhere, there is no benefit to them at all. Restriction of movement.

8. 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. No benefits to the public.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 bought to us by a two faced arrogant Mayor who cares nothing for the working class 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?

No, nowhere is a good place to start this 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?

We would all pay more, nothing is done in favour of the motorist, to some of us it is an essential form of transport and others a hobby and freedom to go where we like. We pay 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)?

Any and every major change to peoples lives should be put to a public vote. What Khan is doing is acting as a 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?

We did not have a say or vote in other cities the same as Greater London.

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

Reference	RUC814
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Dear Sir/Madam,

Please find below my responses to the London Assembly Transport Committee Call for Evidence: The future of smart road user charging February 2023

Written Evidence from Individuals: Part Two

I am directly impacted by changes such as this where you intend to charge us for mobility in and around the capital.

I had this call for evidence shared with and find it hard to reconcile why it is not being publicised more?

Info

Link: <https://www.london.gov.uk/who-we-are/what-london-assembly-does/london-assemblys-current-investigations/road-user-charging>

The deadline for submission is 10 March 2023

The Committee held its first meeting on this investigation on 14 December 2022

The Committee's second meeting will be held on 28 February 2023

Regards

Resident of Wallington, Surrey [personal information redacted for publication]

Questions and Responses:

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

Response:

Yes. We need to stop the unfair ULEZ expansion in to areas with limited public transport (i.e. no Tube station).

Outer London is not the same as Inner London – we don't have the same infrastructure or public transport options, nor do we have the same levels of pollution to make the "claimed" savings against.

Distances covered are greater whilst the public transport options are fewer and rarely direct from key location to key location.

The availability of multiple travel options especially including cars at an affordable level are key to a mobile and productive workforce. Stifling movement will stifle productivity and investment in London and Great London where other more attractive options exist on our doorstep.

London businesses are already being killed off and closing or relocating due to ULEZ – how many more do you want to drive away with further charges?

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

Response:

Is this really about air quality or is it about revenue generation?

If so what about Heathrow – why aren't you limiting it or restricting its growth? Instead they are given a free pass to expand and to even relocate parts of the M25 – how much extra pollution will that generate?

If this is really about air quality consider what is the CO2 output and N2O output is of an Airbus or Boeing taking people on holiday to far flung places compared to a car used to take someone to work or to hospital?

Also consider why incinerators aren't being banned? Unsorted burning of any rubbish they can get hold of is filling our lungs with pollution.

Stop the Heathrow expansion, ban incinerators and boost recycling – that would actually be a useful activity.

Limiting mobility will stifle London.

Written Evidence from Individuals: Part Two

8. 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:

Another tax is not required.

We already pay multiple charges:

- Road Tax is a charging scheme.
- Fuel tax at the pump is Road Pricing charging – the more you drive the more you pay.

Another layer of unfair tax is not required. Are you going to scrap the other charges? Do you want London to become uncompetitive and unattractive to businesses? Fewer businesses mean less tax to collect/charge and fewer job opportunities for the people of 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:

Absolutely, measures like this require a referendum.

No one voted for the Mayor to make these changes. And now clandestine discussions about road pricing are next – how many Londoners have seen or even know about this call for evidence?

The current Mayor is also making dubious claims about the legitimacy and benefits of expanding the ULEZ just to get it done while not listening the people of London who are broadly against the way its being done and its timing while we have a cost-of-living crisis.

All claims made by the Mayor should be independently validated and verified for transparency and that analysis then made public so that an informed referendum can be held. We cannot simply rely upon the good and honest intentions of the Mayor making unelected decisions.

ROAD USER CHARGING CONSULTATION

Reference	RUC813
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The current road users charging system in London is already too onerous. Small businesses and tradespeople are being driven into bankruptcy by punitive charges, people are buying online and killing the high street.

ULEZ is making an already difficult system worse. We need less regulation.

At the very least charges should be adjusted so that they stop in the evening and there is no charge at weekends.

We already pay fuel duty and road tax too, any additional charges will kill the city.

Why not aim for a happier driving experience? A happy population is a more productive one.

Driving in London is already full of confusing road signs and obstacles, cycle lanes, road markings and one way systems. Do we really need more technology?

Written Evidence from Individuals: Part Two

People only use their cars because of need- getting to work , especially those who work unsocial hours, carers, people visiting elderly relatives etc.No body drives for fun in London, it is all based on need.

Better public transport at minimal cost will help , however there are many people such as plumbers, carpenters , who need to carry tools for their jobs who will not be able to use public transport.

Trying to push back to life in the 1950s is a folly and not achievable. I know , I grew up in London at that time.Coercion and pricing will simply destroy the city as a world class economy and reduce us to the status of the third world.

Driving cars off the road will discriminate against the elderly, the disabled who are not blue badge holders.

A road charging national scheme will imprison most of the population and lead us into a dystopian nightmare. Is this what what you want?

It has not gone unnoticed that Mayor Khan takes his dog for a walk in a 3 car convoy , one of which does 13 miles per gallon.One law for him while we pay his salary.

Yours in dismay and despair

[personal information redacted for publication]

The future of smart road user charging February 2023 Consultation

Reference	RUC812
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Dear Sirs

Q1 Greater London doesn't need variable or distance-based road user charging. The current system of taxing has been sufficient and accepted for a long time. London needs leaving alone to financially recover from the effects of the recent pandemic and people equally need to be left alone to do the best they can for themselves and their families, working and trying to financially make ends meet without constantly creeping taxes, increasing bureaucracy and restrictions on where and when they can go places and how, which are an infringement of their human rights and freedom of movement. All road changes at present are having a very heavy toll on the financial and mental stability of millions of individuals, including those outside Greater London, particularly the vulnerable & less able-bodied who rely on private vehicles to visit or be visited by others. Few children can afford to live near their parents so such a proposal would unfairly restrict the less wealthy from contact with their loved ones, access to work opportunities etc. Further interference in resident's lives will have a severe detrimental effect and leave them feeling isolated & effectively back in lockdown. I genuinely believe much more of these ill-considered schemes will cause deaths from depression, neglect/lack of care and other apparently unconsidered effects. Your residents want to be heard and the majority represented fairly with help for those that need it not further restrictions.

As an asthmatic I regularly check air quality trackers and it is consistently Excellent/Good in Greater London. However, accepting that anything can always be improved, schemes such as 20mph (modern cars are not designed to perform best at that speed), LTNs that push traffic round on average 3x as far onto restricted roads which in turn become more

Written Evidence from Individuals: Part Two

congested & slow moving, traffic light rephasing, carriageway narrowing/ removal for little used cycle lanes etc. actually increase journey times/distance and therefore emissions, conveniently feeding into the need to bring in solutions to something that didn't previously need solving.

Further, much of Greater London is quite rural and lacks the transport infrastructure of Central London, making a significant number of essential journeys totally impractical without access to a private vehicle. Any issues with older vehicles will be solved naturally within a reasonable timescale when they reach end of working 'life'. Using something for as long as possible rather than scrapping it & replacing with something new, when far more damage is done in both than actual running, is far more in keeping with the aim of all these proposed changes, including this variable/distance-based road charging which I assume is similarly aimed at restricting unnecessary road use, or as will be the result, 'nudging' the less wealthy and arguably most needy of ready access (as unable to afford Uber etc). off the roads entirely. This surely unfairly penalises those with jobs that require tools/equipment & the less able-bodied, many of whom still work and do not qualify for blue badges or disability but still have a right to get to their job, family etc.

I do not intend responding to the remaining questions as they are all closed/worded such to suppose agreement with the proposal which I most certainly do not.

It is my hope that unlike previous 'consultations' this is not merely lip-service to the requirement to consult or a nod towards democracy but given the lack of advertising/ready access to same I regrettably doubt it.

yours faithfully

[personal information redacted for publication]

Road user charging scheme

Reference	RUC811
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To whom this may concern

I want to voice my objection to the road user charging scheme which is discriminatory and authoritarian. I had to move to London for work but still visit relatives on the coast. We should not be denied freedom of movement and I personally find I need to escape the city for the countryside from time to time. Is the countryside only to be the preserve of the rich? This is an assault on our freedom

Regards

[personal information redacted for publication]

Road user charges

Reference	RUC810
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I do not agree with this new road charging bill. It is yet another tax upon the poor. These new reforms are being pushed in under the carpet without full knowledge being given to the people of this Country.

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

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

Reference	RUC807
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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.

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?

Written Evidence from Individuals: Part Two

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.

7. Are road user charging schemes best 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.

Written Evidence from Individuals: Part Two

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example, to help disabled 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?

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?

Written Evidence from Individuals: Part Two

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.

Pay per mile consultation

Reference	RUC806
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Response to questions:

1. Yes they do require reform - ULEZ for the new proposed area needs to be scrapped. It penalises those living in rural areas without access to public transport, as well as causing unnecessary financial burden/worries on those than can ill afford it.
2. How is it even legal to charge people to drive throughout a whole city? It's one thing implementing in the middle of London, what's everything is accessible by public transport, but how can anyone even justify restricting what people can do and where they can go?
3. What a ridiculous question. How do you differentiate between someone driving to work and someone driving to their golf course for a round? People already pay road tax, fuel, insurance, MOT etc... why should they then have to pay more to drive to where they want to go/need to go.
4. Clearly the only "user support" for the intention of this scheme is to bolster the black hole that is TFL's bank account.

[personal information redacted for publication]

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

Reference	RUC800
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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

Written Evidence from Individuals: Part Two

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?

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

Written Evidence from Individuals: Part Two

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.

My wife has advanced dementia and lives in a care home. She is immobile and uses a wheelchair. The availability of wheel chair taxis is so poor and unreliable in our area I have had to purchase a Wheelchair Adapted Vehicle so that I can take her 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)?

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]

Call for evidence smart road user charging Feb 2023

Reference	RUC798
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Q1. No. What we do need is LESS regulation and monitoring, in short we need an END to the unjust charges faced by motorists. Motorist should NOT be charged for simple going about their day, times are hard enough and stressful enough thanks to the events of the last three years or so.

Written Evidence from Individuals: Part Two

Q2. It should be SCRAPPED or at least suspended for the foreseeable future while the economy recovers to put extra money in the family kitty instead of the government`s coffers.

Q3. People should not have to pay extra for any type of journey, we already pay cost-per-mile in FUEL DUTY. We do not need another stealth tax.

Q4. We should be looking at the NEEDS of the nation ,in regards to mental health, security and wellbeing instead of concentrating on dubious goals.

Q5. None. Human beings want LESS technology used as an intrusion into their lives ,not more.

Q6. We are already taxed via VED emissions. We are now being bombarded with buzz words such as climate change and carbon footprint because the motorist is seen by certain groups as a cash cow.

Q7. The scheme is already in place at national level, namely FUEL DUTY and ROAD FUND LICENCE. WE do not need yet another tax.

Q8. It should NOT be introduced. We already pay-per-mile in other taxes. The people writing this report should be looking at ways to improve family life, not making it more difficult to visit friends , support groups or family.

Q9. The people of this country DO NOT want this change to be introduced. The hypocrisy is unbelievable when it is being sold to us by the likes of Sadiq Khan who has been seen taking his dog for a walk using a three car convoy. Total HYPOCRISY.

Q10. No. There is no sensible place for a trial of this dystopian nightmare .We the people demand that the government respect our to freedom of movement and privacy.

Q11. IT is fairly obvious that everyone would end up paying MORE with the ultimate aim of pricing people out of owning or using private cars.

Q12. All of these proposed changes need to be openly advertised and publicly debated over a reasonable time scale then finally put to a public vote like any other major change like any good DEMOCRACY , anything else would be the work of a dictatorship.

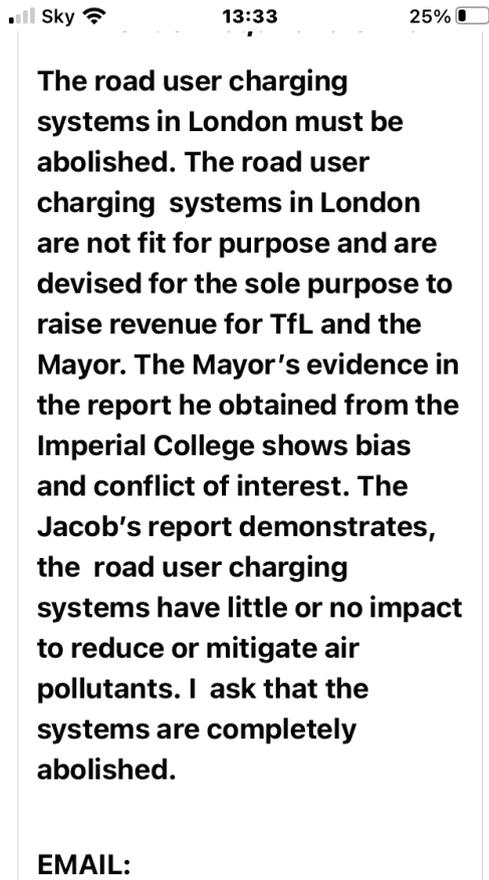
Q13 We the people have not been given a say on the policy goals. We should be allowed to scrutinise the policy , vote on the policy any then vote on the road charging scheme if it is still on the table. Anything else is undemocratic and DICTATORIAL.

Yours Faithfully [personal information redacted for publication]

Ulez

Reference	RUC795
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Written Evidence from Individuals: Part Two



Road user charging

Reference	RUC794
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Here to follow the answers to your questions:

1- No, your ULEZ has already impacted citizens enough. Motorists shouldn't be charged to go about their day, there is enough tax on the petrol. We need less regulation and less monitoring.

2- Instead of proposing new systems, adjust or scrap the old ones.

3- Road users should not have to pay extra when travelling for work, for caring or for essential services. They already pay enough fuel duties (that already is a cost per mile)

4- your question is totally irrelevant.

As part of the government of the nation, you should more looking to support the health and wellbeing of the citizens.

5- I would prefer LESS technology intruding in my life, not more.

6- the ULEZ was supposed to be the answer to your questions, sadly as we all knew, it was just a con.

7- we already have Road Tax and Fuel Duty, we don't need any more! Why not to reduce the Road Taxation on older vehicles.

8- I disagree with "smarter road user charges",

9- I do not want a road charging scheme at all.

10- what about Antarctica? Why don't you all (supporter of this new tax scam) move there permanently? There would be a lot less crap on the road and less traffic too!

11- They will all pay more and not free to go anywhere without government scrutiny.

Written Evidence from Individuals: Part Two

12- all of these new schemes should be put to a public vote like in any good democratic country would do. Anything else is just work of a dictatorship.

13- we did not have a say on the policy goals. Why don't you give the people a chance to vote on the policy, then the chance to vote on the road charging scheme. We shouldn't be in a dictatorship.

Thank you and best regards.

A Citizen.

Road Charging

Reference	RUC789
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I do not live in London but I have family and friends there that I visit regularly.

Let me answer all your questions at once. We already have road use pricing. It's called "Fuel Duty +VAT" and that equates to about half the pump price/litre. I pay for a driving license that only allows that I'm fit to control a vehicle. I pay a vehicle license (ROAD TAX) that ostensibly allows me to drive freely on the nation's roads and then I PAY TO THE GOVERNMENT several hundred pounds p.a. in fuel tax for the miles I have driven. Enough with taxing people out of existence. The excuse of "air quality" is exactly that - an excuse! According to DEFRA the air quality (under the UN's six stage guide) is GOOD over the whole UK, and that includes London = GOOD. If you wish to make London a more "workable" city by getting (poor) people out of their cars then spend money on cheap (or even free) public transport links that are reliable, interconnected and widely available. Sincerely [personal information redacted for publication]

London road charging.

Reference	RUC787
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Although the Mayor has already proven that he will discount any views that clash with his crazy ideas, I need to record my responses.

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 MUST NEVER BE ADOPTED.
3. 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 NEVER BE ADOPTED.
4. What strategies and targets could smarter road user charging support? THE IMPEACHMENT OF THIS MAYOR.
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 WOULDN'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? NEITHER. THEY MUST NOT BE ADOPTED.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? MUST NOT BE ADOPTED.

Written Evidence from Individuals: Part Two

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

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? NOT TO BE ADOPTED!

12. Mayors and local authorities currently have powers to introduce new road charging 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 REMOVED AS THIS MAYOR HAS PROVEN HE CANNOT BE TRUSTED.

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

[personal information redacted for publication]

ULEZ consultation

Reference	RUC782
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Question 1

No, current road charging is far to expensive, restrictions already exist, which include Congestion charges, fuel duty, LEZ and now ULEZ.

Question 2

We dont need smart road charging in London or anywhere.

Question 3

There should not be any further charges for driving in the London Boroughs. There are to many taxex imposed on the motorist. All essential workers and tradesmen should be free. People in privileged position ie:- MP's and councillors should pay and not get reimbursed on their expenses.

Question 4

Make car travel as easy as possible. remove all LEZ and ULEZ zones.

Question 5

No technology is needed. We ure under enough survellance.

Question 6

We already have LEZ in congested areas. It doesn't need expanding any further.

Question 7

Fuel duty is already a national epensive tax. People are being lied to and have had enough, we are in a world recession. MPs and Government need to start to realise they work for us.

Question 8

I road user charges are introduced all other taxes LEZ, ULEZ and Congestion Charges should be dropped and removed.

Question 9

Discounts should apply to disabled people, low income families, self employed trades people and those who have to use their vehicles to get to and from work.

Question 10

Written Evidence from Individuals: Part Two

No where is a good place to start.

Question 11

If travelling in central London only charges should apply. but ideally they should pay nothing.

Question 12

The Mayor and some local lauthorities have too much power. The mayor Sadiq Khan is definatly abusing his power regarding the ULEZ expansion he has lied regarding results, and has taken no notice of the electorate. He need reminding he works for us and he'll not be in power forever. May 2024 London Mayor elections the people will vote him out. He can't just do what he wants the people can see through his lies. We the people need to have our say and have a vote.

Question 13

France has tried the same thing and look how that is going. We dont want to be controlled and tracked in our every movement. We are being dictated too. We wont stand by and let it happen without a fight.

You need to start listening to the people. You work for us. We put you there (well I didn't vote for Sadiq Khan) and you ar asily replaced in May 2024.

Road User Charging Response

Reference	RUC780
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To whom it may concern,

Please find my response to the Road User Charging questions below.

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

In London, the road user charging systems need to be abolished. They are not fit for purpose and are devised for the sole purpose to raise income for TfL and the Mayor. Sadiq Khan's evidence in the report he obtained from the Imperial College, shows bias and conflict of interest.

The Jacob's report shows the road user charging systems have little or no impact to reduce or mitigate air pollutants.

I urge you to see that all systems are completely abolished.

Please note that I have only answered question 1 as the other questions are irrelevant.

Kind Regards

[personal information redacted for publication]

Smart Road User Charging - Call for Evidence

Reference	RUC776
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Please see my response in regard to the smart road user charging questions set out by the London Assembly:

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

The current road user charging systems do not require reform. ULEZ is already impacting motorists who pay significant amounts of tax to drive their vehicles, additional charging will further damage people's wellbeing.

Written Evidence from Individuals: Part Two

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

There would be opportunity to charge by the mile driven. This would particularly affect those who drive commercially and therefore everybody would be affected as that cost would be passed on to their customers. This would also result in some people not going out because they could not afford to drive and in outer London, inadequate public transport services may mean their lives are significantly and negatively impacted.

3. 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 imagine drivers would have to register the purpose of their journey each time they travelled. I think the concept of telling an authority the purpose of every journey is inappropriate in a free society and I am not sure how this would be policed. I also feel that motorists already 'pay by mile' via fuel duty and resent an additional tax upon motorists, particularly given the economic situation and the ineffectiveness / cost of public transport in outer London.

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

I cannot think of any related strategies and targets that would benefit those without decent public transport in outer London where pollution is not such an issue. This will be about limiting the affordability of motoring in outer London and curtailing travel generally.

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

The cameras purchased for ULEZ (before the consultation took place - I would have lost my job if I had done something like that) I would expect to be capable. See my response to 3 above.

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

It will simply force people to travel less, particularly in outer London due to poor public transport. Significantly improve public transport to achieve these goals. The ULEZ imposition in outer London is adding to climate change through carbon footprint increases in making new cars (EV or otherwise) and scraping compliant, serviceable older ones. Bluntly, taxing people off the roads is a way of achieving the listed goals but there are significant negatives that come with this (economic and curtailment from being able 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?

We already have fuel duty for internal combustion engined cars which do not require additional taxation. A new approach with electric vehicles is required. Why put additional taxation on people who just want to live their 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 changed?

The London Assembly has no jurisdiction over road tax and fuel duty. This will be an additional imposition on motorists who have to drive in London.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 road charging in the same way I do not want ULEZ expansion to outer London. The imposition of this unwanted tax just leads to more complications and requirements for a problem (road charging) that should not be implemented 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, it would be additional to existing taxation. The UK has a national transport infrastructure this is inadequate and failing leaving people unable to travel because of additional transport related taxation.

Written Evidence from Individuals: Part Two

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

Compared to the situation in outer London as I write (ULEZ not yet in place) I am not sure how I could pay less. Everybody would end up paying 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)?

Yes, this is a democratic country and it should be put to the vote. The London Mayor's imposition of ULEZ has been a disgrace, I am shocked at what I have seen and 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?

Democratic countries such as ours should have opportunity to vote on implementation of road charging. Other than improved public transport (to reduce dependency upon roads), this 'Call for Evidence' ignores the fact that national legislation on vehicle emissions has already resulted in vastly improved air quality and this will continue. Existing older vehicles are declining in number through eco-friendly natural obsolescence as they come to the end of their useful lives.

[personal information redacted for publication]

Objection to The future of smart road user charging February 2023

Reference	RUC775
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I wish to submit my objections to the proposed road user charges coming into effect in the near future.

It will be an oppression of Liberty & destructive to people freedoms & happiness & contact with others.

Thank you

Sincerely

[personal information redacted for publication]

International Whistleblower

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

Reference	RUC773
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1. Do the current road user charging systems in London require reform?

Absolutely yes. A flat rate (for e.g. ULEZ) doesn't distinguish between people who does few miles vs those who does a lot. Even if it were to, that will still negatively affect people who need to drive more miles for their work. Punishing people who does more miles as some

Written Evidence from Individuals: Part Two

way to be fair to those who only does school run, shopping etc isn't fair either. Also it treats people who has to drive in London differently to those doing so outside. People across the country need to be treated to the same way wrt laws governing road user charging.

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

There should not be double payment; people driving petrol/diesel pay fuel duty already, they then shouldn't have to pay again for driving in London. Those driving electric cars could be made to pay a higher tariff for charging their cars compared to domestic usage. This way people can know in advance based on their mileage how much they need to factor into their budget for fuel/electricity and make buying decisions (for e.g bigger/smaller engine petrol/diesel or electric). It also avoids complications around how to track usage (miles, reason for travel 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?

see answer to question 2. rather than over complicating the system by accounting for purpose behind the journey, roll up any costs into the very source of the cost (fuel duty, electricity tariff). This will automatically determine the behaviour without people being punished for happening to be driving in a particular part of the country where such charges apply.

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

None whatsoever, the approach of charging twice is wrong and have negative consequences. People who has to live/work in areas with smarter road user charging will be discriminated by such a scheme.

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

see answer to question 2. Use of technology or processes to determine this will be over complicated. Technology (for e.g. use of GPS which raises privacy concerns) or processes (tacking mileage from MOT checks - but then how would one determine which of those miles were within a particular area where the charges apply; people also need to budget and pay on time) Being charged at source (fuel duty, electricity tariff) will keep things simple. Govt will have to figure out formulae to allocate funds to different zones (for e.g London) without necessarily tracking individual driver usage.

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

This is the wrong question to ask. I am a cyclist. You don't punish a driver into stopping them driving. Instead you should make alternatives more viable and people will automatically switch. For e.g. investing in public transport, cycle lanes, promoting products (for e.g in Copenhagen there are family bikes with tray upfront for kids to sit, you don't see one of those in Halfords) and encourage people to make the switch. Incentivising and taking people along in the journey is the key as against dictating and forcing change by imposing penalty; will be the key. In Copenhagen it came down to three important factors: Infrastructure, infrastructure, and infrastructure. Read more about Copenhagen here

<https://www.visitcopenhagen.com/copenhagen/activities/what-makes-copenhagen-worlds-most-bicycle-friendly-capital>

PS: however also consider other practicalities and realise that one size doesn't ifit all; Copenhagen may be pan flat; however we have mighty Surrey hills; though I can ride up 15 deg gradient hills on my own, pushing 2 kids uphill in a tray upfront will be beyond my abilities.

7. Are road user charging schemes best 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 Two

Any road user charging schemes should be at national level. In regions where the local authorities would like to further restrict traffic should rely on winning hearts and minds and providing credible alternative (and demonstrate thought leadership) rather than using dictatorship kind of mentality of forcing people into submission with 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?

I would do it the other way around as noted above. Instead of road user charging based on usage, roll the charges into fuel duty and electricity tariff. You shouldn't do both. However if you ignore this and were to proceed with road user charging, then people should get relief in fuel duty/electricity tariff. There absolutely should not be any double 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?

Nothing new to add here, you will be looking at an over complicated system that will leave someone or the other short changed, unhappy and in an unenviable position. Instead charge at the very source and be done with 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?

Apologies upfront if this particular response will offend you; but it will be honest for me to be candid.

Absolutely not! In London we have a mayor/GLA who is not listening to consultation and is handpicking the most vulnerable for an experiment (ULEZ) that delivers negligible benefits yet pile lot of misery. The move is also counterproductive to the climate crisis by promoting petrol cars that emits CO₂. We're seeing increase in forest fires and other such events first hand in London; yet no thought has been given to this and he is looking to clean the air in outer London which is villages, country roads and so on and doesn't have a clean air problem. No thought has been given to the fact that its sustainable to keep old cars running as the emissions footprint from manufacturing, shipping etc of new cars which otherwise doesn't need to be built is damaging for the planet. No consideration has been given to the fact that half the electricity is produced in UK by burning gas, the same gas that domestic boilers use and is considered to be harmful for the planet (and therefore the push towards heat pump and so on), No consideration has been given that people are being paid to run appliances during night to avoid shortage of electricity, yet how are we going to produce enough and clean electricity to charge cars if say everyone were to ditch petro/diesel and embrace electric cars. We shouldn't make Londoners guinea pig for any more experiments when the ongoing charade has proven that the authorities in London have failed to do such basic sanity checks and demonstrated listening skills.

Also people don't have the option of just leaving London and living elsewhere because of all this. It is very discriminatory to be picking on people who lives in a geography and forcing such schemes or pilot when they don't have any say on the matter and to make them comply to a different set of rules to the one nationally.

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

Question shouldn't be about Londoners. The question that should be asked is if every citizen of UK should be made to pay less or more. I believe in climate science and tully support taking an action. We should come up with policies, investment and infrastructure that will help people across UK drive less if we are able to sustain the planet. Road user charging, penalties, punishment etc are not the keywords you should be after; the ones you should look for are incentivise, motivate, invest, explain etc. As the fuel price shot up I have reduced

Written Evidence from Individuals: Part Two

my driving. Maybe making driving more expensive (with any proceeds going towards climate action) could be a way to go; but people need credible alternatives for this to succeed as not everyone can afford to simply pay more to drive.

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

Lack of electoral mandate hasn't stopped Mayor of London (yet) from proceeding with ULEZ expansion in August. The consultation (which was the closest equivalent of a referendum) overwhelmingly rejected the idea with 66% opposing it. So both the mentioned checks and balances seems to be failing. The only solution for such overreach would be to NOT allow regional powers to come up with such schemes but to follow national guidelines. Any such schemes should only be done with consent from the public and by providing them with alternatives instead of forcing/punishing for compliance.

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

see my note above about Copenhagen; their 3 point secret for success is investment, investment, investment. We live in a modern democratic country where people have a say on key issues affecting their lives; except that none of it holds true if you happen to live in London where its operating as a fiefdom.

In summary I am all for

- measures to encourage people to drive less; for e.g investment in alternatives (public transport, cycling infrastructure etc) that helps them make the switch
- charging people once and at source (fuel surcharge, electricity tariff etc)

I am against:

- road user charging based on measurement of actual usage
- overcomplicated technology and processes to track actual usage that will end up discriminating someone or the other
- being forced to pay twice
- regions having different rules to national guidelines

I hope you found this response useful. Its not very easy to put all thoughts into one email; therefore I would also welcome the opportunity to discuss this all in person if required. Looking forward to next steps on this important discussion. We all need to do our bit to save the planet, lets all join forces to make this happen instead of trying to push this down via enforcement action.

Thanks,
(a resident of Purley)

Call for evidence:the future of smart road charging February 2023

Reference	RUC769
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1 Do the current road charging systems in London require reform ?

The road charging schemes in London should be abolished . we already have annual VED, fuel duty, congestion charge ,LEZ & a ULEZ which keeps being expanded !

Written Evidence from Individuals: Part Two

The road charging schemes in London are nothing but a revenue raising platform for TFL and the Mayor . they are based on misinformation and falsehoods , even TFL`s own evidence shows that they will have little or no impact on pollution levels but will have a negative impact on the more vulnerable in society .

Regards [personal information redacted for publication]

[personal information redacted for publication]

Road charging consultation

Reference	RUC767
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Further to my email I forgot to mention LTN . These need to be removed from the roads they are a danger , stop emergency vehicles , fire and ambulances from getting through , this will cost lives . You are forcing more traffic onto main roads to catch them in ulez cameras , causing more delays , congestion , longer distance of people trying to avoid them causing more pollution , sitting in traffic and deliberately altering traffic lights to cause more congestion . Roads are for traffic we pay road tax to drive on them Not to be blocked by planter boxes .

Fwd: Road User Charging Consultation

Reference	RUC766
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Please see below my comments re the above consultation
[personal information redacted for publication]

Begin forwarded message:

From: [personal information redacted for publication]

Date: 28 February 2023 at 10:01:57 GMT

To: [personal information redacted for publication]

Subject: Road User Charging Consultation

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

Answer

NO they do not. If anything what is currently in place should be reduced, monitoring stopped.

Written Evidence from Individuals: Part Two

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

Answer

Not needed. The current systems in place can be modified to the well being of all citizens instead of putting in new systems to monitor and control us.

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

Answer

We should be allowed, in this free country, to use our car when, where to and what purpose when we like and not be dictated to by limiting our movements

Q4 what strategies and targets could smarter road user charging support

Answer

The strategy should be around the people and there well being. This scheme will rule beings movement which is not democratic

Q5 what technology could be used to support smarter road charging.

Answer

As a nation people want less technology not more. This is just an way to intrude in the way we live

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

Answer

ULEZ, congestion charges are already in place in the areas that are considered as having these issues.

Instead are looking at vehicles, why are you looking at how ti improve air pollution re the tube network, airplanes etc.

This is targeting road users when there are bigger and worse contributors to these issue than drivers.

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

Answer

What is road tax, fuel tax, if not already a national system. Any of these schemes would impose restrictions on our movements and take away our freedom/ liberties.

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.

Answer

Smarter road user charging should not be introduced. It goes against we the will of the people to have free movement.

Urgent methods of charging is already in place

Q9

What discounts and exemptions etc etc

Written Evidence from Individuals: Part Two

Answer

Big discounts for those that you mention, but at the same time those holding privileged positions such as MP's, Councillors, Board directors etc, should pay a premium.

Q10 if the government were to introduced etc etc London be a sensible place for trial.

Answer

NO where is a good place to trial this as once there we know it will not be removed.

Q11 if distance based road user charging was introduced, etc etc

Answer

It should not be introduced. We should not have to pay more so less

Q12 mayors and local councillors currently have powers etc etc

Answer

They already hold to much power. The extension of the ULEZ is against the majority of people and the Mayor of London has totally dismissed their objections.

The people are voted in by us and the power they hold comes from us. We should be side stepped and our vies ignored. We the people must have the right to decide this and it must be an open and honest vote and the questions must not be loaded to ensure a outcome that they want such as the questions on the consultation.

Q13 how are other cities and countries working on similar smarter road et etc

Answer

I think you know it is going very well. France are pilling down cameras as they, like us, do not want to be controlled , tracked on every move we make and everything we do

This appears to be moving towards being a dictatorship.

[personal information redacted for publication]

Road User charging

Reference	RUC765
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This proposal is utterly shameful. Already those of us in outer London are going to be penalised because we choose to live in outer London, this is yet another penalty on us.

It is ill-thought through and assumes everyone lives in Central London and has wonderful transport links 24/7/365. You are living in cloud cuckoo-land, it's not reality. But you wouldn't know because you never leave Central London. It's time the London transport planners woke up and smelt the coffee instead of doing woke things that they think will make them look good.

Written Evidence from Individuals: Part Two

The transport links out in the west of the London borough of Richmond don't exist, it's that simple. We have two buses (highly unreliable) or a 40 minute walk to the nearest station. That's it. But you don't care because shift workers don't matter.

This is grossly unfair and will have unintended consequences, people will choose not to live in outer London, they will choose to work elsewhere.

My daughter is a paramedic. You really expect her to pay per mile to get to work within the M25 on her salary? She works shifts, there is no public transport at the times she needs to get to work. Another example of your ridiculous not thought through policy. When there is a shortage of healthcare workers in central London it will be your fault. No pricing structure will work, the whole notion is devoid of reality.

Who do you think is going to fix your boiler when it breaks down? No tradesman is going to pay per mile charges, they will just leave the city. When everyone has left London's outer boroughs where do you think your revenue is going to come from then?

You need to massively upgrade the public transport systems all around the outer edges of London and stop wasting money on ridiculous consultations which are vanity projects for you. Try living in the real world, with people who have real jobs and you'll get the answers to all your questions.

The new road use scheme 2023

Reference	RUC764
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Hi

We have checked your new proposal

And we are voting. No this proposal.

[personal information redacted for publication]

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

Reference	RUC761
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Sir,

In response to your consultation on the proposed "smart road user charging" please see my responses below to your key questions. But to précis my responses in one short sentence - I

Written Evidence from Individuals: Part Two

am against this scheme because it will again penalise/punish the least well off and those people that rely on their car e.g. those who visit elderly parents, the sick and vulnerable, it is another tax on living and should not be implemented.

Key questions and Responses

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?

There should not be any road charging or charges applied to anyone living in the London area.

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

Time of day variable charging should not be considered since it penalises a mum trying to get her child to school on time. There should be no discriminatory charging. There should be no road charging.

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

Using road charging as a stick to manipulate behaviours smacks of an Orwellian future.

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

None. Technology should be used to help people not penalise and punish.

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

Better targeted schemes to reduce air pollution where it is bad should be used not a blanket approach. Look at the data even if the UK sunk in the sea and did not exist anymore the total contribution to the Net Zero climate argument is less than 2%. So is short this scheme does nothing for climate change it is another way of taxing the living.

7. Are road user charging schemes best 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 scheme should ever be set up locally or 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?

Scrap council tax, road tax, and income 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?

No one living in London should have to pay a road user 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

11. If distance-based road user charging was introduced, do 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 i.e. 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)?

Yes - Lets the people affected have 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?

Don't know.

Yours,

Written Evidence from Individuals: Part Two

[personal information redacted for publication]

Answers to the questions

Reference	RUC760
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1. Yes, the current road user charging systems in London do need to be reformed. However, the congestion charge zone can stay as it is, but the ULEZ charge should be completely abolished. The public are finally getting back on their feet after the pandemic hit 2 years ago. However, we have all been facing cost of living crisis and you want to add more worry and financial problems to the public with charges for the car they drive and for making them try to change their car without giving better scrappage scheme that benefits most and not a few.
 2. The cost will be more if changed to this new scheme as it will be based on miles driven and will cost people more as the Mayor of London is just a money grabber.
 3. You can't charge different prices for people as its out of order and not equal to everyone. As there will be people who have to drive to work and then afterwards have to pick children up from their ex-partner. So they would be punished with more cost than other which is unfair.
 6. It would not benefit air pollution or traffic as the current forecast for the ULEZ to expand to the M25 shows there won't be any great benefit to lower air pollution within the M25 and London.
 8. It shouldn't be introduced because the cost will be more than any taxes or charges currently in place.
 9. No discounts or exemptions should be given to as those already on benefits already benefit from what they already have in place. And more public transport should be introduced first before putting more people under pressure with financial costs.
 10. No the government shouldn't do it at a national level whatsoever as previously said it will be a big impact on parents who are separated and sharing custody of their children as not everyone lives within 5 mins of each other. And you'll be impacting children livelihoods as the financial impact of the parent ls can result in them not spending quality family time that's needed.
 11. Again no. Why should 1 set of people get a benefit for where they live and no one else does. But also this scheme should never come into place.
 12. This is the biggest lie going saying local authorities have powers to introduce schemes in there areas as its already been proven that the Mayor of London can overrule them with the ULEZ scheme being introduced in local authorities that don't want it.
- [personal information redacted for publication]

Car charges.

Reference	RUC755
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Written Evidence from Individuals: Part Two

I would like to submit some answers to questions that you have posted on your “Mayor of London, Assembly” website, for

Road User Charging Consultation, call for evidence.

The current road user charging systems in London do not require reform. I believe that the ULEZ charge should be scrapped. This would generate more interest in people visiting the capital and bring in more revenue. Looking at evidence it is clear that climate change is not brought about by car emissions, etc., but by livestock and agriculture.

Smarter road user charging would have a large impact on people who need to work to pay bills to live. This would be punishing those people who already have felt the impact of the cost of living rise. It would also take away their freedoms to travel.

All charges for driving in London should be scrapped. There is no real evidence for climate change from cars. Its just an excuse to persecute the working class who would struggle to pay, whilst the rich are free to come and go as they please.

I strongly disagree with these extra charges. We are living in a democracy whereby there should be a debate about this with evidence from all sides. Where are the true consultations from experts? Where are the consultations for the people?

Regards

[personal information redacted for publication]

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

Reference	RUC754
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1. Do the current road user charging systems in London require reform?

No, they actually need removing as they penalise those who cannot afford to change their vehicles. The ULEZ is impacting so many people especially during this cost of living

Written Evidence from Individuals: Part Two

crisis. People need to be charged less not more and need to be able to get to work freely. Businesses need their deliveries and these charges are just past onto the consumer making everything more expensive!

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

The current system is not fit for purpose and penalises those who need to travel at night maybe night shift workers etc, where there is no suitable public transport as they get charge when they go to work and when they come home! A variable rate would remove ALL transparency and noone would know what they were being charged! I dont believe anyone should be charged we already pay road tax 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?

Basically no charges is the best option who decides who is worthy of travel? WE already pay road tax and fuel duty. Why should 1 class of people be penalised more than another?? We are supposed to live in a democracy.

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

First of all we need to do a peer reviewed study to prove ANY targets have been achieved before thinking about other targets.. Infrastructure must be in place first, I recently saw a study that the underground is more polluted and you want people to use it more so maybe clean that up first as at least exhaust emissions get diluted in the air

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

None i didnt agree and im sure most other people did not vote to be tracked and traced with cameras monitoring our every move. Personally Id like to see many apps got rid of not added. I do not consent to any parking apps, or monitoring apps

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

Where is the peer reviewed study to show that the current ULEZ is actually doing anything apart from taxing the people. We already pay road tax and fuel duty, we do not want any other charges in fact duty is far too high!

7. Are road user charging schemes best 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 enough charges those that drive the most pay the most ie in fuel duty and road tax, maybe there needs to be a charge on all electric used for electric cars like our fuel tax! If they do not pay it then fuel tax should be removed! They are not clean, they are heavier and their batteries are mined by children, the shift of pollution is just moved to another location!

8. 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 road charging should be introduced those who drive most already pay the most and many people need to travel for work, to visit relatives etc. My nearest hospital with A and E is 45 minutes drive away. when my dad was in hospital I had to visit every day and i had to get my dad to pay for the fuel as I couldnt afford it along with hospital parking, imagine if you added a mileage charge on top that would be extremely unfair. Many people from my area work at that hospital 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?

We ALL need to be treated equally why should 1 class of people be penalised and charged when others are made exempt! We do NOT want a road charging scheme. This consultation has been rushed and many do not even know its happening this is totally unfair tax on the people and we do not consent. Sadiq Khan, the royals etc go about in their mega engineed vehicles eating copious amounts of fuel when we see them hop on a bus then

Written Evidence from Individuals: Part Two

maybe its time to consider changes but as it stands they want us to do as they say and not as they 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?

Nowhere would be sensible the monies from fuel tax doesnt even seem to be used for road repairs and maintenances it seems to be used for more nefarious schemes like more monitoring cameras, large plant pots in the road etc. Noone wants any of these ludicrous schemes, they are not in the best interests on the people and are an unfair tax on many 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?

I dont think distance based charging should EVER be implemented, it is a tax on free movement and we already pay road tax and fuel duty! They 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)?

All these schemes need advertising properly and put to a proper vote, the way everything is being implemented behind the scenes without any real campaign to see what people think is quite dystopian it stinks of a dictatorship, when i believed we are supposed to live in 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

I am not worried about other countries. Hopefully the people there had a chance to vote on any scheme their country proposes. The people need to vote on the policies,as i do NOT believe for 1 minute they are going to be popular, we already pay way to much tax without having another tax pushed on us. All this mileage tax will do is push up prices even further making the poor poorer and having to go without more things and maybe struggling to even afford to get to work. Without people working the state has a bigger bill for benefits! Surely it is in teh interests to keep people moving and working and keeping costs down especially during the cost of living crisis and beyond! Along with ULEZ it seems like you dont want people to travel anywhere or leave their town!! But surely that is not you aim, surely thats a conspiracy?

Many Thanks

[personal information redacted for publication]

No to more charging

Reference	RUC753
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The Mayor has no right to do this.

It is the start of more control and scrutiny and cameras everywhere.

The UK is a free country and we should be able to choose how to travel.

The Mayors responsibility as Head of TfL is to make transport work reliably and affordable.

The rules of Transport also dictate that their roles is to help the flow of traffic. The Mayor has done the opposite.

Written Evidence from Individuals: Part Two

He needs to go!

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

Reference	RUC749
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I respond "No" to all questions on this bill. This is a further stealth tax on motorists.

Road user charging consultation

Reference	RUC747
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> 1, No we have ulez , lez and congestion charge strongly disagree with road pricing, we don't need any more charges applied to personal car travel. I strongly disagree with charge per mile.
> 2, Should not have to pay to drive will effect low income people like myself. Strongly disagree with road charging we don't need no more cost to drive .
> 3, Should not have to pay to drive we pay fuel duty , ved tax , insurance , parking and toll charges. .4 , None not needed. 5, less technology not more, people want less technology.
6, Ulez is doing this, air quality is good , cars are cleaner now all from 1992 have catalytic converters fitted to make emissions cleaner lower emissions. 7,
> We pay road/ ved tax fuel duty. Need to reduce road tax for older vehicles .No more charges are needed. 8, Strongly disagree , should scrap road tax lower fuel duty , seem to be pricing people off the road and out of there vehicles that are used for essential daily journeys . 9, We do not want a road pricing system like sadiq khan is incensed with Carrying out . 10, Strongly disagree with road pricing per mile , people need to move freely and not be prisoner in a 15 minute city or zones. This would need a referendum if it was to be implied.
11, Charging people to drive per mile would cost a lot more . Would need public vote , dictatorship is not wanted, democracy is dead in this country. 12, Mayors have too much power and lying about the deaths and pollution levels. Would need public vote, or is dictatorship forced upon us. 13, Would need public vote on it as is not wanted this is being forced on us by the WEF , climate change c40 agenda .

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

Reference	RUC746
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ANSWERS..

1. NO -current ULEZ has negatively impacted enough people. Stop charging people to move around. We need less regulations and monitoring whilst people and the economy are trying to recover from the last few years.

Written Evidence from Individuals: Part Two

2. The old system is already unfair. It is like a curfew and everyone must be home by midnight or you get charged again. Not everyone works 9-5pm and a lot of people who work unsociable hours still only get paid minimum wage.
3. With the cost of fuel anyway-(the more you drive, the more you pay in fuel),it doesn't matter why you are travelling. Travelling to work or visiting elderly relatives are both important so one should not be held as more important and more expensive/ cheaper to perform. This was proved during lockdown , shop workers continued face to face work to look after the nation more than the NHS but were not shown the respect by the powers that be. No one clapped for them.
4. Targets are for people in bulletproof glass boxes that will never have to be subjected to charges themselves (expenses will cover them) as they are civil servants. The happiness of the nation will create a better economy, not targets and fines. Surely we want people to invest in the economy of our capital and other cities and towns.
5. People want less technology. This is not 1984 , or is it?
6. Are you saying ULEZ is a failure? The Low Traffic Zones create traffic hold ups in the other areas where cars have to sit in traffic causing MORE pollution. Cars are strictly MOT`d for emissions and heavily taxed. In cities a lot of people have switched to electric or hybrid cars – enough is enough.
7. We already pay Road Tax and fuel duty, NO MORE TAXES. Older vehicles with full MOT`s have a smaller carbon footprint than the building of a new electric car that will have to be scrapped (and CAN`T be recycled) in 10years time. No one can work this out as they believe everything they are told and can not be bothered to research and request the facts and figures that are out there as proof from experienced experts in the field.
8. It should NOT . Focus on the mental health of the nation at present, not charging people to visit granny who needs regular support.
9. The people do not want a road charging scheme. Sadiq Khan is a hypocrite using 3 cars to take his dog for a walk! They are not even all electric cars (one of them only does 13MPG!) Walk the dog, the verb is walk not drive. They are expanding the ULEZ scheme promoting figures of air pollution deaths that are false (do a Freedom Of Information Request and get the true figure).
10. No. Nowhere is sensible for a trial. Hunger games here we come. We are sovereign, we are freemen to travel as we please in our own land.
11. Everyone would pay more, if not financially, mentally as people would feel restricted.
12. WE are meant to be a democracy so all new schemes should go to the vote by the public. It stops Mayors becoming dictators.
13. If we didn't have a say on the policy goals how can you ask this. The people should vote on the policy and then it would be right to vote on the road charging scheme. Otherwise it is a dictatorship.

Smart charging

Reference	RUC745
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Dear Sir,

I am a care support worker supporting those with disabilities and the elderly
I drive a substantial distance throughout the week with the London Borough Of Richmond
I am unable to use public transport due to the nature of my work
My clients often have challenging behaviours and learning disabilities
My clients are primarily blue badge holders

Written Evidence from Individuals: Part Two

I work in excess of 60 hours per week supporting my clients with trips to supermarkets etc .. This smart charging is quite simply outrageous for care support workers and needs to be addressed as a matter of urgency

Kind regards

[personal information redacted for publication]

Road user charging consultation

Reference	RUC744
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1, No we have ulez, lez and congestion charge strongly disagree with road pricing, we don't need any more charges applied to personal car travel. I strongly disagree with charge per mile.

2, Should not have to pay to drive will effect low income people like myself. Strongly disagree with road charging we don't need no more cost to drive .

3, Should not have to pay to drive we pay fuel duty, ved tax, insurance, parking and toll charges. .4, None not needed. 5, less technology not more, people want less technology.

6, Ulez is doing this, air quality is good, cars are cleaner now all from 1992 have catalytic converters fitted to make emissions cleaner lower emissions. 7,

We pay road/ ved tax fuel duty. Need to reduce road tax for older vehicles .No more charges are needed. 8, Strongly disagree, should scrap road tax lower fuel duty, seem to be pricing people off the road and out of there vehicles that are used for essential daily journeys . 9,

We do not want a road pricing system like sadiq khan is incensed with Carrying out . 10,

Strongly disagree with road pricing per mile, people need to move freely and not be prisoner in a 15 minute city or zones. This would need a referendum if it was to be implied.

11, Charging people to drive per mile would cost a lot more . Would need public vote,

dictatorship is not wanted, democracy is dead in this country. 12, Mayors have too much

power and lying about the deaths and pollution levels. Would need public vote, or is

dictatorship forced upon us. 13, Would need public vote on it as is not wanted this is being forced on us by the WEF, climate change c40 agenda .

Road user charges

Reference	RUC741
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I oppose all road user charges. Isn't it enough that every citizen is taxed to the hilt. People have an absolute right to travel wherever they wish, in normal and lawful pursuits either visiting friends, gardens, hospitals or any other activity.

Furthermore, the total lack of public discussion at the local level, together with the true and unmentioned limitations on an individuals freedoms going forward. At the moment, the nation is stressed and harassed by this government beyond all that is right, fair or reasonable. The government are Public Servants. They need the permission of the nation, and people have a right to know every single detail of the likely impacts on their God given freedoms in the further reforms to traffic charging and limitations once again it seems on their freedom to travel. Further charges will badly affect those on low incomes and with inflation continuing, these I'll thought out reforms absolutely must have proper consultation and consent for these planned changes. I DO NOT give my consent.

Written Evidence from Individuals: Part Two

Road users charge

Reference	RUC740
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Good Afternoon

I would like to submit some answers to questions that you have posted on your “Mayor of London, Assembly” website, for Road User Charging Consultation, call for evidence.

The current road user charging systems in London do not require reform. I believe that the ULEZ charge should be scrapped. This would generate more interest in people visiting the capital and bring in more revenue. Looking at evidence it is clear that climate change is not brought about by car emissions, etc., but by livestock and agriculture.

Smarter road user charging would have a large impact on people who need to work to pay bills to live. This would be punishing those people who already have felt the impact of the cost of living rise. It would also take away their freedoms to travel.

All charges for driving in London should be scrapped. There is no real evidence for climate change from cars. Its just an excuse to persecute the working class who would struggle to pay, whilst the rich are free to come and go as they please.

I strongly disagree with these extra charges. We are living in a democracy whereby there should be a debate about this with evidence from all sides. Where are the true consultations from experts? Where are the consultations for the people?

Regards

[personal information redacted for publication]

London Roadcharging policy

Reference	RUC736
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Simply put – I have five questions which require answering

- 1 Do the current road charging systems in London require reform
No
- 2 How might a smarter road user charging differ from the current daily Charges for driving in London
How & why (to make more revenue clearly)

Written Evidence from Individuals: Part Two

- 3 How might charges for driving in London vary for different types of journey such as travelling to work, caring responsibilities, or essential services How will these, and other categories be determined ?
- 4 What strategies and targets could smarter road charging support revenue ! More
- 5 Death by pollution is extremely low (Office of National Statistics) 1
death proven due to air pollution, not the garbage being publicized

Yours

The average working man in London

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

Reference	RUC733
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The contents of this email are private and I would prefer that my name is not published.

At the age of 94, I am probably one of the eldest respondents to your consultation. You might not be interested to hear what I have to say as it is clear from your propaganda and meeting discussions that you are prepared to go to any lengths to obtain funding from outer London residents but your spending priorities are focussed on inner London.

However, I wish to make you aware that I live alone in Sussex and am dependent on my carer to travel from outer London several times a month, so I would be directly affected by any form of road user charging scheme.

I have been existing in a form of lockdown since 2020 and the only pleasure I have in life is when my carer is able to visit and help me.

Although I am disabled, I have discontinued renewing my blue badge as I consider the limited number of times I leave my home does not justify the cost.

My carer is unpaid and incurs all the costs associated with travelling hundreds of miles, getting all my shopping and all that is entailed with taking care of my home.

There is not a good cross-country public transport service direct from outer London to my home in Sussex.

Key questions & answers

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

No, the roads in outer London do not require any reform. I do not give my consent for any form of a smarter road user charging or ULEZ expansion being implemented.

Smarter road user charging or ULEZ expansion could not be implemented for me as I do not have a mobile phone, no access to the internet at home and I only use cash.

Imperial College London's 'London Air' website consistently quotes air pollution forecast for outer London remains 'Low'.

Written Evidence from Individuals: Part Two

Imposing punitive sanction on residents in outer London, would result in residents being unable to leave their homes without incurring a financial penalty.

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

Smarter road user charging or ULEZ expansion could not be implemented for me as I do not have a mobile phone, no access to the internet at home and I only use cash.

I do not have access to the internet in my home and have had to ask for help in order to respond to your consultation.

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

Allow my unpaid carer to travel hundreds of miles from outer London to care for me in Sussex and do all my shopping etc, without incurring any charges several times every month.

The system is impractical. People are not robots and decisions are often made impromptu. Nobody should have to justify making a journey.

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

Smarter road user charging and ULEZ expansion is a form of abuse.

Daily activity would be monitored and this represents an invasion of privacy.

Smarter road user charging scheme violates the right to freedom of movement.

Imposing punitive sanction on residents in outer London, would result in residents being unable to leave their homes without incurring a financial penalty.

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

Armed drones and Vladimir Putin's military conducting home inspections.
The Mayor of London is adept at squandering taxpayer's money.

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

Smarter road user charging or ULEZ expansion could not be implemented for me as I do not have a mobile phone, no access to the internet at home and I only use cash.

The size of the UK is so small that any further action taken will have no material effect on climate change.

I have noted that Imperial College London's 'London Air' website consistently quotes air pollution forecast for outer London remains 'Low', so there is no need for any charging in outer London.

Written Evidence from Individuals: Part Two

Contrary to the Mayor of London's misleading propaganda there was only 1 death registered in London 2001-2021, which was attributable to exposure to air pollution recorded on the death certificate.

The Climate Change Act should be repealed and the Government's Net Zero strategy should be removed.

London-wide ULEZ Integrated Impact Assessment report produced by Jacobs which TfL commissioned predicts that the ULEZ extension will make little or no difference to pollution levels.

7. Are road user charging schemes best 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 user charging schemes as there are no benefits with any approach.

Smarter road user charging or ULEZ expansion could not be implemented for me as I do not have a mobile phone, no access to the internet at home and I only use cash.

All charges on the motorist should be at **national level**, as with the Road Tax. There should not be numerous authorities accessing bank accounts.

Daily activity would be monitored and this represents an invasion of privacy.

Smarter road user charging scheme violates the right to freedom of movement.

Imposing punitive sanction on residents in outer London, would result in residents being unable to leave their homes without incurring a financial penalty.

My unpaid carer should be allowed to travel hundreds of miles from outer London to care for me in Sussex and do all my shopping etc, without incurring any charges every month.

I am reliant on my unpaid carer's regular visits but if the ULEZ expansion takes place they would have to pay a double ULEZ charge every visit as they need to stay overnight.

I have been existing in a form of lockdown since 2020 and the only pleasure I have in life is when my carer is able to visit and help me.

There is not a good cross-country public transport service direct from my carer in outer London to my home in Sussex.

London-wide ULEZ Integrated Impact Assessment report produced by Jacobs which TfL commissioned predicts that the ULEZ extension will make little or no difference to pollution 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 roads in outer London do not require any smarter road user charging or ULEZ expansion being implemented.

Smarter road user charging or ULEZ expansion could not be implemented for me as I do not have a mobile phone, no access to the internet at home and I only use cash.

Written Evidence from Individuals: Part Two

There is not a good cross-country public transport service direct from my carer in outer London to my home in Sussex and my unpaid carer should be allowed to travel hundreds of miles from outer London to care for me in Sussex and do all my shopping etc, without incurring any further charges every month.

Imposing punitive sanction on residents in outer London, would result in residents being unable to leave their homes without incurring a financial penalty.

London-wide ULEZ Integrated Impact Assessment report produced by Jacobs which TfL commissioned predicts that the ULEZ extension will make little or no difference to pollution 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?

My unpaid carer should be allowed to travel hundreds of miles from outer London to care for me in Sussex and do all my shopping etc, without incurring any further charges several times every month.

I am reliant on my unpaid carer's regular visits but if the ULEZ expansion takes place they would have to pay a double ULEZ charge every visit as they need to stay overnight.

I have been existing in a form of lockdown since 2020 and I need my carer to help me. My carer has to travel miles to their nearest supermarket in outer London. Grocery shopping would be physically impossible to do without a vehicle, especially when they have to get all my shopping, and again on their arrival in Sussex. Most of their time is spent dealing with my needs. There is not a good cross-country public transport service direct from my carer in outer London to my home in Sussex.

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 would not be a sensible place for a trial of a distance-based road user charging scheme. Do you realise how many people are contemplating suicide over the Mayor of London's ridiculous schemes?

Imposing punitive sanction on residents in outer London, would result in residents being unable to leave their homes without incurring a financial penalty.

There should not be any road user charging schemes anywhere in the UK as there are no benefits with any approach.

There is not a good cross-country public transport service direct from my carer in outer London to my home in Sussex and my unpaid carer should be allowed to travel hundreds of miles from outer London to care for me in Sussex and do all my shopping etc, without incurring any further charges every month.

Smarter road user charging or ULEZ expansion could not be implemented for me as I do not have a mobile phone, no access to the internet at home and I only use cash.

Written Evidence from Individuals: Part Two

11. If distance-based road user charging was introduced, do 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 any road user charging schemes as there are no benefits with any approach.

My unpaid carer should be allowed to travel hundreds of miles from outer London to care for me in Sussex and do all my shopping etc, without incurring any further charges several times every month.

I am reliant on my unpaid carer's regular visits but if the ULEZ expansion takes place they would have to pay a double ULEZ charge every visit as they need to stay overnight.

I have been existing in a form of lockdown since 2020 and I need my carer to help me.

My carer has to travel miles to their nearest supermarket in outer London. Grocery shopping would be physically impossible to do without a vehicle, especially when they have to get all my shopping, and again on their arrival in Sussex. Most of their time is spent dealing with my needs. There is not a good cross-country public transport service direct from my carer in outer London to my home in Sussex.

Imposing punitive sanction on residents in outer London, would result in residents being unable to leave their homes without incurring a financial penalty.

12. Mayors and local authorities currently have powers to introduce new road charging schemes.

Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Central Government should have a right to veto schemes that are imposed using propaganda, restriction of access to consultations, ridiculous consultation deadlines, manipulation of consultation results, undemocratically ignoring the wishes of the outer London population and other areas affected.

Local referendum would be good but without all the falsehoods in your current propaganda.

Residents in outer London and other counties in the South of England are demanding the removal of these powers from the Mayor of London.

There should not be any road user charging schemes as there are no benefits with any approach.

Imposing punitive sanction on residents in outer London, would result in residents being unable to leave their homes without incurring a financial penalty.

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

Power hungry left wing council schemes such as 15 Minute Cities splitting areas into zones and LTNs have been a complete disaster around London, Bath, Birmingham, Rotherham,

Written Evidence from Individuals: Part Two

Sheffield, Oxford, Canterbury and elsewhere. Residents are unable to travel beyond their zone without incurring a penalty, and restricted for a limited number of days in a year.

If the Mayor of London was really concerned about London residents he would have made himself aware that life has become a living hell for residents as well as drivers in the existing 15 Minute Cities and LTN areas.

The rest of the UK and other countries are in disbelief at what is happening in what was once a democracy.

The extension of automatic number plate recognition functions is not justified and its legality is questionable.

Number plate cloning has already increased, creating more misery for drivers with no national assistance available.

After your number plate has been cloned life becomes a bureaucratic nightmare dealing with third party administrators and the police.

The police are not interested in tracking down the real culprit, third party administrators are only interested in issuing Penalty Charge Notices and collecting money from innocent victims.

TfL makes a charge for returning fees taken in error. Do you propose resolving unjustified charges when number plates are cloned?

Imposing punitive sanction on residents in outer London, would result in residents being unable to leave their homes without incurring a financial penalty.

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

Reference	RUC732
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Dear Sirs

In reply to your consultation, please note my response to each of the key questions as follows:

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

No. Combustion engines are designed to be cleaner than ever; the IPCC's climate crisis is based on dodgy science which only takes account of human induced emissions and ignores important natural factors and cycles; finally traffic congestion in the capital has eased in recent years.

We already have the Congestion Charge, the Low Emission Zone (LEZ) and the Ultra Low Emission Zone (ULEZ) which are already adversely impacting residents and visitors.

The economy needs time to recover from the Government's scandalous waste of £400 Billion during the recent global health scare and new road charging schemes would only make matters worse.

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

Written Evidence from Individuals: Part Two

Smarter road user charging is NOT needed or desirable. Combustion engines are designed to be cleaner than ever; the IPCC's so called "climate crisis" is based on dodgy science which only takes account of human-induced emissions whilst ignoring important natural factors and cycles; finally traffic congestion in the capital has eased in recent years. If the council is really wanting to get people out of private cars and into public transport then why not invest in smart public transport like Switzerland or Moscow have done? Try giving carrots instead of beating us with sticks!

3. 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 insufficient justification for any variable charging. Combustion engines are designed to be cleaner than ever; the IPCC's climate crisis is based on dodgy science which only takes account of human induced emissions and ignores important natural factors and cycles and finally traffic congestion in the capital has eased in recent years.

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

Firstly, please tell the public what value the existing schemes are having: Congestion Charge, the Low Emission Zone (LEZ) and the Ultra Low Emission Zone (ULEZ). Combustion engines are designed to be cleaner than ever; the IPCC's climate crisis is based on dodgy science which only takes account of human induced emissions and ignores important natural factors and cycles; finally traffic congestion in the capital has eased in recent years.

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

We don't need any more Orwellian technology. Londoners are already the most heavily surveillance society outside of China! Combustion engines are designed to be cleaner than ever; the IPCC's climate crisis is based on dodgy science which only takes account of human induced emissions and ignores important natural factors and cycles; finally traffic congestion in the capital has eased in recent years.

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

These challenges are already being addressed by Congestion Charge, the Low Emission Zone (LEZ) and the Ultra Low Emission Zone (ULEZ). The people don't want any more. Combustion engines are designed to be cleaner than ever; the IPCC's climate crisis is based on dodgy science which only takes account of human induced emissions and ignores important natural factors and cycles; finally traffic congestion in the capital has eased in recent years.

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 as a national system, and what benefits or difficulties would you expect with either approach?

Combustion engines are designed to be cleaner than ever; the IPCC's climate crisis is based on dodgy science which only takes account of human induced emissions and ignores important natural factors and cycles; finally traffic congestion in the capital has eased in recent years. At UK level there is already have a road user charging via road tax and fuel duty. New schemes are unnecessary!

Written Evidence from Individuals: Part Two

8. 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 not be introduced, full stop! Combustion engines are designed to be cleaner than ever; the IPCC's climate crisis is based on dodgy science which only takes account of human induced emissions and ignores important natural factors and cycles; finally traffic congestion in the capital has eased in recent years.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 proposing new charging schemes have no mandate from the electorate and will eventually be exposed and thrown out of office. Combustion engines are designed to be cleaner than ever; the IPCC's climate crisis is based on dodgy science which only takes account of human induced emissions and ignores important natural factors and cycles; finally traffic congestion in the capital has eased in recent years.

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 yet another scheme when combustion engines are designed to be cleaner than ever; the IPCC's climate crisis is based on dodgy science which only takes account of human induced emissions and ignores important natural factors and cycles; finally traffic congestion in the capital has eased in recent years.

11. If distance-based road user charging was introduced, do 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 just an excuse "to milk" the public even more! Combustion engines are designed to be cleaner than ever; the IPCC's climate crisis is based on dodgy science which only takes account of human induced emissions and ignores important natural factors and cycles; finally traffic congestion in the capital has eased in recent years.

12. Mayors and local authorities currently have powers to introduce new road charging 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 LAs are out of touch with public sentiment and needs. They are motivated by crazy ideology such as Agenda 2030. Combustion engines are designed to be cleaner than ever; the IPCC's climate crisis is based on dodgy science which only takes account of human induced emissions and ignores important natural factors and cycles; finally traffic congestion in the capital has eased in recent years. Any new road 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?

Written Evidence from Individuals: Part Two

The UK economy is currently on its knees after the Government has wasted over £400 billion during the recent global health scare. Combustion engines are designed to be cleaner than ever; the IPCC's climate crisis is based on dodgy science which only takes account of human induced emissions and ignores important natural factors and cycles; finally traffic congestion in the capital has eased in recent years.

Thank you for taking my views into account

Yours faithfully

[personal information redacted for publication]

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

Reference	RUC731
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Good evening

Please see below my responses to the London Assembly Transport Committee Call for Evidence as per the subject of this message.

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

A: No, they do not as the current systems we have in place are effective.

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

A: I believe it would cause even greater strain on businesses operating in sectors such as property maintenance, where contractors have to react to sudden problems with facilities (e.g. boilers) which may mean they have to drive further distances than anticipated. Whilst these distances may take a short amount of time, if charged by the mile, they may become uneconomic and the requirement for property facilities to be safely maintained may not be fulfilled.

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 wouldn't.

11. If distance-based road user charging was introduced, do 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 think they should pay less than they do currently for vehicle based 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: I think a local referendum for the constituents of the borough in question should be introduced.

Kind regards

Written Evidence from Individuals: Part Two

[personal information redacted for publication]

I object to the new proposal of new road users

Reference	RUC728
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I disagree with the new road usage proposed to start 10th March. I vote no
Thank you

Road user charging- Resident feedback

Reference	RUC727
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Madam/Sir,

Key questions

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

Yes, it penalises people who own old cars and have poor transport links while going easy on those who use hired or private transport when there are decent alternatives.

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?

I don't know how easy it is to distinguish personal travel by purpose but an essential services carve out is important.

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 should impact commuter behaviour (Just like a rail pass) so people explore alternatives to using private or hired transport on road daily. Charging should take into consideration pollution levels as well as current traffic, if 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?

8. 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?

Written Evidence from Individuals: Part Two

People in areas with low levels of public transport and the disabled, essential services need direct exemptions.

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?

Start with London. Those who drive should pay more because they are subsidised today.

Regards,

[personal information redacted for publication]

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

Reference	RUC723
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Dear Sir /Madam

Re consultation about road charging . I find this very disappointing where the government , local and general seem to be on a campaign of making life difficult and expensive for people in many ways , usually by pretext if a disastrous threat , whether this be 'climate change ' ' An over exaggerated fear of a disease ' . ' terrorism' , Or the old favourite " Russians are coming !' . In all three examples your governments have been complicit and partly responsible for producing the threat , (Real or imaginary) However , many ordinary people have had enough and are gradually beginning to challenge , refuse and defy the oppressive system that you impose .

Answers to your questions:

1.No

2. Current charges are enough eg 'Congestion charge ' has this has restricted freedom to travel but has it reduced congestion? i visit central London regularly and this is not the case .

3. Why should this even be considered ? , one pays to own a vehicle and the idea in a free society to have choice of travelling within reason . The essential services already have priority by consent .

4. Anything with the prefix ' smart ' usually involves some level of digital convenience at greater cost of increased surveillance , monitoring with the obvious long term objective of a chinese communist party social credit system . No thank you ..

Smart Road User Charging Consultation REPLY

Reference	RUC722
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Written Evidence from Individuals: Part Two

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

ANSWER: YES CANCEL ULEZ AS ONS DATA SHOWS ZERO EVIDENCE OF DEATH BY VEHICLE EMISSIONS 2001-2021 IN LONDON THEREFORE THERE IS NO LOGICAL REASON AS TO WHY LONDONERS SHOULD BE PUNISHED IN THIS WAY

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

BY NOT EXISTING, THERE IS A COST OF LIVING CRISIS AS IT IS SO EVERY BUSINESS WILL SUFFER BY CONSUMERS PAYING FOR 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?

BY NOT EXISTING IN VARIOUS FORMS OF NON APPLICATION

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

NONE YOU SEEM TO JUST MAKE UP THESE TAXES FOR THE SAKE OF REVENUE GENERATION

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

KHAN HAS ALREADY PROCURED CAMERAS BEFORE THE LAST CONSULTATION WE ARE AWARE OF THEIR LONG TERM USE. IT IS NOT MONEY SAVING AS HE HAS JUST GONE AHEAD WITH PROCUREMENT APRIL 2022

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

IT WONT. GOVT OFFICE OF NATIONAL STATISTICS SHOWS JUST ONE DEATH FROM AIR POLLUTION 2001-2021 AND IT IS NOT EVEN VERIFIED AS VEHICLE EMISSION CAUSED

7. Are road user charging schemes best 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 UP BY REFERENDUM ASKING THE PEOPLE 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?

SINCE WE CLEARLY HAVE LITTLE OR NO CHOICE IT WILL JUST BE ANOTHER MEANS FOR REVENUE BOOSTING IN A COST OF LIVING CRISIS.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 LONDONERS AND OUTER LONDON COMMUTERS

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 IS NEVER JUST A TRIAL. THESE SCHEMES ARE MADE PERMANENT WITHOUT 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?

100% 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)?

ABSOLUTELY A REFERENDUM IS REQUIRED FOR THESE CHANGES AND SCHEMES EACH AND EVERY SINGLE TIME GIVING LONDONERS A CHOICE.

13. How are other 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 ALSO TAXING LOW INCOME EARNERS INTO ABJECT POVERTY. ITS CONSEQUENCE IS THAT ALL PRICES FOR SERVICES, CARE AND SUPPORT IN COMMUNITIES WILL BE UNAFFORDABLE TO ALL BUT THE SUPER RICH & WEALTHIEST LONDONERS

Written Evidence from Individuals: Part Two

I am a resident based in London and your over taxing me into poverty. Please note my objection to this

[personal information redacted for publication]

Road User Charging

Reference	RUC721
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Good Afternoon

I would like to submit some answers to questions that you have posted on your "Mayor of London, Assembly" website, for Road User Charging Consultation, call for evidence.

The current road user charging systems in London do not require reform. I believe that the ULEZ charge should be scrapped. This would generate more interest in people visiting the capital and bring in more revenue. Looking at evidence it is clear that climate change is not brought about by car emissions, etc., but by livestock and agriculture.

Smarter road user charging would have a large impact on people who need to work to pay bills to live. This would be punishing those people who already have felt the impact of the cost of living rise. It would also take away their freedoms to travel.

All charges for driving in London should be scrapped. There is no real evidence for climate change from cars. Its just an excuse to persecute the working class who would struggle to pay, whilst the rich are free to come and go as they please.

I strongly disagree with these extra charges. We are living in a democracy whereby there should be a debate about this with evidence from all sides. Where are the true consultations from experts? Where are the consultations for the people?

Regards

Road User Charging

Reference	RUC716
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In response to the consultation please see my response below:

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

Answer - No! ULEZ has already made a detrimental impact on those affected. Motorists need no more charging to go about their day. Because of the state of the economy and the impact of the last few years people are in a much poorer and more stressed state and simply

Written Evidence from Individuals: Part Two

need less regulation and monitoring. Freedom will be eroded and one's ability to simply live a normal life will be curtailed by these proposals

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

Answer - How about simply adjust the old system instead of proposing new systems. For example, change the timing so that someone visiting between 10pm and 2am is not charged twice. It is simply another a money grab.

3. 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 - Nobody should have to pay extra. Fuel duty is already paid, which equates to a cost per mile as the more you drive the more fuel used and consequently the more you pay anyway. This proposed introduction is simply a means to extract more cash out of the public.

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

Answer - I have an idea! Instead of continuing to fleece drivers as they are an easy target, how about considering the health and happiness of the nation instead of chasing spurious targets that will reduce trade and put many small businesses at risk?

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

Answer -We, the public, are well aware of the plans to digitalise us to death simply as a means of control. One only has to hear what is coming out of the annual Davos meetings to see that this is the wider plan. We want less technology intruding in our lives and controlling us, not more!

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

Answer - The ULEZ is already doing this. We don't want any more. We are taxed via emissions by VED and electric cars have been incentivised. With regard to climate change, how about challenging countries that heavily pollute like China and India. China releases over 30% of global CO2 to our 1%. Why should our nation be impoverished for what will amount to a miniscule gain until heavily polluting countries sort out their pollution? Also, perhaps it would be a token gesture if all those travelling to Davos each year used public transport instead of individual private jets? Double standards or what?

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

Answer - We already have a road user charging system at the national level and it's called VED, formally Road Tax. No more is needed.

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

Answer - Smart road user charging should NOT be introduced. Stop trying to price people out of their cars and preventing them leading a normal life with extra hassle, intrusion and control.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, e.g. 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?

Answer - We, the public, say and emphatic NO to 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?

Answer - Oh, I understand! The Government IS planning a national distance-based road user charging scheme and this London trial is just that - the trial! We see you and we know exactly what you are doing and planning to extract more money from us, put some people out of business, control us and invade our privacy even further. The answer to all these proposals is an emphatic NO! This is like a work of dystopian fiction.

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

Answer - They would all pay more. The idea should be abandoned.

Written Evidence from Individuals: Part Two

12. Mayors and local authorities currently 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 (eg, a local referendum)?

Answer - All these new schemes should be put to public vote. Anything less is undemocratic and dictatorial.

13. - How are other 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 - To begin with we the people have not had a say on the policy goals. We should be able to vote on the policy and then vote on the road charging scheme. Anything less is undemocratic and imposed in a dictatorial way.

Completed by [personal information redacted for publication]

CALL FOR EVIDENCE.- THE FUTURE OF SMART ROAD USER CHARGING FEBRUARY 2023

Reference	RUC711
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Dear Sirs

Here are my personal responses to the questions suggested in the above-titled paper.

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.

Written Evidence from Individuals: Part Two

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.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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.

Written Evidence from Individuals: Part Two

13. How are other 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 vehicles.

All the more reason to put all proposed schemes to a democratic vote, both before their introduction and at intervals thereafter.

Yours faithfully

[personal information redacted for publication]

Call for Evidence - The future of smart road user charging

Reference	RUC709
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Dear Sirs,
Regarding the thirteen questions you are consulting on:-

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

A1.Yes,

- i)By making the charging period a true 24 hours rather than 00:01 to 23:59 each day. This would remove the current anomaly of being charged twice for a visit that started at 22:00 one day and ended at (say) 01:30 the next.
- ii)Amending the hours of the ULEZ, so that is not 24/7 but only covers the days and times when pollution is known to be highest. E.G. not "out of hours".

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

A2.i) By allowing commuters to purchase weekly or monthly "season tickets".

- ii)By making the charging period a true 24 hours rather than 00:01 to 23:59 each day. This would remove the current anomaly of being charged twice for a visit that started at 22:00 one day and ended at (say) 01:30 the next.

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.Drivers should not have to pay different amounts depending on whether they are travelling for work, for caring, for essential services or pleasure (e.g. going to the theatre). Drivers already pay fuel duty, which is a cost per mile tax, so they pay more when they drive more.

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

A4.There should be a strategy with supporting targets to ensure that all vehicles traveling in London have ; valid insurance, vehicle tax and MoT (unless exempt MoTs). ANPR cameras are already capable of supporting such a strategy.

Written Evidence from Individuals: Part Two

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

A5.ANPR cameras along with "Jump Light" cameras to capture evidence of drivers and cyclists running red traffic lights.

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

A6.The Congestion Charge and ULEZ are already doing this. The former for traffic and the latter air pollution and climate change.

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.Road user charging should be a national scheme (like the current vehicle tax). This has the benefit of being simple, easily understood and low on administration costs. City or regional schemes are confusing to drivers who do not travel much within the area.

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.Smarter road user charging should **only** be introduced as a replacement to both fuel duty and vehicle tax.

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.There are currently no discounts or exemptions for vehicle tax or fuel duty, so there should be no need for any discounts or exemptions if the proposed scheme is "fair".

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.No, by definition a **national** distance-based scheme is national! So, no local trial would provide any useful data on how a national scheme would work or otherwise.

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.The same.

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.Yes, a referendum. **However**, to be fair, the electorate would need to also include commuters who do not live within Greater London, but who would be expected to pay any proposed charges.

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.The UK has traditionally had a single tax for the use of the roads (vehicle tax disc). Toll roads, bridges, congestion charges and the like are not looked at favourably and are regarded as not the "British" way of doing things!

What is needed is; a single, simple, fair way to charge for the use and maintenance of the highways network. Charging by mile is one such scheme, **provided** it replaces the current fuel duty and vehicle tax, rather than being added to the existing cost of motoring.

I trust the requested feedback able is helpful to the consultation you are undertaking.

Written Evidence from Individuals: Part Two

Yours ever

[personal information redacted for publication]

Answers to smart road user charging February 2023 questions

Reference	RUC708
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1. Do the current road user charging systems in London require reform?

A: Yes, they should be scrapped! We pay enough in road tax and fuel tax. Get rid of ULEZ and congestion charging all together.

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

A: N/A should be scrapped all together

3. 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: See answer 1. We pay enough already.

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

A: None.

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

A: None.

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

A: It won't people will just use different routes or go to areas that don't charge. Air pollution is not a problem only one person (a girl with a rare form of asthma) has ever died of air pollution and that wasn't confirmed as down to cars see Office of National Statistics page on it

<https://www.ons.gov.uk/aboutus/transparencyandgovernance/freedomofinformationfoi/deathsinlondonasareultofcaremissions> as for climate change - shutdown polluting factories do not penalise people for car use. Also, don't install 5G everywhere - it's microwave technology - microwaves heat things up, it's insane to put them all over the world running 24/7 if there's a climate crisis!

7. Are road user charging schemes best 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 Two

A: Not set up at all. We've had enough 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: All taxes should be scrapped, regardless.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 charges at all help people on low incomes!

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: NOWHERE in the UK or worldwide should be signing up for this WEF nonsense.

11. If distance-based road user charging was introduced, do 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: No one is paying it full-stop. WE DO NOT CONSENT TO 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)?

A: They don't have these powers as we do NOT consent to new road charging schemes - we have a God given right to travel freely as living men and women.

13. How are other 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: Who cares, we're not doing it here!

Just in case there is any lack of understanding - I DO NOT CONSENT TO ROAD CHARGING, now or ever for whatever reason those who profit from the 'green' agenda try to enforce.

The green agenda is not green. Electric cars are an environmental disaster and dangerous as they catch fire which are almost impossible to put out - this is not for the environment, it's for profit pure and simple. Existing vehicles can be made greener by installing fuel savers - these put fuel into the combustion chamber of the engine as a vapour instead of tiny droplets which means all the fuel is used in the engine and not burnt up in the catalytic convertor. They cost £25 and take a couple of hours to install. Mileage can double or more on the same amount of fuel which means less emissions. Spend money sponsoring people to install those and not this nonsense.

Written Evidence from Individuals: Part Two

Road User Charging Consultation

Reference	RUC707
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My response to the consultation questions:-

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

No they do not. We have had Congestion Charging, ULEZ v1 and ULEZ v2 about to arrive. No more charging motorists stopping them going about their daily business. The people need less regulation and monitoring not more! Our citizen have been hammered by economic disaster, epidemic and cost of living. This will compound poverty and mental distress further on our fellow citizens.

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

The existing ULEZ charging and monitoring system needs fixing before proposing new and invasive systems to our road network. Fix, repair or amend the double charging of drivers visiting ULEZ area between, for example, between 10pm and 2am. To not learn , repair and correct this and other failings is wrong, wasteful and inept.

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

Individuals, citizens, should be free to travel. The purpose for travel should not be taxed/charged. We already pay tax/charge per mile through fuel duty. Drivers do not need or require more onerous charging systems. The people cannot afford any more costs on their daily lives.

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

Health, happiness and wellbeing of country might be a good start. No more road charging or people tracking targets please.

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

Autonomous humans do not want more technological intrusions in their lives. We want less.

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

ULEZ and Congestion Charge are already doing this. Vehicle owners are already taxed/charged for emissions under Vehicle Excise Duty which, in effect, is subsidising electric cars. Please enough with the 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?

There already is a national road charging scheme. Road users pay road tax and fuel duty. We do not need, require or desire any more schemes. A scheme to reduce tax on older vehicles over time would reflect atmospheric carbon release , and tax newer cars at a higher rate to reflect the carbon release created at manufacture.

8. 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. No more waste of time, effort and money spent on ways to price citizens 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?

We do not want a road charging scheme.

Written Evidence from Individuals: Part Two

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 London or any where. This is shocking and horrific in equal measure. This is not a police/totalitarian country. Let us citizens be free.

11. If distance-based road user charging was introduced, do 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 would pay more. The people would also be paying the personal costs in many other ways. Sacrificing their wellbeing and those of their nearest and dearest.

12. Mayors and local authorities currently have powers to introduce new road charging 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 proposals need to be put to the vote. It is the Mayor's duty to take these hugely far reaching issues to a people's ballot.

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

Londoners were not consulted on the policy goals behind these schemes. Give us the opportunity to vote on this policy and then a vote on road schemes possible. Without our voting voice the Mayor acts as dictator.

Yours hopefully,

Citizen

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

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Road User Charging

Reference	RUC706
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Q1. NO, the road charges do not need reforming. Most users do not have an expense sheet to add the extra cost to!

Q2. Smart anything= spying, so you can keep that idea.

Written Evidence from Individuals: Part Two

Q3. The type of journey is irrelevant. Duty has been paid on fuel, road tax has been paid so no more costs.

Q4. That word 'smart' again, we don't need strategies or targets.

Q5. We want less 'technology' not more and certainly nothing SMART!

Q6. The 'climate change' chestnut! No SMART, no surveillance.

Q7. City or regional charging? We already pay fuel duty etc.

Q8. We don't want SMARTER monitoring, leave things as they are.

Q9. Keep things as they are, we understand your 'mission creep'.

Q10. Nowhere is suitable for a trial, we are born free and will live free.

Q11. Unacceptable idea.

Q12. Yes, a referendum as we are supposed to be a democratic country and megalomaniacs should not be allowed to decide.

Q13. I couldn't care about other countries, this is MY country and I do NOT want SMART surveillance or any decision made by the State, we are supposed to be democratic.

GLA consultation for road user charging.

Reference	RUC702
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Dear sir/madam

With reference to the question:

Does the current road user charging system in London require reform.

The answer being absolutely, the sole purpose of the road user charging system is to raise revenue for TFL and the mayor of London, there is proven evidence that the report information gathered and presented by Imperial college is incorrect, biased & not fit for purpose.

The Jacobs report also demonstrates that the road user charging system has little to no impact to mitigate air pollutants.

The road user charging system must be abolished with immediate effect as it is nothing short of yet another unfair tax, an invasion of privacy placed upon the road user.

Yours sincerely

[personal information redacted for publication]

Road User Charging

Reference	RUC701
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Q1) Current road charges do NOT need reform. ULEZ already impacts on road users lives enough. With the economic collapse the last thing needed is more financial pressure, particularly for the poorer. I am sure the well paid London Assembly members will have no problem with charges, stick it on your expense sheet!

Q2) Whenever I see SMART, I see SURVEILLANCE. No thanks

Q3) Charges differing with types of journey. Well you need surveillance for that to confirm nature of journey type. No thanks

Written Evidence from Individuals: Part Two

Q4) Strategies and targets for smarter charging. SMART again, no thanks

Q5) What technology could be used for smarter charging. SMART again, no thanks, no to surveillance.

Q6) Smarter road use charge to effect climate change? SMART again, no thanks. Oh and I don't fall the climate change hoax either.

Q7) City or regional charging system? We already have a national one, it is called VED plus all fuel purchased is centrally taxed by government. We don't need any more systems.

Q8) Smart again, no to surveillance. Keep VED/fuel duty no need for the 'smart monitoring' then.

Q9) If discounts/exemptions were allowed, how do you monitor they are not being abused? I know smart technology!

Q10) No trials as no to distance based charging (also discriminates against the poorest)

Q11) No distance based charging is acceptable

Q12) Yes to an honest local referendum involving only those affected by the charging. Anything that takes a mandate away from Sadiq Khan is to be applauded

Q13) I don't want smart technology in any city in MY country. Other countries can do what their populations democratically agree to.

[personal information redacted for publication]

Smart Road User Charging Response

Reference	RUC699
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In response to the key questions outlined in your document 'Call for Evidence: The future of smart road user charging February 2023'

No the current road charging systems in London do not need reform. Indeed, the current systems in place do not need any further expansion whatsoever.

The air pollution tables and websites show that there is no need to alter existing traffic systems already in place as there is currently no problem in the outer areas of London. The existing systems are more than enough and have had the negative effect of creating more congestion and hence potentially more pollution in centralised areas.

The Mayor already generates a significant amount of income from the existing systems and fines and should not be looking to use new systems as a way of holding the public to ransom

Written Evidence from Individuals: Part Two

even further, especially at a time when the cost of living is so high and energy bills ridiculously expensive.

This proposed scheme is flawed in so many ways and I question the legality of the scheme in light of the basic human right to roam freely.

Taking climate issues out of the picture - that's a whole other area except to say that as the UK only affects less than 1% of the CO2 in the atmosphere (0.04%) which gives a totally insignificant figure of 0.004%, this scheme cannot be justified based on the 'Climate' agenda! Any scheme like this will automatically penalise lower income families far more greatly than anyone else. So many of our key workers are on very low salaries and are already struggling to survive without the addition of a further cost to basically just live their lives. Idiotic schemes and ideals to suggest that we can all get about on foot, bicycle and public transport (which incidentally are also seeing price increases) as an alternative to car ownership and charges by the mile are totally impractical; the mother with 3 young children doing the weekly shop at an out of town supermarket, the painter and decorator with all of their kit who now has to charge clients more in order to continue to use his van and hence potentially lose out on work. The low income care worker who now can't afford to drive to work in the middle of the night due to charges.

As with all of these schemes, I am pretty sure that any exemptions will only be for the likes of Lords, Ladies and MPs and not the people who really need them.

What would the cost of the infrastructure be and what will the data gathered on people's movements really be used for?

Are we not taxed enough as car owners already? VAT on the purchase, MOT costs, Road Tax costs, tax on fuel and VAT on the car service - I think that the government receives more than enough revenue as it is.

This scheme benefits no-one other than the Govt entity at the top - financially.

It is a wholly bad idea and should be discarded with immediate effect!

Regards

[personal information redacted for publication]

smart road user charging

Reference	RUC696
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1. Do the current road user charging systems in London require reform?

I'm certain you will have had lots of responses to this consultation. And that a lot of those responses will have come from the small but very very loud group of people who feel cars should have superiority over everything else and that they should be allowed to drive and park wherever and whenever they wish. These people are ideologically opposed to anything progressive. They live in a forgotten past. I'd urge you to see their submissions for what they are. A small but loud minority.

If London is to maintain its place as a global city which works for all of its citizens not just the rich, then it needs to ween itself off car travel. That can't however happen overnight. And in lots of London there just isn't the public transport provision to replace car use especially out of peak times. So it's critical consideration is given for people who rely on their cars for work currently.

London's road charging system require reform. And they're about to get more complex with the ULEZ.

Written Evidence from Individuals: Part Two

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

The current system has always been very unfair on people who work unsocial hours in London. If I drive to work at 4am and home at 2pm. I'm driving out of London only, at a non-peak time. But I still get charged. This is fundamentally unfair. There should be a gradient for journeys begun in non-peak times

3. 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 sure how you'd ever be able to make that distinction

4. What strategies and targets could smarter road user charging support? Car pooling could be encouraged with 2 or more people logging into an app and their journey tracked as being in the same vehicle.

3 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

5. What technology could be used to support smarter road user charging? A companion app for the charging would allow you to know how many people are in the car. It could also check speed limits aren't being broken by a huge margin

8. 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 would have to replace all other 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? You would have to be careful these don't serve as an incentive to drive

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 would be ideal. But I would imagine most journeys in London are very short. And it's those short journeys they need to be controlled. Perhaps the charging could have a higher price for the first 2km and then it goes down after that?

11. If distance-based road user charging was introduced, do 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 would have to replace vehicle tax at least.

12. Mayors and local authorities currently have powers to introduce new road charging 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 it's fine for them to have these rights.

13. How are other 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 noisy car driving crowd, always prefer us never to look abroad for case studies and inspiration. I think it's great you're looking abroad for knowledge.

I think ring fencing any revenue from charging to be spent on public transport or road improvements would be welcome.

I'd encourage you to see cycling as the big opportunity. Cycle lanes are of course important. But so is having somewhere safe to store your bike and have a shower/change at the other end. New office developments should be forced to make meaningful investments in public bike storage and shower facilities. So it's possible to cycle into London, park your bike and then get changed for less than a tube return.

Written Evidence from Individuals: Part Two

Road User Charging - Call for evidence

Reference	RUC695
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Current/Planned Road user charging systems.

I am completely against the planned expansion of the ULEZ. As a motorist who already pays Road tax based on the car's emissions and ensures car is maintain to a high standard with a current MOT it is totally outrageous that you think it is acceptable to now tax me higher and restrict my movements.

I therefore completely oppose all new Road taxes and charges. There is no fair way to apply differential charges nor should our daily life be subject to scrutiny so that you can make money from us.

The technology needed to apply these charges is an invasion of my privacy and I totally oppose such use.

All powers currently held by the mayor and local authorities to introduce new Road charging schemes should be removed and held by central government.

Major changes such as those currently planned (ULEZ extension/Road charging) should be only considered after a local referendum which is conducted in an open and fair manner run by an independent body. An electoral mandate is not sufficient for these type of changes to be implemented. These changes will impact greatly on individuals including high numbers of people that live in the Home Counties that to date have not had their voice heard.

Calls for evidence such as this and the ULEZ expansion consultation should be highly publicised to ensure that the maximum number of people can give their views. They should not be hidden away in the hopes no one sees them. An enormous amount of our money has been spent publicising the decision to introduce ULEZ expansion. If just a small fraction of that money had been spent in publicising the consultation in the first place those results, I am sure, would have been vastly different and no amount of 'slight of hand' would have been able to hid the true result.

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

Reference	RUC691
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I give below my responses to your questions as a visitor to London and road user:

1. No:the current charging system does not need reform.
4. Any charging system should support equality, confidentiality and the cost of living.

Written Evidence from Individuals: Part Two

9. If the scheme were introduced I would like to see significant discounts for any user who already pays road fund licence for their vehicle.

10. No, London is not a sensible place to trial a national distance based road user charging scheme. The cost and complexity would be far too much.

11. Londoners should pay the same as they do currently if the scheme were adopted.

12. Yes, far more should be required beyond an electoral mandate. A national consultation and then House of Commons vote to reflect views of all potential users of the scheme.

13. Consider the Cambridge proposals: 'Reducing Traffic congestion and pollution in Urban Areas', and the Berlin trial of a flat 9 Euro monthly charge to use public transport.

[personal information redacted for publication]

Call for Evidence- Smart Road Charging

Reference	RUC690
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Dear Sirs,

I only wish to make comment on questions 7 & 12.

As we have seen recently with the despicable way the Mayor has behaved to push through the expansion of ULEZ, matters of this importance should only be decided by central Government.

One individual should not have the power to manipulate and cheat the public in the way that Mayor Khan has done. Definitely a local referendum should be held asking the view of every voter in the area not just those targeted by Ingram profiling.

Best regards,

[personal information redacted for publication]

Response to Road User Charging Consultation

Reference	RUC686
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Since you have a consultation going on... here are my responses:

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

Expanding the ULEZ is enough. We don't need distance based charges in London. Congestion charge + expanded ULEZ is plenty enough. If I have to go into a congested part of the city I will take the Tube, Bus or my bicycle already. I don't need more encouragement. I don't need to start paying for journeys leaving the city. I have spent the extra money on a modern vehicle that conforms

Written Evidence from Individuals: Part Two

with ULEZ requirements. I want to save my money to buy a good electric vehicle in the future and don't need more bills to make that more difficult. I already have to watch every penny I spend because between mortgage and bills, I'm struggling as-is. I've cancelled all holidays for the past several years and will not have any for the next few years. I've stopped going out to eat. If you want to charge more I will just eat less and sell what few goods I have left to cover the costs and eventually just leave the city as it becomes unlivable.

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

Charge for entry but not per day. If you enter and then park in your driveway for a week you are not causing emissions. Instead of the charge being midnight to midnight - maybe just charge for the first 24hr? If your vehicle is not seen on the roads after that other than being parked, then stop charging. This will be fairer

3. 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 my reason for going somewhere be the business of any government? This is very 1984-ish. It's scary and an invasion of privacy. Instead perhaps look at charging based on location of owner of the car. If the car lives in London, they get a 50% discount on current congestion and ULEZ charges. If they live outside of London and come and drive in (instead of parking at a train station and using park and ride to come in), then charge more. Discourage non-residents from coming into the city to create more pollution/congestion. They have a choice. Someone who lives here can't just pick up and leave that easily.

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

Instead of charging - perhaps provide better facilities like secure bicycle parking facilities in major areas so you will feel safe to ride a bike, park it and it not get stolen? I've had my e-bike stolen twice already. Police never have found anyone and I've had to buy 2 new bikes. I'm paranoid of riding around because if I park somewhere I may not have a bike to come back to. More bike lanes., bike paths connecting roads (like through parks) and so on. Make using a bike a dream and then the traffic will improve.

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

Please - less tech. More humanity

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

You already do this with ULEZ and Congestion charge. You've gone through enough of "charge them more" with the ULEZ expansion. Now it's time to make alternate transport more attractive. Secure bike parking facilities or dedicated police patrolling parking areas where bikes are chained up to catch the thieves when they turn up with angle grinders. Make bike journeys seamless so a bike can bypass traffic and not have to fight with it or squeeze past it. Better zoning. Allow small local shops to open in residential areas so people do not have to travel that far for basics.

Written Evidence from Individuals: Part Two

7. Are road user charging schemes best 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 if anything. We are charged for fuel already. You can not add more charges without removing these other ones and that requires a national response, not local. Locally better cycle lanes as above, cycle safety/parking 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?

If it was introduced, national fuel levies, road tax/registration (which it won't). As London can't get rid of these it can't really do this charging 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?

Just stop doing this. Every new charge will not replace old ones like above - it will just add to the burden.

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 - the idea is flawed, and if London trialled it, you couldn't remove the fuel levies to do the trial properly anyway.

11. If distance-based road user charging was introduced, do 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 outrageous amounts for anything. Why do you think they should pay more? Everything costs more in London already - want to make the country more unequal?

12. Mayors and local authorities currently have powers to introduce new road charging 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 anything were to be introduced, it should go through a referendum like a proper democracy. Anything less is dictatorial.

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

Ask the people here to decide what they want - not other people being pointed at as a "look they are doing X - we must do X too". Some people are moving out of towns and cities into the countryside to go off-grid who are tired of governments charging, restricting and limiting them. Governments exist to manage the shared common good and infrastructure to a reasonable extent to

Written Evidence from Individuals: Part Two

keep society flowing. Things that might make a positive impact:

A. Change planning laws in London to allow installation of solar panels on houses even if they are above the roof (e.g. on flat roofs) without needing permission. Allow installation of small wind turbines on lower roofs like garages, sheds and out buildings. This leads to people installing more solar and even wind, then buying electric vehicles that then reduces pollution

B. Install local area solar and wind power generation in neighborhood parks, public parking etc. - offer a rebate to local residents in exchange for not objecting (I might be unhappy with some banks of solar panels in my next door park, but if I could get 30 quid a month off my energy bill in return I would change my mind - I'd put that towards charging an electric car or moving to heat pumps).

C. Restrict on-street parking. So many London roads are packed with people parking - often large SUVs. Charge parking per square M of space a vehicle uses at a council level. People will buy smaller more efficient cars or motorbikes, or spend the money to park on their own driveways instead. This will reduce the number of cars housed in the city and reduce congestion.

D Build residential parking houses - multi-story places in neighbourhoods to park your car safely. These can then offer electric charging facilities that would otherwise be impossible if you live in a flat or a small terrace house where you have no front driveway to park in. It'd clear out streets too and make local streets more friendly

[personal information redacted for publication]

Call for evidence

Reference	RUC684
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1. Do the current road user charging systems in London require reform?

Yes, should be removed, it penalises residents, trades people etc unfairly. Cycle lanes are not an effective replacement for regular day to day travel

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

It does not, creating cycle lanes now means that bus lanes have vanished so each bus top now holdsup traffic unable to overtake.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 scheme should not be introduced. ULEZ zones etc displaces traffic to other areas. Also removing bus routes means more people are dependent upon their 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?

No

Written Evidence from Individuals: Part Two

12. Mayors and local authorities currently have powers to introduce new road charging 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 - let the people have a say in what is a democratic society

Consultation

Reference	RUC682
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I am fully against any charging for London roads

Road Charging

Reference	RUC681
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I work for a London Borough [personal information redacted for publication]. Using my own car is a stated job requirement. Even though I drive a £30 road tax economical diesel car I still spend 30p a mile on fuel at work due to the sheer volume of stops (50 a day at least) that I make. When I factor in insurance, mot, servicing and wear and tear, I am out of pocket already. Last year I broke 2 windscreens at work and replaced the starter motor, alternator, 2 tyres, brake discs, pads and rear brake shoes. My employer withdrew the £960 Essential Car User allowance. I average about £11 a day on 45p a mile to provide my own car AND fuel. The job is barely worth doing as it is and road pricing will make it utterly unsustainable. I will have to quit or argue for redundancy which I won't get. This plan hits low paid people the hardest. They have to travel to work in a physical location, they shop in Lidl/Aldi etc once a week as that is what they can afford. They buy cheap economical cars out of necessity. Higher earners can afford electric cars and are more likely to work from home. If you have a 50k car you can afford to pay per mile. If like me, you earn 12k a year you cannot Tradesmen will just see this as a tax which they will pass onto London customers. Some will just refuse to work in London. This is just a tax levied on people trying to work, many like me cannot even vote against the elected officials imposing it on us.

Ulez expansion and road charging.

Written Evidence from Individuals: Part Two

Reference	RUC679
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No we don't need any of these, it's just a cash grab from hard up Londoners. I can't use the scrappage scheme as I can't afford a new car. All these charges will deeply impact my income

Say no as it's not needed.

Survey response

Reference	RUC678
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Dear Sir/Mm

I write in response to the proposals for road user charging:

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

There is already ULEZ in the central area which is costing the economy and no further charging of motorists is therefore required.

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

Modify the present system as there is already sufficient monitoring and controls that interfere with personal liberty and a proposed system to even further control movement is quite unacceptable. Any further data collection/storage and processing adds exponentially to the greenhouse effect: research predicts that 30% of energy requirements for the USA will be in providing "Cloud storage" by 2030

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

There is no reason to charge people extra for travelling to work, leisure, or any other purposes as the government is committed to changing transportation technology to alternative/green by 2030

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

It is simplistic to conflate road charging with strategies and targets. Your responsibility is to the citizens of London to facilitate their independence and well-being not to introduce politically motivated targets and strategies with no additional benefits

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

I do not understand why any sensible citizen should wish to have increased surveillance solely for the purpose of extracting money. Any surveillance as suggested, would be intrusive and a significant infringement on personal liberty.

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

In central London ULEZ is already in operation and may well have some benefit. The VED is already a tax on emissions. To pretend that these proposals would have any effect on climate change is delusional. If the United Kingdom shutdown every single emitter of gas,

Written Evidence from Individuals: Part Two

i.e. self-destruct, at the very most this would make a 4% change to the world situation. The use of climate change in these arguments is dishonest.

7. Are road user charging schemes best 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 duty and road tax are road user charging at a national level. You should be aware that building new cars has a very significant carbon footprint and it might therefore be better to continue with older vehicles.

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

The case for changing the current systems has not been made. Instead of trying to extract more money from your citizens, you should be concentrating on their 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, people who live in areas with low levels of public transport?

A road charging scheme is not acceptable. The Mayor of London is promoting an expansion to the ULEZ area based on false and misleading statistics and there is no reason expect that a road charging system would be any more honest.

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

I cannot imagine any area being suitable for such a scheme.

11. Mayors and local authorities currently have passed introduce new red charging schemes you think anything further is required beyond an electoral mandate for these bodies to use these powers.

Any such scheme should be put to the electorate. We live in a democracy not a dictatorship.

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.

I am not aware that any of us have had a say in policy goals. Perhaps you should consider allowing a vote on these goals and then a vote on a charging system.

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

Reference	RUC677
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Below are the thirteen (13) "Key questions" set out on London Assembly Transport Committee's call for evidence on the future of [so-called] smart road user charging February 2023* and my responses to them.

* https://www.london.gov.uk/sites/default/files/2023-02/Road%20User%20Charging%20-%20Call%20for%20Evidence%20_0.pdf

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

No.

The London Congestion Charge and ULEZ have already impacted people enough.

Written Evidence from Individuals: Part Two

What motorists

going about their daily activities

need now is to be left alone, without further levies on simply moving around the roads of the capital city and other areas of this country.

We the people are stressed enough already with the never-ending creep of more and more confusing regulations and charges over the last 20 years.

I believe we the people need LESS regulation, monitoring and penalising charges.

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

Instead of proposing new systems for driving in London how about you simply adjust the existing - and unfair - Congestion Charge instead.

For example the daily Congestion Charge currently stops

at midnight, meaning someone who enters the area covered by the Congestion Charge at 22:00 on one day 10pm and leaves at 02:00 the following day pays twice for one visit within a 24 hour period.

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?

One should not have to pay differential levies depending on whether one is travelling for work, caring, essential duties or leisure.

Drivers already pay per mile: fuel duty and VAT on petrol and diesel are effectively charges on the distance travelled as the further one

drives, the more fuel one's vehicle consumes and thus the more one pays in fuel duty and VAT.

We don't need any more road charging systems, people are already on their knees.

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

Why not look at the overall health and happiness of the nation instead of spurious targets?

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

As a human being I want LESS technology (and government) intruding into my life, 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. The people 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 as a national system, and what benefits or difficulties would you expect with either approach?

Road user charging already exists at a national level, it's called Vehicle Excise Duty (commonly known as road tax), fuel duty and VAT;

we do not need any more charges.

I suggest the road tax on older vehicles

that have been around for many years and have paid their own carbon dues by

Written Evidence from Individuals: Part Two

remaining in use instead of being replaced by another brand new car should be reduced or removed altogether (most of the carbon in cars is in the building of the car in the first place). I owned a car which lasted 22 years before it had to be replaced due to lack of spares to keep it going. Replacing cars every two or three years is the economics of the Madhouse.

8. 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?

We the people do not want a so-called smart road charging scheme, especially when the idea is being sold to us by the likes of Sadiq Khan, the current Mayor of London. Mr Khan is currently the Chair of the disturbingly dystopian C40 Cities initiative whose mission is to halve the emissions of its member cities [including London] within a decade".

Emissions is not clearly defined but halving them would be easy to do - simply remove half of the people, half of the vehicles and half

of the commercial and industrial activities from the capital and job done!

Mr Khan is also currently promoting an expansion of the London ULEZ while at the same time taking his dog for a walk in a

three-car convoy, one of which - presumably the allegedly bullet-proof car - is said to do 13 miles to the gallon!

Less hypocrisy and more understanding is required from this individual.

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.

11. If distance-based road user charging was introduced, do 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 but why single out Londoners?

Some of those driving in London don't live in the capital but have little choice but to drive into it for work or leisure.

12. Mayors and local authorities currently have powers to introduce new road charging 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.

Written Evidence from Individuals: Part Two

13. How are other 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 have had no say on the policy goals. Give us the chance to scrutinise and vote on the policy then give us the chance to vote on the road charging scheme. Anything less than this is tyrannical!

Regards,
[personal information redacted for publication]

Evidence AGAINST smart road user charging

Reference	RUC675
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Please note I do not wish to have my name published but happy for the content to be published.

Evidence AGAINST smart road user charging

Key questions

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

YES. There should be NO ULEZ charging for cars that pass a national standard of safety toxins test at the point of their MOT each year. Evidence for this is from Imperial College stating that ULEZ makes “no significant difference”. In addition The Mayor of London consulted with Londoners who did not want ULEZ extension. As the Mayor is a public servant for the people the ULEZ extension is NOT legal under Common Law.

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

There should be NO ULEZ charging for cars that pass a national standard of safety toxins test at the point of their MOT each 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?

This would be too difficult to administer thus costing tax payers even more. Also open to fraud/identity fraud.

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

At the very least, strategies that support equality should be considered. Currently ULEZ supports richer people who can afford new cars and/or can pay the fee. ULEZ DISCRIMINATES against women and the groups who feel vulnerable waiting for public transport waiting on the streets of London late at night. Strategies must always be fair and equal. TFL pay staff to design road flow so should be able to come up with something to meet the fair and equal strategy.

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

Road user costs are already paid via road tax and council tax therefore do not require further charges to the driver.

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

It cannot (as demonstrated by the Imperial College report commissioned by

Written Evidence from Individuals: Part Two

the Mayor of London). Other pollutants such as the newly agreed North West London incinerator should be abandoned, air traffic reduced, deep tube lines such as the Northern line cleaned up, anti-smoking campaigns for poorer sections of Londoners, higher fines for smoking wood burners should all be considered 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?
Road user costs are already paid via road tax and council tax therefore do not require further charges to the driver.
8. 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 costs are already paid via road tax and council tax therefore do not require further charges to the driver.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 be too difficult to administer thus costing tax payers even more. Also open to fraud/identity fraud.
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! Road user costs are already paid via road tax and council tax therefore do not require further charges to the driver.
11. If distance-based road user charging was introduced, do 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 costs are already paid via road tax and council tax therefore do not require further charges to the driver.
12. Mayors and local authorities currently have powers to introduce new road charging 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 OR follow consultations (As the Mayor promised but them decided not to pay ANY attention to the 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?
A lot of civil unrest as local and national politicians appear to have forgotten their place as servants of the people.

[personal information redacted for publication]

[No subject]

Reference	RUC673
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1. Do the current road user charging systems in London require reform?

Written Evidence from Individuals: Part Two

Ans: No

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

Ans: There shouldn't be any apparent difference.

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

Ans: There Shouldn't be any different changes at all.

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

And: No idea

Road charges

Reference	RUC672
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Stop this now it's a disgrace

Road User Charging

Reference	RUC671
------------------	--------

Hello,

I would like to register my complete & utter opposition to any form of additional road user charging in both central London and the greater London regions.

The general public are already charged heavily for both petrol and road tax to drive in an around London, way more than any other major capital. This should not be extended in any way and in fact the current charges should if anything, be scaled down in order to stimulate growth in our struggling economy.

If the London mayor wants more & more money, why doesn't he cut the advertising spend in the media trying to promote the crazy ULEZ extension. I find it infuriating that tax payer money is wasted in this way, pushing one side of a flawed argument about ULEZ. Elected politicians are supposed to serve the wishes of the people, not go on a personal crusade to inflict unreasonable net zero goals on the population and frankly be a puppet of the WEF. Nobody wants ULEZ and the mayor is currently tone deaf to the needs of the misguided people that voted him into office.

I am also against the principle of tracking individuals movements anywhere in the UK, as this is setting a very dangerous precedent and seems to be moving the country more towards the Chinese communist ideals. It is a serious infringement of our rights as citizens to have free movement. I think it speaks volumes that these surveys are not openly discussed in public, but rather just suppressed so that the true majority of opinion is heard.

This whole process is a disgrace and given the current financial climate in this country, the mayor and everyone associated with this shady legislation should be ashamed of themselves !

Yours sincerely

[personal information redacted for publication]

ROAD USER CHARGING CONSULTATION

Written Evidence from Individuals: Part Two

Reference	RUC669
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1 Do the current road user charging systems in London require reform?

No, definitely not. People are already suffering from decisions made by both national and local government over the last 4 years depressing the economy and raising inflation. What we need is no new charging for motorists who are just trying to survive and go to work. People have already been adversely affected by the ULEZ scheme and we should have less regulation, revenue raising and surveillance.

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

Rather than introducing new schemes and yet more taxation alter the old scheme which not only adversely affects people working night shifts but tradesmen who have to pass on your road tax and pass it on to their customers increasing inflation even further. Correct 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?

There should be no further road charges for whatever you are doing, people are at the end of their tether with endless charges already. You cannot discriminate between what government deems essential and what citizens do. We already pay fuel duty and the petrol we buy and so journeys are already being taxed per mile.

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

Instead of making up baseless targets why not ask people what will make them happier and healthier.

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

We do not want more technology we want less invading our lives.

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

I thought that was what ULEZ was for, we do not want anymore. Our emissions are taxed already, when will you have had your fill of taxing us? Electric vehicles have had vast incentives directed at them and paid for by everyone else. The latest research suggests that the earth had warmed only 0.43c in the last 40 years and that is within the margin of error, so it could just as easily be zero increase rather than 0.34c. which climate change are you talking about?

7. Are road user charging schemes best 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 Road Tax nationally and Fuel Duty the motorists have been milked enough. Bearing in mind older cars have already paid huge amounts of tax via Road Tax and Fuel Duty why not charge them less, they have paid their dues over and over again. Buying a new electric car is creating far more pollution and depleting the worlds precious commodities. Electric cars use up 8 times more commodities than do internal combustion engines, how is that saving the planet and cutting down on pollution?

8. 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. The NGO writing this report should be focused on improving peoples wellbeing, not yet more ways to tax them while they just try and live their lives doing work, looking after extended family. People make this country work, not government..

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 any road charging scheme, especially as it is being advocated by the Mayor Sadiq Khan who can be accused of sheer hypocrisy. This is the same Sadiq Khan who travels around in convoys doing unnecessary journeys in gas guzzling cars. This is sheer hypocrisy saying, don't do as I do as I tell you. Perhaps Mr Khan should be asking us our opinion rather than NGO's.

Written Evidence from Individuals: Part Two

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, there is no sensible place to start any sort of trial. We thought such ideas would be a work of fiction like George Orwell's 1984, but we were wrong, it has become real in this report. Local government has invaded our lives over and over it must stop. Just leave us alone to keep on supporting the country, our families and each other, we do not need big brother.

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

Drivers will definitely pay more, much more and you know it will not end there a new tax will be created once that one took hold. It would damage all of us greatly, both directly and indirectly in extra costs and yet even more inflation to cope with.

12. Mayors and local authorities currently have powers to introduce new road charging 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 schemes should be put to a public vote, as we are supposedly a democratic country. Anything else 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?

What other countries are doing is not relevant as the same NGO's are pushing the same schemes in those countries too. We, the people have had no say in the goals of these policies. Once we have had an open and fair vote on these policies, we could consider on whether a road charging scheme is needed. This should be based in independent science rather than ideology.

Regards,

[personal information redacted for publication]

Call for evidence smart road user charging

Reference	RUC668
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Please find my responses to the relevant questions below:

1. Yes the current road user charging systems need reform. People should not be charged for using their cars, it restricts people's freedom of movement and in it's current form is disproportionately affecting the poorest in society. Instead the government/mayor/TFL/GLA should be looking at ways to encourage people to choose greener options of travel rather than punishing people because they cannot afford to do so. This could mean supporting people in a financially meaningful way to replace their older vehicle (not the pathetic scrappage scheme currently in operation), reduced fees for public transport, improved public transport links and making public transport safer.
2. The current charges are unfair as those doing shorter journeys pay the same as someone driving all over the capital throughout the day doing deliveries for example.
3. I don't think you can or should judge people's motives for needing to travel.
4. No answer.
5. The use of cameras to enforce the ULEZ is reminiscent of George Orwells 1984. People's privacy is being invaded on a massive scale and we have no control over this data nor can we opt out.
6. Smarter road user charging is an oxymoron when it comes to tackling those issues. see my points in answer 1.

Written Evidence from Individuals: Part Two

7. They should not be set up at all.
8. Current ULEZ should be scrapped or at least halted and it certainly has no place in Greater London where air quality is good.
9. There should definitely be exemptions for charities and disabled people for a start.
10. No.
11. Less or not at all.
12. Yes a local referendum should be conducted seen as consultation results are ignored and especially if they aren't in their manifesto. They should also bear in mind that many people who are affected are outside the zone. We had no say in the mayoral election but he is allowed to make decisions that have far reaching consequences for people outside of London. This should not be allowed.
13. No answer

[personal information redacted for publication]

Road user's charges

Reference	RUC664
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I would like to register the fact that I am nit at all happy with this. Road user charges being pushed through.

Thank you

[personal information redacted for publication]

[No subject]

Reference	RUC662
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I have just read this submission and I am horrified at how the so called Major of London is behaving.

Firstly we have the expansion of ULEZ which no one wants apart from the Major himself as he's bankrupted TFL. Expecting us to pull him out of it.

Now we have this next report suggesting that we are going to be charged for actually using our roads. Its too much and gonna cripple alot of people and industries. Enough is enough and I formally object to it and any other ideas brought forward.

Trying to soften the blow with free school meals does not even make a dent on trying to win back favour.

It's time to wake up to your ludicrous plans and instead of seeing them as helping see them for what they will actually do to the economy.

Instead of punishing people look to more ways of helping the environment in other ways. Instead of bulldozing all our parks and green land to build horrendous flats increase these spaces, plant more trees

But leave us tax payers alone.

Regards

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

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

Reference	RUC661
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to whom it may concern

I object to road user charging in the strongest possible terms

1.

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

No, they do not. In London, there is already a Congestion Charging scheme

ULEZ Charging and a proposed (despite Public Objection) ULEZ expansion.

Road users are already 'usage charged' through Vehicle Taxation, Fuel Taxation and usage-based Insurance.

2.

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

Further charging is not 'smarter'. What is being proposed is a surveillance

Culture, It is a slippery slope down which no free, democratic country should follow. Road user charging should

continue to be through Fuel and Vehicle taxation.

3.

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

Driving in London, should not be charged according journey type – it should not be charged at all. Driver are already charged through many other forms

4.

What strategies and targets could smarter road user charging support?

The proposals smack of restrictive, communist-style, draconian, oppression, and are completely at odds individual freedoms and privacy, enjoyed in Western Democratic culture.

Road Charging to use Roads in London

Reference	RUC659
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Good evening my names Miss [personal information redacted for publication] I am writing to complain about the consultation on Road Charging in London , I am concerned by this proposal as firstly why are we the public paying Road Taxes to use the public highways if we will then be charged again for the same purpose ? Also you state that this idea will be to combat climate change and also to reduce air pollution in London ? I am confused by this as after doing my own research and a FOI request the reply i received by HM Govt is that there was only 1 fatal incident linked to Air pollution since 1990 but in the same 33 year time period there has been over 4000 deaths due to knife crime , Do you not think the Mayor of London should be more focused on stopping knife and gang crime in the city rather than attacking the motorist who are just trying to earn a living in a country with a govt that seems to want to control the population and stop us getting a foot up the ladder? I am sorry but this is supposed to be a democratic society not Putin's Russia or Xi's China , I for one will not stand for communist socialism in my country , As under the proposals you are saying that

Written Evidence from Individuals: Part Two

members of the public will be snooped on and their journeys recorded by cctv and logged in a database , seems like the idea is to turn London into an Open air prison , Also not forgetting the multiple breaches of GDPR that would take place if this is implemented , As forcing the public to have an app on their smartphones to track their every move is very similar to what the Apartheid regime did in South Africa or what Nazi Germany did in the 1930s by requiring all citizens to carry papers at all times which were stamped when they travelled to different zones , these are extreme examples but i hope you understand the point I'm making , we do not want to go down this sort of path again in history , My grand father for example fought against Mosley's Black shirts so we could all have a free and brighter future in the UK and as someone who is LGBTQ if these sort of ideas were permitted and allowed to prosper , I would not be alive today and the UK would not be a culturally diverse and free society , I am very disappointed the way this country is going , As I remember as a child of the 1990s we could all sleep safe at night , we did not fear the Govt eroding our civil liberties , there was 1 occasion where they tried and that was the Poll tax and we remember how that turned out , I just think the people in the Civil Service in Govt need to come back to reality you work for us not the other way around , this all seems like a mafia trying to squeeze money from working classes when the richest should be the ones to be taxed more , I think if you really want to get people out of cars then invest in better public services better buses , cheaper rail fares , give people free bicycles etc that way everyone wins , I apologise for my long statement but thought it important to make my case against the current proposals , I do hope for once the People in power will listen and the public wont be ignored as sadly when i have had dealings with govt and politicians they often brush aside the little people and are not interested in hearing reasonable opinions that differ to there's , many thanks for taking my views on the proposals into consideration , Kind regards [personal information redacted for publication]

City Move.

Reference	RUC657
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1. The current systems we have in place if any reform to them is required it is that they are all rolled back and abolished as they are only targeting the poor and vulnerable.
2. A new smarter charging will no doubt lead to a greater loss for the everyday commuter as it becomes less generalised.
3. There should be no charges for driving in London as commuting is a living right and should not be hampered or interfered with.
4. Smarter road user charging can only ever target more ways to collect and increase the revenue which is no good for the public.

Written Evidence from Individuals: Part Two

the Link to the Consultation Document, and the 4 Key Questions.

Reference	RUC656
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Sirs,

I object to road user charging in the strongest possible terms

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

No, they do not. In London, there is already Congestion Charging, ULEZ Charging and a proposed (despite Public Objection) ULEZ expansion.

Road users are already 'usage charged' through Vehicle Taxation, Fuel Taxation

and usage-based Insurance. How much more money can the government squeeze out of road users!

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

Further road user charging is not 'smarter'. What is being proposed is a surveillance Culture, akin to China (I know from personal experience). It is a slippery slope down which no free, democratic country should follow. Road user charging should continue to be through Fuel and Vehicle taxation.

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

Driving in London, should not be charged according journey type – it should not be charged at all.

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

The proposals smack of restrictive, communist-style, draconian, oppression, and are completely at odds individual freedoms and privacy, enjoyed in Western Democratic culture.

Kind regards,

[personal information redacted for publication]

Road User Charge

Reference	RUC654
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Written Evidence from Individuals: Part Two

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

No I do not think these changes should be implemented

It's an infringement of our rights Charging for every journey. Watching when we use roads. We don't want these changes and Londoners should be listened to.

Road charging consultation response

Reference	RUC652
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To whom it may concern,

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

Answer- yes! All schemes need to be removed to allow freedom for those old and young. Charging for every movement goes against the freedom of movement our elders fought so hard for!

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

Answer: it will push more Londoners into poverty- People simply cannot afford this. Use the cameras to safe lives ie knife crime etc, not the fake 4000 being claimed but the real youngsters dying on the streets of 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?

Answer: I don't see any support for this category except a major financial impact- most people I know will have to stop working and become reliant on the state. Vulnerable people will become more secluded as carers will not be able to care the same using public transport that would double their travelling time.

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

None- this is not the way forward

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

3

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

Answer- none, no one wants smart road charging

Written Evidence from Individuals: Part Two

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

It simply cannot, this has been proven with Congestion charge and current ULEZ zone, it makes no difference at all. Only benefit is TFL stay afloat, there is no proof any road charge would help. Firstly, you'd have to stop the air from moving! That's not possible, you only have to look at the Sahara dusts we have been getting! Please don't tell me you're all naive enough to think the clean air will stay in the uk?!

7. Are road user charging schemes best 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 this 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 drooped, especially the current ones in place- None, it's looking like an added 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?

Simple- don't road charge!

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 should listen to the people. No trial should be happening. Mr Khan has lied and showed a blatant disregard for the average Londoner.

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

Again, no charge at all due to no evidence the current charges have worked. So- less equalling nothing to 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)?

Yes, although it's shameful to say the Mayor believes he is above consultation results that don't go his way! The Mayor and the GLA need to listen to those who will be affected, not just sprout 4000 lives. I think the mayor needs to RESPECT Londoners more, as his job is to do what is best for London! These schemes go against everything Londoners has and will ever stand for! Equality for all not just the rich.

Written Evidence from Individuals: Part Two

13. How are other 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 the French, not very well!

These questions you have asked above, are completely one sided and evident you have no real intention of listening to the public. These are aimed at the shareholders within the relevant agencies involved to get a easier way to slide this in without a real clear consensus and understanding of the working and lower class within the uk! Road pricing in anyway, will restrict freedom of movement and also the right to a private life to see family and friends without being sighted on the millions of cameras being installed for this ridiculous, unwanted, unwarranted scheme the mayor, the GLA and the government are proposing.

It's a shame to say as writing this I already know it's pointless and the mayor will swing the result of this consultation just as he did with the ULEZ one. It's disgusting and I'm ashamed of our mayor!

Smart road user charging

Reference	RUC651
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To the London Assembly Transport Committee

Here are my responses to your key questions:

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

NO! Motorists' have had enough frustration and disruption to their lives from the ULEZ, not helped by a dwindling economy. We now need to be left to go about our daily business without being charged and without constant and excessive regulation and monitoring.

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

Motorists do not want a new system, we would just appreciate a tweak in the old one - drop the daily charge at midnight that's been forcing anyone visiting 10pm to 2am 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?

Motorists should not have to pay extra charges, be it for travelling to our job, travelling to care for someone, or travelling to access essential services. The cost-per-mile fuel duty that we are paying now is costing us more the further we drive. What we need is NO more road charging systems! We are struggling enough as it is.

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

None! I see no objective that could be supported by smarter road user charging, other than hindrance.

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

Written Evidence from Individuals: Part Two

None. The emerging smart grid is becoming de-humanising. We do not want any more tech governance over our activities ending in us having our range of movement dictated to by dystopian mechanizations like driverless cars!

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

Smarter road user charging is totally unnecessary. We have electric cars, and through the ULEZ we are paying emissions tax. 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 don't need any more road user charging schemes. We already pay road tax. THAT is a national road user charging system! We already pay fuel duty. THAT is road user charging! And since most carbon in cars is in the build, it might be worth considering reducing road tax on older vehicles that have been on the road for many years and paid their own carbon dues through remaining in use, instead of replacing them with new vehicles.

8) If smarter road user charging is introduced, what charges or taxes should it replace and how should the current taxes and charges be charged?

Motorists do NOT want smarter road charging introduced! It's another way of pricing us out of driving, visiting family, going anywhere!

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example, to help disabled 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! The scheme is being touted by Sadiq Khan, who while he takes his dog in car convoys that do 13 miles per gallon, is calling for ULEZ to be expanded for *us*.

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

No! Nowhere is! Nowhere on earth would we would welcome it. We want to be free.

11. If distanced-based road user charging was introduced, do 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 introduction of distance-based road user charging would cost many, many people dearly. We would ALL pay more.

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

Any new scheme should be openly presented to the public and the People be allowed to vote on it, like any democracy. Merely claiming power to introduce a scheme is totalitarianism.

13. How are other 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 in this policy! Give us the chance to vote on it. Give us the change to vote on the road charging scheme. To just implement a policy without our say is the work of a dictatorship.

Thank you for taking the time to read my responses.

Kind regards,

Written Evidence from Individuals: Part Two

[personal information redacted for publication]

Questions about charging for driving in London

Reference	RUC647
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Thank you for inviting us as the public to speak.

I have lived in London for 60 years. Seen huge changes of course. I don't think we are going about it in the right way at all. There is a sense of hostility that is being introduced to drivers of all ages and reasons for being in London and I don't see it to be a healthy approach. We are wanting to generate a welcome to people, into an ordered system, without their having to remember all these different charges for different reasons, making it a real nightmare and an uncomfortable experience when entering the outskirts of London, first with ULEZ charges, fines for being in wrong lanes, congestion charges and now the thought of fines for mileage as well as paying for parking if you can find a space. Petrol prices have gone up and it seems to be all about money and penalties to the motorist, and not their welfare – the car often being a necessity for different reasons including helping the elderly, the disabled etc. and journeys in business where it is essential to use it as transport. People are being driven out of the capital City. Businesses will fail because of the impositions being placed upon their vehicles, as some will not be able to invest into new cars and vans and sustain expenses to run them.

The Climate Change scientific opinions vary considerably and there is only one narrative at the moment. There is certainly weighty research in relation to exhaust fumes that don't end up with the conclusions that the Mayor of London is making. There are other reasons for pollution. We seem to be losing our democracy, as many of these decisions nowadays are almost in place by the time you consult the public. The leaders we have elected should be serving the will of the people officially, and not the other way round.

I would ask you next meet to really seek the welfare of the citizens without putting extra stress on them for payments and to obstruct their familiar routes in their daily routines. I am not against change, but these changes are being imposed upon us time after time, instead of being talked through with representations of different communities functioning with different legitimate needs.

I would welcome accountability to the public of the Mayors and local authorities, as they seek to introduce new road charging schemes. I want to say again, they are in office to serve the will of the people and not to impose systems upon the public. How have they been given this authority to so radically change our way of life? Especially after the trauma many have experienced through lockdowns. Those who were most heavily hit during lockdown, are largely the ones who will be hit with these expenses again – and yet they were faithfully keeping our infrastructure going at great personal cost in many ways.

Thank you for your leadership – may it truly be modelled as “servant leadership” to lift others up, rather than pull them down into further stressful situations when money is scarce with fuel and food bills etc. Think of how many deaths are taking place in London for other reasons as part of daily life in a City. We are an independent nation that does not need to bow to a wider Agenda. We can learn the benefits from other countries and then set a good example of generosity, rather than crippling people and putting them under intolerable stress. There are many ways of transformation for cleaner and healthier living other than charging more and more money. Have you noticed the rise in suicides?

With kind regards,

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

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
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?

Smart road user charging.

Reference	RUC646
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No to smart road user charging. We have a freedom to travel.

Regards

[personal information redacted for publication]

Consultation feedback

Reference	RUC645
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To whom it may concern

1. No "smart" charges - no charges for motorists per mile
2. No to any increases in charges for driving in london or any change to the congestion charge
3. No restrictions on cars / car usage
4. No to climate change hoax nonsense policies - wake up ! this is a pretext to create digital prisons so called smart cities like in china
5. No to any erosion of our natural rights and freedom of choice
6. No to any additional charges or taxes using a "green policy " solution

Written Evidence from Individuals: Part Two

Thankyou- wake up please do your research

Smart Road User Charging

Reference	RUC644
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In regards to the consultation for “The Future of smart road user charging February 2023”.

I can answer the following questions.

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

Yes, we already pay a “congestion charge”, yet there is congestion, this charge should be scrapped.

London Councils are removing vast areas of street parking and car parks are being developed into housing and other uses.

Driving a car into London (which is essential as I am a service engineer carrying tools and equipment that cannot be carried by public transport), is becoming impossible.

This is now affecting my ability to earn money from jobs in London. Continued penalization of motorists who HAVE to drive for work purposes will kill the city (it is already doing so).

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

We already pay road fund license (although this is a TAX). We pay considerably extortionate charges to park in London along with £15 congestion charge.

Smart charging based on ANPR cameras will not work. There are MANY different routes one can go from A to B, so the ANPR system would not ultimately calculate the actual miles driven, people will end up paying more than they should.

I think collection of revenue via Road Tax is enough.

Public transport in London is impossible to use at the best of times, and for my job, I cannot carry a set of ladders, drill, laptop, test equipment and materials via public transportation.

3. 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 think ANYONE drives into London for pleasure. As far as I am concerned, everyone driving in London is doing so for work, so why are you penalising the economy?

Written Evidence from Individuals: Part Two

8. 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; you will kill the economy. How will service engineers be able to service customers in London.

If an engineer cannot get to a customer, that customer will eventually realise they can't get their boiler serviced and will move away from London. This already affects me where I live as I am not allowed a driveway, so people coming to my house often refuse to quote.

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 should never be introduced, you will kill 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)?

The current mayor is not fit for purpose.

Regards

[personal information redacted for publication]

road user charging

Reference	RUC636
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1 The only reform that are required for the current charging systems in London would be them being binned.

2 You are now planning to charge people, rather the owners of cars. There is no guarantee that you wouldn't charge cyclists, or users of electric scooters, if they might become legal to use on public roads in the future.

3 Charges could, of, course, be varied. However, they would never be fair, as there would almost as many justifications for the need to travel, including at specific times, as would be the number of people living in London.

4 Road user charging could support the objective on controlling the population, similar to what's already underway in large cities in China. The technology, including monitoring smartphones, and digital face recognition linked to cctv cameras, is already available. Londoners should be free to go where they want, without being monitored, or having to ask permission to do so first, and potentially being refused permission, because they might have used up their credits. The system has many practical disadvantages, and would be a major turn off to visitors from outside the UK, who would be confused by, unaware of, or potentially fined due to their lack of knowledge of, this draconian system .

Written Evidence from Individuals: Part Two

London Road Charging

Reference	RUC635
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1. Do the current road user charging systems in London require reform?
Yes, simple. Just make all public transport free and improve it. Job done!
Cheaper overall than any other 'system'. No infrastructure costs; no admin costs.
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?
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.
4. What strategies and targets could smarter road user charging support?
Look at your purpose first. What are you trying to achieve first and ask if transport is an appropriate way. Compare the power use of (eg)M ANPR cameras, sensors etc) with sustainable ideals in your minds. Then you would scrap the idea.
5. What technology could be used to support smarter road user charging?
Brains and clear thinking without bias or 'hidden' agendas.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
As I noted; make public transport free. Most people would happily switch if that were smarter in the true sense of smart ie not as a tech acronym.
7. Are road user charging schemes best 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. Whatever you do, leave all levels of government out of it. Local people know what they need.
Town planners etc are too narrow minded to think beyond their own narrow education.
8. 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 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?
Improve the public transport and make it 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. Nowhere is a sensible place for a trial. What parameters for success and fail would you have? For a trial you would have to invest millions for equipment and then the Council or Gov would not want to declare it a fail – even if it was

Written Evidence from Individuals: Part Two

11. If distance-based road user charging was introduced, do 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.

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

Remove those powers. All of these new schemes should be put to a public vote with consultation full information and the decision by vote made the law.

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

Barriers across streets which cause problems for emergency vehicles. Get a bit of realism into the debate!

Call for Evidence - Future of Smart Roads - Road User Charging

Reference	RUC630
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Dear GLA,

Please note the following in response to the consultation.

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

The current arrangements are throttling life in the capital. Two things need to happen:

a) All charges on business use should be ended.

b) Public transport needs to be made more accessible through a combination of reduction in cost and frequency of services to absorb the additional use.

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

Daily charges are reducing access to the city. We do not need smarter charging or more taxes. We need better access to the city for people to conduct their lawful business. That includes subsidised and more frequent 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?

End charges for driving. These charges are destroying the character of London and discouraging people from travelling in. After the lockdowns and a loss of confidence and mental health issues that have ensued people need to be encouraged to travel into London so that personal confidence can return. Charging is seen as a cynical use of an environmental argument to raise taxes and restrict movement of individual citizens.

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

End the targets for charging. We need to improve mental health. Sick levels in workplaces are at all time highs and mental health is the biggest issue facing our citizens. It is now time to turn this into a priority and encourage people to get out more.

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

We need less technology and more human contact. It is time to end this obsession with technology and consider a more holistic approach to the

Written Evidence from Individuals: Part Two

- wellbeing of Londoners. That starts with more people on the roads and on the end of phone numbers.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change.
Road charging has no role to play. It is just a cynical ploy to raise taxes. The GLA would be better off looking at the use of plastics in our environment, the diversity of species and training opportunities for young people to get proper jobs and subsidising 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?
The public authorities have made a complete mess of our city and local areas. Small businesses have been decimated. As soon the central or regional government take measures they usually make it worse than it was before. I have lost confidence in the public servants of this country and their ability to serve the people. The problem is these tiers of government tell people how to live rather than seek guidance from the citizens that pay the 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?
I would like to see an end to these punitive charges and taxes. I do not have confidence in the public authorities to spend our taxes wisely. The paying of taxes should be optional. As I said the public authorities just make things worse and make us poorer.
 9. What discounts and exemptions would you like 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.
All people should be given exemptions with the exception of politicians and those that are on the boards of large corporations. I do not take kindly to people flying in private jets giving lectures to the rest of us on the need to cut back on the use of fuel. Let us start at the top.
 10. If the Government were interested in a national distance-based road user scheme, would London be sensible place for a trial?
No end trials and stop wasting tax payers money. End charging and promote a holistic approach which includes free public transport and easy access to our towns and cities.
 11. If distance-based road user charging was introduced, do 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 - end charging. These taxes are punitive and just waste the hard earned money of the ordinary person.
 12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to those powers (for example a local referendum)?
All the schemes should form part of the manifesto of the political parties. Politicians are introducing schemes and policies through the back-door. It is now time for greater transparency of party manifestos and for politicians not to go beyond their remit.
 13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking for achieving similar policy goals?
A progressive approach would be for public debates on these matters so that the politicians can be made accountable. Political parties need to be reminded who elected them and the basis of their election.

Written Evidence from Individuals: Part Two

Regards,
[personal information redacted for publication]

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

Reference	RUC629
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Here are my answers, thanks for asking:

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

No, I don't think so, other than to stop the proposed expansion of ULEZ, for the simple reasons that it will not reduce pollution but will negatively impact the poorest and most vulnerable people in the London area.

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

The big worry is it will be more controlling, reduce liberty and divert money from hard-up individuals to the wealthy companies and authorities.

3. 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. It's morally wrong to charge differently for different purposes, and seriously concerning how it would one administered.

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

Mainly the strategy of removing civil rights from the populace and increasing the power of authorities and companies to control people.

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

The technology that is currently being rolled out, sadly, which many people will unwittingly buy into such as apps on their phones, digital currency, social credits, 100% surveillance, active AI, machine learning, face recognition, all this is known.

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

It could assist only marginally, but enough to give you an excuse to roll it out.

7. Are road user charging schemes best 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 up in some hellish alternate reality.

8. 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. This is a well known leading 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?

The notion of discounts and exemptions is just another rescue for total control and will lead to endless controversy just as the current system of benefits does. What will count as disabled for example?

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

Just don't do it. But if the Government was going to go full Orwell, London would not be the best place to trial it. Maybe try somewhere like Wolverhampton, Oh wait, they are.

11. If distance-based road user charging was introduced, do 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 hypothetical question, but history tells u everyone ill always pay more when you introduce any change. That's why you do it.

Written Evidence from Individuals: Part Two

12. Mayors and local authorities currently have powers to introduce new road charging 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, what is required is for the authorities to be honest and truthful and do a genuine, user-friendly public consultation so the population can vote against 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?

I dread to think.

Kind regards

[personal information redacted for publication]

ROAD USER CHARGING

Reference	RUC628
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ROAD USER CHARGING

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

No, as motorist we're continuously impacted upon and penalised through congestion charging, ULEZ, road tax, petrol tax to name a few. What's needed is less regulation and monitoring so we can recover from the state of economy and cost of living crisis.

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

I don't think that the current charging needs to be altered! The motorist is already paying enough

3. 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 irrelevant what the reason is for the journey, we've already paid and are paying to be a road user!

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

Given, what this country is going through and the money that is made from motorists - there are no further needs for "strategies and targets" against us! Whilst I'm all for road safety you have enough cameras watching us and regulations and penalties to fine us WE DON'T NEED ANY MORE!

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

We don't need any more technology to control and charge us for daring to exist!

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

First off not everyone is in agreement that there is climate change - the earth has cyclical weather patterns, this is one such like the ice age! Stop sending so many satellites into space which too is affecting the earth's natural shield. The existing ULEZ and electric cars are doing the rest although you've not addressed where the batteries from electric cars are supposed to go at the end of their life span...

Written Evidence from Individuals: Part Two

7. Are road user charging schemes best 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 Nationally through the road tax and fuel duty and penalised to drive at 20 mph causing traffic jams and more emissions of exhaust fumes. People who are driving older cars for whatever reasons are saving on what the carbon cost on a new car and should pay a lesser road tax as they're now paying ULEZ

8. 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 new form of charging shouldn't be introduced as we're taxed to the hilt with little or nothing to show for it! You penalised us with a lock down and we we couldn't visit friends and family now you want to make it almost impossible to be a road user. When will the needs of the people be taken into consideration and not just ways to keep making us pay! The public transport system is one of the most expensive in Europe and you want us to give up our cars to rely on it! Where I live there are no tubes, and the last train is at 11.04!

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 be apparent we're against forcing this road charging scheme upon us under the guise of saving the planet or what other nonsense you're trying to persuade us 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?

NOWHERE SHOULD BE A TRIAL!!! For there is no place in the country that should be considered. The Government is here to serve the people and why should the people want a national distance based road user scheme to charge them for going freely about 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?

When will enough be enough for this government! It's expensive to live in London and whatever you give with one hand you'll take back with the other so leave us alone and stop with the charging 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)?

As this affects the public it should be democratically put to the vote! These were not issues that you were elected into office for, so as it's of a major undertaking a public vote should be taken!

13. How are other 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 not idea what other countries are doing, I'm only living in this one and again if you're going to make major policy changes then let us vote on it and don't hand it to us as a done deal! This is still barely a democracy so act accordingly!

Written Evidence from Individuals: Part Two

Objection to paying Smart road user charge

Reference	RUC627
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To whom it may concern in Government / Transport for London / Mayor of London / London Assembly / Transport Committee

My answer to Q1 - I DO NOT SUPPORT pay as you drive. In fact, I think the ULEZ zone should be scrapped.

I found listening to the first part of this meeting absolutely sickening. (<https://webcasts.london.gov.uk/Assembly/Event/Index/7f87e0bd-4a7d-47b3-9a9a-10ab4a08faed>) You are taking away our freedom like it is of no consequence what so ever.

I have not been asked as part of your pole and the fact that you've held this meeting in December, a busy month leading up to Christmas, I find sneaky.

This issue should not be a political one and just because you've programmed us to be used to paying doesn't mean we're happy to pay it. It just increases the price of goods and services in London. Are you trying to ruin London as a capital city? You don't solve the problem, you just add a layer of red tape and monetise absolutely everything, be it drivers, animals; even the airwaves and skies above us!

I bet as part of your pole about air pollution you haven't explained to citizens concerned about the air quality that your plan to improve air quality means we'll have to pay through the nose for it and be confined to only travelling 15 minutes from our homes, thus imprisoning us all in a ghetto - not dissimilar to what you tried to do by telling us all to stay at home for 3 weeks to flatten the curve!! Well many months later (and against your original pandemic plans) we were still locked up - forbidden to earn a living - you crashed the economy on purpose and now you want to limit and restrict our travel again, but just in a different way and disguise it by telling us it's for our own good!!!

You have not offered any viable alternatives to our energy needs and are just marching along with net zero without contemplating the consequences of what you're doing (or maybe you have and are just choosing to ignore it). The green principal is admirable, but what I fail to understand is that if we all use electric cars to stop polluting the air by burning hydrocarbons - the electricity still comes from a power station that burns fuel and produces CO2 - so you've not really solved the problem, you've just created a money making system that penalises citizens for travelling. You have not created a solution.

You just manipulate the figures and stats to cover up the true nature of things and create questionnaires worded in a way that creates the answer you want!

Why are you not using the fuel duty (£28 bn) to maintain our roads? There are so many pot holes in my area, that it's like driving on the road in a 3rd world country. The holes are patched (but not after causing considerable wear and tear to cars) and then a few weeks later, they need doing again. Why are they not done properly in the first place? The fact that they have to be done 3 or 4 times signifies to me that you are not considering whole life cost and are in fact wasting my money. However, being synical (which is as a result of your governments lies and corruption over the last 2 years) I'm sure that you've probably granted this contract to either your 'mate' who owns the company or worded the contract so that the company is better off doing a bad job twice, than a good job once.

So go get back to my original purpose - I DO NOT CONSENT TO any smart anything. I also believes it penalises the elderly who aren't tech savvy and if anything goes wrong with the tech there is no human being available to sort it out - and as a result we get fined for non-payment - thereby giving you even more money, confirming my view that this is just a money making scheme, presented to us as a 'fairer way to pay'.

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Charging/monitoring cars per mile in London

Reference	RUC623
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NO!

This is enough.

Congestion charge, Emissions charge, relentless LTN's with confusing signage and restrictions that will lead to fines and conflict no matter how careful you are as a driver.

No one drives for pleasure in London.

You price people out of driving - those of us left who can afford it (barely) drive for work with equipment, drive elderly and disabled family, and use a car for journeys where public transport or a bicycle is not an option.

Now you want to digitally monitor our every move. No doubt you will get this through. A combination of disguising this as a way of making our city greener, and habitually underplaying and misrepresenting your schemes will see to this.

As well as the fact we are all consumed with trying to get by on a daily basis, writing letters to councils etc is not going to happen.

Most of the population is worried about paying their energy bill and trying to get their lives back together after Covid.

If you emailed every household in London and asked do you want this per mile monitoring scheme. YES/NO

It would not be supported. You know this - that's why the objection process is so convoluted. Furious.

This email will do nothing.

So much for a so called "democratic" country.

[personal information redacted for publication]

Call for Evidence will be used to inform the Committee's

Reference	RUC620
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Key questions:

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

Ans: No

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

Ans: There shouldn't be any apparent difference.

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

Ans: There Shouldn't be any different changes at all.

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

Ana: Not sure

Road User Charging Consultation

Reference	RUC619
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Written Evidence from Individuals: Part Two

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 more intrusive and not necessary in a so-called free and democratic 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? - No variation necessary, it should not be introduced
4. What strategies and targets could smarter road user charging support? - None, it should not be introduced
5. What technology could be used to support smarter road user charging? - None, it should not be introduced
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? - It cannot, this is not the solution for your perceived 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? – There are only downsides and no benefits to the end-users, who are already taxed to death at the petrol pumps 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? - It should NOT be introduced, therefore the replacement question becomes void
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 exemptions for all drivers on the UK roads. They already pay road tax and 75% fuel tax when filling up
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 need for trials, this is a bad idea. Unless we live in a tyrannical society (I thought we are free and live in a democracy ??)
11. If distance-based road user charging was introduced, do 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 pay (exorbitant fees by the way) anymore that we currently are for driving
12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? – with great power comes great responsibility ! These powers cannot be abused like the mayor already proved with his expansion of ulez. There is only so much abuse people are able to tolerate
13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? – Spying on it's citizens and charging them for the privilege?

Road User Charging

Reference	RUC616
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To whom it may concern, please find below my responses regarding road user charging, having considered your Key questions.

Written Evidence from Individuals: Part Two

- 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.
- 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, My Answers

Reference	RUC614
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Mayors and local authorities currently have powers

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

No. We've already had enough of them.

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

You do not need to propose a new 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?

Written Evidence from Individuals: Part Two

We are already paying fuel duty. No more charges!!

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

You must not concentrate on charging,charging,and charging!! you should be thinking of giving and supporting people!

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

Non.

You are just thinking of exploiting people using technology!

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

We are already taxed enough. Tax big companies.

7. Are road user charging schemes best 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. We don't need another 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?

Please stop focusing on charging people! Instead you should be thinking of welfare of 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?

We do not need a road charging system 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 at all. It shouldn't be happening.

11. If distance-based road user charging was introduced, do 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 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 currently have too much powers. We need a big public debate

in order to reduce their 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?

People should have the chance to vote on the policy.

Written Evidence from Individuals: Part Two

Regards

[personal information redacted for publication]
Mayors and local authorities currently have powers

Response to the London Assembly road user charging from a resident of Hammersmith and Fulham

Reference	RUC613
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To: London Assembly Transport Committee call for evidence, Road User Charging
From: [personal information redacted for publication], resident at [personal information redacted for publication] (Hammersmith and Fulham), private car owner and motorist in central and greater London.

Dear Sir/Madam,

I am pleased to submit my response to the Committee for consideration.

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

Yes. The current Congestion Charge needs to be removed by 31 December 2023 on Saturdays and Sundays all day to improve access for residents to leisure and attend places of worship and visit to Central London to boost the economy and allow residents to drive in their own neighbourhood and avoid the tax which affects the poor.

Yes. The inner London ULEZ charge should end by 31 December 2023. Air quality in London has improved dramatically over the last two decades with the ending of unleaded petrol and every day more zero emission electric vehicles drive on our roads.

Yes. All Low Traffic Neighbourhoods should be ended by 31 December and councils should seeks funding from elsewhere, the schemes tax the poor and force traffic onto main roads causing traffic jams.

Yes, the Committee need reminding of the Authority's name, "Transport for London", it is not "London for Transport for London", funding must be found elsewhere. Driving in London has become oppressive by design, the war on the motorist from the Authority charged with helping transport and the motorist causes anger on the roads and has negative consequence on residents, visitors and society, on businesses, places of worship and voluntary organisations.

Yes, Road User Charging – pence per mile charging needs to be considered and cancelled.

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

It must not expand any further and must not develop to a pence per mile model in addition to current charges. The only charge to remain should be the Central London Congestion Charge Mon to Fri only in working hours to promote use of the Underground, Buses and public transport.

Written Evidence from Individuals: Part Two

3. 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 should come to an end except for the Central London Congestion Charge on weekdays for the current zone.

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

None, access to business and places of worship and friends, relatives and contacts of residents in London and outside of London are hindered and not served at all by having any sort of Road User Charging outside of the current Central London Congestion Charge in the current zone on weekdays during office hours only. All other current and planned road user charging including ULEZ and LTN's must be ended by 31 December 2023.

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

None, technology for road user charging should be removed and plans cancelled. Access to business and places of worship and friends, relatives and contacts of residents in London and outside of London are hindered and not served at all by having any sort of Road User Charging outside of the current Central London Congestion Charge in the current zone on weekdays during office hours only. All other current and planned road user charging including ULEZ and LTN's must be ended by 31 December 2023.

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

Very limited outside of the Central London Congestion Zone Mon to Fri office hours only. The impact on air pollution and climate change is minimal in London terms and does not warrant further measures.

The correlation between climate change in the UK and globally is insignificant by expanding road user charging in any way.

The human impact on individuals, the economy, the poor far outweigh the microscopic climate change argument and minimal impact on air pollution as electric cars increase and modern vehicle engines become more efficient.

7. Are road user charging schemes best 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 kept at national level, via the existing road tax fee with all other charges except the existing Central London Congestion Zone Mon to Fri in office hours.

8. 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 user charging was introduced it should result in cheaper annual road tax for residents of London

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 response is clear, I would rather not see any new or smarter road charging schemes, this is the best result for disabled people and those on low incomes and those who need to drive to work and for those 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?

If the Government was interested in such a scheme, London would not be a sensible place to start considering the burden motorists in London already bear with the Congestion Zone, ULEZ and the myriad of fines and traffic restrictions and Bridge and rover crossing closures/problems/lack of investment, any additional burden would be unacceptable.

Written Evidence from Individuals: Part Two

11. If distance-based road user charging was introduced, do 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 as the burden motorists in London already bear with the Congestion Zone, ULEZ and the myriad of fines and traffic restrictions and Bridge and rover crossing closures/problems/lack of investment, any additional burden would be unacceptable.

12. Mayors and local authorities currently have powers to introduce new road charging 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 support divisive referendums that harm communities and divide local residents who want their road to have less motorists and adjacent residents who sit in traffic jams. I support a national government initiative to end road user charging in every way except for the Central London Congestion Zone in office hours Mon to Fri.

13. How are other 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.

Thank you for considering my response.

I would be happy to discuss further. I drive in Central and Greater London for the following reasons:

1. I am employed by a major [personal information redacted for publication]company. I drive to visit some sites at work and save 50% travel time. For other sites in Central London I use the Tube.
2. To visit and care for my elderly parents in [personal information redacted for publication]
3. To attend a place of worship
4. To visit friends
5. To go shopping and transport shopping home
6. To go out for the night – leisure
7. To do DIY jobs with tools for friends and those in need
8. To drive to volunteer for a charity that I am on the board for

Thank you

[personal information redacted for publication]

No to road charging reform

Reference	RUC612
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I reject the proposed plans on the grounds they are unnecessary and unfair. As a frequent road user in a carers capacity any charging reforms that increase costs would be unaffordable.

Written Evidence from Individuals: Part Two

Road user charging

Reference	RUC594
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I think this is the most invasive and outrageous proposal I could ever imagine.

I want to register my absolute opposition to this scheme

Let me know what I need to do please

Thank you

[personal information redacted for publication]

Smart charging system

Reference	RUC592
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To whom it may concern,

This system that is being pushed through will price lower earners out of being able to use their own cars, forcing them to use unreliable and over priced public transport.

I work at London Heathrow as do many others and this will be devastating for the airport, with many people being forced to leave their jobs.

The cost of living is already forcing people into poverty and this is deliberately pushing people closer to breaking point.

This needs to be reconsidered.

Kind regards

[personal information redacted for publication]

Call For Evidence-Road User Charging

Reference	RUC589
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Dear Committee Members,

Please see my responses to your questions.

Yours sincerely,

[personal information redacted for publication]

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

No, there's already ULEZ in place which is costing motorists extra money during a very stressful cost of living crisis.

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

Adjust the already unfair system currently in place that charges people twice if they return from a journey 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?

Written Evidence from Individuals: Part Two

It shouldn't be varied we're paying enough to keep our cars on the road already, people don't need any more charges they're struggling financially as it is.

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

People need support with their well being during these very difficult times, not targets.

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

People don't need more technology there's more than enough already for our everyday activities.

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

ULEZ and Congestion Charge are 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?

We already have charging systems nationally-Fuel Tax and Road 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 shouldn't be introduced, the current schemes are already keeping families/friends apart and pricing people out of 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?

People don't want a road charging scheme. People living in areas with low levels of public transport need better public transport in their areas, improve that instead.

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 should be trialed. The people are stressed out and need to be left alone to live in peace.

11. If distance-based road user charging was introduced, do 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 if this was introduced, nobody will benefit from 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)?

The UK as a whole should be able to vote on this as all 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?

The people don't have a say on policy goals, in a democracy they should have a chance to vote on this and any road charging scheme ideas.

Road Charging Feedback

Reference	RUC588
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1. Do the current road user charging systems in London require reform?

Answer: There should not be any road user charges as it is illegal under the Bill of Rights 1688.

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

Answer: It is illegal to fine somebody before conviction.

3. 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 Two

Answer: Without evidence of a valid signed agreement there must not be any charges whatsoever.

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

Answer: Charging people on their journeys without being bound to a contract of before a conviction is supporting a criminal organisation in theft and fraud.

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

Answer: None.

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

Answer: What difference does illegally charging someone who is travelling freely as they have the right to do, upon the flow of traffic, the amount of traffic, air pollution or the nonsensical idea of 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?

Answer: Road user charging schemes should be abolished immediately as it is theft, fraud and extortion.

8. 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: "IF" they will not be introduced as it is unconstitutional and illegal.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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: There shall not be any discounts or exemptions as this scheme will not be introduced. If it is those making it possible will be held to account in their private and public capacity and prosecuted to the fullest extent under the law for theft, fraud and extortion.

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: Nobody is obligated to be funding the Government, travelling on a long or short journey has nothing to do with the Government. We have the unalienable right to freedom of travel without let or hindrance. No place shall be a trial for any criminal activity against 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?

Answer: Londoners or any other man or woman in any area of the UK will not be charged for travelling.

12. Mayors and local authorities currently have powers to introduce new road charging 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 and local authorities DO NOT have "powers" to do what they like and introduce new rules. That is a fraudulent statement. Parliament doesn't have authority over the people so why would a Mayor or any other public servant?

Written Evidence from Individuals: Part Two

13. How are other 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: Other cities are not run by communists that only want more money out of the pockets of the people by threat of menaces, prosecution, collection agents, vehicle seizures and the like.

Note: It is quite clear that nobody working in a public office actually has knowledge of the law and it is a disgrace. I have included links to such laws below. Now you are on notice and have been informed of the law, you must not proceed with this criminal idea of charging road users when none of us are under any lawful or legal obligation to be funding any council, police force, government or corporation without written agreement. The Bill of Rights gives parliament their authority yet their authority has limits and so they cannot just do what they like. Government is below parliament and them too cannot just do what they like. The acts they create require the consent of the people for them to even have the FORCE of law behind them. "Governed by consent."

<https://www.legislation.gov.uk/aep/Cha2/29/3/section/IV>
<https://www.legislation.gov.uk/aep/WillandMarSess2/1/2/introduction>
<https://www.legislation.gov.uk/aep/WillandMar/1/1/contents>
<https://www.legislation.gov.uk/aep/Will3/12-13/2/contents>
<https://www.legislation.gov.uk/aep/WillandMar/1/6/contents>
<https://www.legislation.gov.uk/ukpga/Geo5/1-2/6/contents>
<https://www.legislation.gov.uk/ukpga/1916/50/contents/enacted>
<https://www.legislation.gov.uk/ukpga/1968/60/contents>
<https://www.legislation.gov.uk/ukpga/2006/35/contents>
<https://www.legislation.gov.uk/ukpga/2015/30/contents>

I strongly suggest that you read and understand the above before you commence with criminal behaviour.

Lastly: Article 61 of Magna Carta was invoked in 2001.

<https://www.telegraph.co.uk/news/uknews/1327734/Peers-petition-Queen-on-Europe.html>

Thanks.

Road user charging

Reference	RUC587
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Hello,

My comments regarding road user charging are:

There are not enough bus routes.

There is no bus route from sidcup to a hospital in the vicinity with an A&E.

My journey to work is a 15 minute walk followed by 2 bus routes

There is no train provision across London only in and out the centre.

There is no easy way to get to the hospitals in my area, Bexley, by train, you need to get on a bus from the train stations.

Hospitals were built in areas expecting people to reach them by car. Those near train stations were demolished or downgraded.

Written Evidence from Individuals: Part Two

The transport system is privately not publicly run, are those proposing this in cahoots with those companies?

The transport system needs completely overhauling and being put back in public hands and subsidised before this can be implemented. Otherwise it comes across as a cash cow as the Ulez extension does.

I do hope these comments are taken on board.

Kind regards,

[personal information redacted for publication]

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

Reference	RUC584
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In response to question 1: Do the current road user charging systems in London require reform?

No. London should not have variable or distanced-based smarter road user charging.

The Mayor of London should instead work with the Government to ensure that enough money from Vehicle Excise Duty is distributed to local councils to pay for the upkeep of the road infrastructure.

Given that interest rates, energy costs, the cost of food, and other prices are all rising, the timing of this proposal is not good. If this is going to be adopted, it should wait for a later time when people are more able to afford this change.

There may be unintended consequences from this proposal. Drivers trying to minimise road charging costs might ask their satellite navigation devices for the shortest as opposed to the quickest routes. This would take them down minor roads that would not otherwise be travelled, thus causing increased traffic on those routes. Also, those living just outside London would choose to drive to and buy from traders outside London where they have the choice, eg choosing which cinema to visit, thus adversely affecting those businesses on the London fringe.

Journeys made by road may not always have a practical public transport equivalent, so road pricing in those situations will just serve to be an extra cost for road users where they consider that their road journey is essential.

Road user charging

Reference	RUC583
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Dear Committee

I understand your concerns regarding air pollution and current measures taken to facilitate these. However, is there any consideration taken to those who are vulnerable and to whom a car is not a luxury but a necessity. It just seems to be another money making scheme and an attack on people's liberty and freedom of movement.

Written Evidence from Individuals: Part Two

Wholly unacceptable

X

Road user charging

Reference	RUC582
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It's not wanted or needed. People are struggling to survive and now more taxes to be added. It's nothing to do with air quality as the figures being used are totally incorrect or if you like a lie! All to gain more money for the hard working motorist!

Stop this now, the people have had enough. We are not sheep that can be controlled and we won't.

Road User Charging

Reference	RUC581
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copy of this email sent to Rishi Sunak, Prime Minister, via snail mail

Dear Sirs

Motorists already pay Road Tax, VAT and fuel duty on petrol or diesel, and parking charges to local authorities everytime they need to park their car. We now also have ULEZ charges in central London and other local authorities bringing in 15 minute cities. Do we not already pay enough in taxes without being charged for every mile we drive? To be bringing in these measures when we are paying the highest taxes ever and are in the middle of a cost of living crisis is disgraceful.

Money would be better spent on sorting out the public transport system. Clean up public transport pollution, make it clean and comfortable, running on time with plentiful services and no overcrowding and people may consider using public transport. Otherwise people will not give up the comfort and freedom of their car.

Living in the country, there is no public transport and a car is a necessity. On the rare occasions we dare venture to Birmingham on the train it is terribly overcrowded. We have legislation in this country which prohibits the overcrowding of farm stock in stock lorries, but it seems that there is no such respect and care for us humans.

Charging people for road usage is an infringement of our freedom of movement. This is the Government interfering with the Sovereign peoples right to go about their daily business.

These charges will destroy the town and city centres and will be harmful to business.

The people have not asked for these measures to be brought in and are being disregarded by the powers that be. This is one of the World Economic Forums strategies to get to Net Zero and prevent the climate "crisis" which according to the late Professor David Bellamy is based on "bad science" Climate change is a natural phenomena which has been happening for billions of years. We need more carbon to sustain life, not less.

Yours faithfully

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Road User Charging

Reference	RUC579
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In response to the Road User Charging consultation, my answers to the questions raised are as follows:

1. No, the current road user charging systems do not require reform. The ULEZ has impacted people detrimentally and further charging would just add further distress.
2. Instead of proposing new systems, please adjust the current systems. E.g. the daily charge stops at midnight meaning those visiting between 10pm and 2am pay twice such as working musicians, cleaners, security staff etc. This is unfair for many working people.
3. You should not have to pay extra for work purposes, caring or essential services. People already pay fuel duty, road tax so additional charges are unfair.
4. Please consider the health and happiness of the nation in place of 'targets'.
5. People would prefer less technology not more intrusive systems.
6. The ULEZ already addresses these issues as well as tax via VED and electric car incentives.
7. The current national road tax and fuel duty systems are sufficient.
8. It shouldn't be introduced. It would be better to focus on the health and happiness of the nation and not more ways to price people out of driving cars for work, visiting family etc.
9. A road charging scheme is not wanted or needed.
10. No - a national distance-based road user charging scheme is not wanted or needed.
11. Distance-based road user charging is a terrible idea which will misery to enormous numbers of people.
12. All of these schemes should be put to a public vote.
13. The public has not had a say regarding these policy goals. If people were given the chance to vote on the policy, then a vote should be afforded regarding a road user charging scheme.

Road User Charging Consultation

Written Evidence from Individuals: Part Two

Reference	RUC576
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1. Do the current road user charging systems in London require reform?

No. I believe we have fuel duty which does this. It'll only be used as yet another excuse to squeeze people who HAVE to drive. Another excuse to track people. Another reason to levy exorbitant fines on those who can least afford it. London is becoming a difficult enough place to do business as it is (unless you work in social media or a bank).

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

This question feels deliberately vague. Fundamentally a charge per mile is just another way of tracking citizens, I don't like it, I don't trust 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?

Essential services sounds like just another way of the state telling is what's good and what's bad. Surely going to work is an essential service. Surely going to meet friends is an essential part of human existence? Have we not learned anything from Covid that people need to see people and interact?

As someone who manages lots of building work, it costs nearly double to carry out a job in London than it does in the home counties. Within central London it can be three or four times more expensive unless. You're killing off everything.

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

The consultation doesn't outline any benefits. All we seem to do as a country is bodge things. There is no investment in infrastructure, there's nothing that's being done to actually build new stuff for cyclists or improve train connections. Trains just get more expensive and less reliable, and "cycle lanes" are created by carving out road space. You're not making anything better for people, you're just deliberately making it worse for car and van drivers.

I am utterly amazed that the consultations to this are provided by email. It's 2023 and nobody at TFL has managed to figure out how to use a web-form? No wonder nothing works

[No subject]

Reference	RUC575
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1. Do the current road user charging systems in London require reform? NO

We do not require a pay per mile system or smart charging scheme. I say No to any more additional payment schemes in Greater London. The aim of creating additional schemes to charge drivers in London is to force car drivers to stop driving their cars. However, if this scheme went ahead will it affect electric car drivers? If it did, then there wouldn't any point buying an expensive electric car.

More and more people are moving out of London due to these ridiculous schemes. This information was never marketed to reach every household that will be affected by these changes. Why didn't the government post a letter to every household?

No more additional driving charges and no more closures of roads.

Written Evidence from Individuals: Part Two

Regards

[personal information redacted for publication]

Road User Charging

Reference	RUC573
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Dear Sir / Madame,

Here is my response to the Governments Road User Charging Consultation.

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

You have already bought in ULEZ which impacts an enormous amount of people, we do not need any more motorists' being charged

For just going about their day to day life. People are already stressed enough with the impact of the scandemic. Does our money actually go back into our ecomemy ? we do not need any more regulation, the Government disrupts our lives enough, spends our money helping others instead of our own enough is enough.

Q2 Answer: if the old systems don't work as you're implying what makes you think this will, how about thinking outside the box and adjusting the system, daily charging of a free sovereign man or woman. Not happening on my watch too much government over-reach.

Q3 Sovereign man and woman should not be paying anymore or extra , weather travelling to work, Caring or essential services that has nothing to do with the Corporate Government private business. We already pay fuel duty, again we do not want or need any more charging systems implemented. Too much Government over-reach.

Q4 How about looking after our infustructure, and ecomemy instead of always trying to find new ways to rob I the man of this fake currency promissory note.

Q5 we do not want or need anymore technology rammed down our throats and sold as if its a good thing, where has this come from WEF?

Q6 Climate change is a hoax bought by the Govement and WEF in order to, control the population of the United Kingdom to bring about more taxation so we become dependant on you, I suggest you look at the bill of exchange act 1882, I will create my own promissory note

As our current currency isn't backed by any viable commodity.

Q7. We already have road user charging, ROAD TAX!!! And fuel duty and do not want nor require any more, how about another approach
Reduce road tax on older vehicles.

Q8. I don't believe or think it should, who ever has been put in charge of this should scrap this nonsense and make do with the money you already take, lets face it nothing has improved in the U.K.

Q9 we the people do not want nor need another form of money grabbing, lets have less hypocrisy from the MPs.

Written Evidence from Individuals: Part Two

Q10 Nowhere is a sensible place, the whole scheme is government over reach and the people will not stand for it, we know the corporation system the Government do not own the roads , (companies house) corporation can not do business with a living man or woman.

Q11. Leading question, scrap the scheme, you then gov will find an exemption for yourselves or just claim it back like everything else you do. I do not consent to any of this, I will not comply. Try me!!

Q12 any scheme should be put in a vote, the people should be given enough time and information to be told what this ridiculous idea is,
Dare I say it have it on the news! (fake news)

Q13 give the people the vote on the policy goals, with no hidden agendas, all this is a dictatorship and I will not comply even with your scam climate crisis. We the people do not consent nor will comply.
We are sovereign this is our land not a government corporation.

Stop with these leading questions. You do not own the land and are stepping over you boundaries.

Sincerely.
All rights reserved , non waived ever.
Living man.

Call for Evidence: The future of smart road user charging I writing express my concern and complete objection to any further plans to road charging in London.

Reference	RUC572
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The mayor has already passed various road charging without any proper regard for Londoner expressed wishes. This will be yet another charge on top the existing plus the road tax we already pay. Given the cost of living situation this is totally unacceptable.

Thanks

[personal information redacted for publication]

Consultation for charging per mile

Reference	RUC571
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Key questions 1. Do the current road user charging systems in London require reform.
Answer NO

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

Answer: We don't need more smart charging or stealth tax

Written Evidence from Individuals: Part Two

3. 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 are you going to charge every car owner to drive to do the weekly shop it is just another tax on the motorists .

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

Answer:

How about we all sit a home don't go to work , don't drive , don't cycle, don't go on a bicycle or electric scooter. Lets stop making the poor poorer. Lets stop with the Orwellian rhetoric and leave us alone to go about our daily lives without any more government departments trying to tax us to the food bank . Oo are you saving the roads for the rich just like ancient history when only the king was allowed to use the road. Give us a break for gods sake I am sick of paying road tax, petrol tax, council tax, rent service charge tax , Vat on everything and a cost of living CRISIS .

STOP Pay By The Mile

Reference	RUC566
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To whom concerned with Pay By The Mile.

I feel and many other people do that ULEZ and now possible Pay By The Mile may come into force.

This feels like the Mr Khan/Government are taking Car Drivers Rights Away from each individual Car Driver. We have done Everything Right.

Passed Our Driving Test.

Paid Car Insurance.

Paid Road Tax.

Paid MOT (Which Includes Emissions Test).

Now the Extension of ULEZ to M25 which is so Wrong. I work in Care Home in [personal information redacted for publication] other side of M25 and live in

[personal information redacted for publication] . My Car is not Compliant, Nothing wrong with it. But will cost me £60 per week which I cannot afford or even purchase a new car. I am 64 years of age and on my own, I just cannot see Retirement for my future. The cost of living now, your also talking about PAY BY THE MILE.

How do you expect people to survive and see their Family and Friends.

This all NEEDS TO STOP. THIS HAS GONE TOO FAR.

Feels like You are All Dictating too the People in this Country and Totally taking our rights away.

Enough is Enough Please Put A STOP ON THIS.

What with the Rise in the Cost of Living and Now Peoples Mental Health. People will not be able to go for days out as the Cost will be to much. Business will Close, do you really want this on your shoulders. You will be pushing Family and Friends apart because of the cost of travelling our cars.

>>>P L E A S E S T O P
PAY BY THE MILE<<<

>>>STOP E

Expanding ULEZ to M25 NEEDS TO BE Cancelled. Think of the People of London<<<

Thank You

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Road User Charging

Reference	RUC565
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Do not introduce charges for using roads this is literally highway robbery. Cease and desist from this insidious scheme with immediate effect!

Proposed smart road user charging

Reference	RUC564
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I am self employed and the location of my employment avies quite often on a daily basis. I have to carry equipment with me to those places. I use public transport where I can but often this is far more expensive than driving and quite often inconvenient in terms of journey time (trains from my very distant zone 3 station have been reduced in frequency and number, and no longer even stop at the end terminus without my having to change) and travelling from the nearest 'end' station to my final location. Should road charging be introduced it would have a significant impact whereby I, like many others I suspect, would seriously consider leaving London to reside elsewhere. Once again this is a tax on those who can afford it the least.

Road charging consultation

Reference	RUC561
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I do not agree with any of the points mentioned in your Road charging consultation. I do not approve of anything contained within the document & feel it is against human rights in a free society to push your agenda on the disapproving public.

Smart user charging.

Reference	RUC560
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Q1 response,
No there is no need for pay per mile charging.
Subsequent questions do not require a response as per to the response to q1.
Thanks,
[personal information redacted for publication]

Road User Pricing

Reference	RUC559
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Written Evidence from Individuals: Part Two

To whom it may concern,

The introduction of a charging mechanism for road use in London is very welcome, particularly one that targets congestion at peak times. Cost disincentives are proven to work in lowering emissions (see ULEZ, congestion charges etc). It would begin to reflect the true social, health, safety and economic costs of private car ownership and driving in an urban setting & benefit the majority of inner Londoners who don't drive.

Charging more at peak times also reflects the cost structures of other transport methods, such as train fares and is a basic rule of the capitalist society in which we live.

My only reservation is in regard health exemptions. Perhaps blue badge exemptions are already built in? I would extend this to cover all health needs - refunds from receipts of gp appt confirmations, a&e visits, hospital appts etc. I would also suggest exemptions for itinerant healthcare professionals and carers.

Perhaps it should be dropped altogether at super off peak times to protect shift workers unable to rely on public transport?

These are my personal opinions expressed in good faith.

Yours,

[personal information redacted for publication]

Road User Charging Consultation

Reference	RUC556
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1. Do the current road user charging systems in London require reform?

No. ULEZ is already a heavy burden on the people's personal finances

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

I don't agree that any new or additional form of charging should exist, so I can not answer 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?

My only point here is that health service providers and registered carers should not be charged for journeys pertaining to the delivery of the service or care

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

Not applicable as I do not agree with the proposal

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

Not applicable as I do not agree with the proposal

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

Much of the congestion and concentrated pollution levels are created by the reduction of road space as a consequence of LTNs, pavement widening and over engineered segregated bike lanes.

Do not suggest a tech solution to a problem that has been artificially created

7. Are road user charging schemes best 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 applicable as I do not agree with the proposal

8. 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 Two

Not applicable as I do not agree with the proposal

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 as I do not agree with the proposal

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 charging per distance, period.

11. If distance-based road user charging was introduced, do 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 as I do not agree with the proposal

12. Mayors and local authorities currently have powers to introduce new road charging 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 100% agree that any such proposal must only be activated subject to the approval of the people through a public referendum, rather than being foisted upon 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?

I'm not doing your job for you!!!

Road charges

Reference	RUC555
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Hi

I am not happy with any further road charges.

The roads in Croydon are congested because of the cycle lanes. This has caused more pollution.

The amount of people using the cycle lane is very minimal and most of the cyclists use the pavement.

In any emergency the excess to Croydon University hospital is difficult.

There is an aging population so they need their cars.

The disabled people needs cars and taxis. The new charging will make taxis more expensive.

Is there any investigation on the battery life of any vehicle and how it will be disposed off?

Eventually all cars will be energy efficient. The charges are just to rake in more money and make peoples lives more difficult.

Shopping centres are left redundant and run down. How much more damage does the mayor want to do before he is voted out.

The congestion is caused by the Mayor by not doing proper investigation.

Regards [personal information redacted for publication]

Written Evidence from Individuals: Part Two

Survey - The future of smart road user charging

Reference	RUC554
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1. Do the current road user charging systems in London require reform?

No. I went too far already

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

It would have a bigger negative impact on poor people, stopping them to be able to move around

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?

This is ridiculous. Control at the highest level

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

None, as above controlling the population is not right.

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 would affect in a negative way people in general. Freedom of movement is an essential human right.

7. Are road user charging schemes best 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. Bad in London, at the national level, I will move out from 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?

None. I shouldn't 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?

Shouldnt be implemented, so no changes.

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 controlling freedom of movement at scary levels!!

11. If distance-based road user charging was introduced, do 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 can 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)? 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?

That's evil. Instead of really working to get better and cheaper public transport systems, you are looking to charge more, now based on a scary tracking control system.

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[personal information redacted for publication]

Written Evidence from Individuals: Part Two

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

Reference	RUC550
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1. Do the current road user charging systems in London require reform?

The current road user schemes such as the Congestion Charge, the Low Emission Zone (LEZ) and the Ultra Low Emission Zone (ULEZ) have clearly not worked. The more schemes that are put in place, the worse the traffic gets. Drivers who have a bad experience travelling in the outlying districts decide to pay to travel in the restricted sector the next time round hoping for an easier journey. When you have all drivers deciding to do this, you end up with heavy traffic in both the restricted and outlying districts, increasing the problem.

Freedom of movement without these charges will reduce the problem as well as removing the low traffic neighbourhoods which block side roads. This would free up the main roads and there will be less traffic. Drivers cannot get to their destination in the shortest route available, and these restrictions make their journey three times longer because they will have to travel around the outside of the city to get there. This has led to more cars being on the road for a longer time.

Recommendation: The current road user charging systems should be abolished. The Congestion Charge has been around for 20 years and clearly has not worked which is why we have reached this point.

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

Smarter road user charging will provide more accurate surveillance over drivers than the current daily charges. GPS tracking of vehicles' mileage will allow local councils to get more money through fines and drivers will be coerced into travelling by other means.

Recommendation: Abolish all 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?

This can be done by implementing a digital identification card where caring responsibilities and essential services can be recorded and citizens charged less for entering restricted zones. The Government will have every detail about its citizens on the digital ID making the Data Protection Act 2018 redundant.

Recommendation: Driving in London should not be charged as drivers already have to tax their vehicles annually. This is in breach of Article 8 of the Human Rights Act 1998. Article 8 protects your right to respect for your private life, your family life, your home, freedom of movement and your correspondence (letters, telephone calls and emails). You have the right to live your life privately without government interference.

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

If implemented, then smarter road user charging should provide compensation to all the local businesses that will lose customers who will not travel to buy from them to avoid increasing

Written Evidence from Individuals: Part Two

their mileage so they don't have to pay additional charges. Cars are necessary to pick up and carry things to these businesses but drivers will avoid doing this. All businesses should be provided compensation from smarter road user charging for the number of customers they will lose. It should pay for the damage it will cause to people's livelihoods.

Recommendation: Smarter road user charging cannot be seen by the public as doing any good. Its mere existence does not "address the triple challenges of toxic air pollution, the climate emergency and traffic congestion". It just moves it to areas outside London.

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

There should not be any use of technology to track the movement of Londoners.

Recommendation: By deciding to use GPS tracking, facial and number recognition plate technology to ensure that every citizen in the UK is sufficiently tracked, this would be a breach of Article 5 of the Human Rights Act 1998 which protects your right to liberty. Such excessive tracking of movements will make London an open prison. This will be no different from fitting burglars, thieves and robbers with ankle tags that have GPS technology to 24/7 track their precise location when they are released from prison.

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

It cannot assist with tackling current challenges such as traffic, air pollution and climate change. It will just make the situation worse which has been shown by the introduction of the Congestion Charge, the Low Emission Zone (LEZ) and the Ultra Low Emission Zone (ULEZ). All these things have been implemented to make drivers think about their journey before they use their vehicle. It makes no difference. If you need to use a car to pick up and drop off something, then you will use it.

Recommendation: Although it may reduce pollution in the city centres, will it not treble the pollution in the outlying districts? Has a survey been carried out showing that each zone contains all the necessary infrastructure for the plan to be feasible? Has a plan been drawn up to replace cars with sufficient public transport to cope with increased pedestrian traffic. Public transport in London is very bad and during the pandemic, those who had to use it to travel to work to avoid the Congestion Charge, risked being infected by other passengers. This is why we need freedom of movement in London. People should be able to use a car, bike or motorcycle without having to pay for distance travelled.

7. Are road user charging schemes best 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 under any level. Freedom of movement without having to pay is required.

Recommendation: Road user charging schemes will create more problems than resolving them. This question has not taken into account what plans are in place for disabled and elderly to get to essential services? How would this affect people on a city, regional or national level? What plan is in place for home care services who would normally cross many restricted zones on a daily basis to reach clients?

Written Evidence from Individuals: Part Two

8. 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 Congestion Charge, the Low Emission Zone (LEZ) and the Ultra Low Emission Zone (ULEZ) should be abolished.

Recommendation: Smarter road user charging should not be introduced or replace any taxes. Drivers already pay vehicle tax and that should be 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?

Recommendation: The smarter road charging scheme is unfair for everyone and is in breach of the Equality Act 2010. Any discounts and exemptions for people under the protected characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation is discrimination within itself. Therefore, there should be no smart road charging scheme which would ensure that everyone is treated equally.

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

Recommendation: There should be no trial for a national distance-based road user charging scheme anywhere in the country. Drivers already have to pay for petrol and electricity which covers the distances they travel. Not enough work has been done answering the following questions:

- i. Although it may reduce pollution in the city centres, will it not treble the pollution in the outlying districts?
- ii. Has a survey been carried out showing that each zone contains all the necessary infrastructure for the plan to be feasible?
- iii. People need to drive vehicles for important reasons. Has every local area got a doctor, a supermarket, a dentist, a vet surgery, a post office, a mental health practice, an osteopath, a church, a clothes shop, children's nursery, a primary and secondary school where people can avoid paying an additional charge for mileage they have used?
- iv. Has a plan been drawn up to replace cars with sufficient public transport to cope with increased pedestrian traffic?
- v. What plans are in place for disabled and elderly to get to essential services and not be charged for mileage?
- vi. What plan is in place for home care services who would normally cross many restricted zones on a daily basis to reach clients and have to pay for the additional mileage?

All that this will do is restrict traffic to city centres eventually destroying all retail and recreation activity which will reduce city centres to ghost towns. Smarter road user charging will destroy 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?

Written Evidence from Individuals: Part Two

Recommendation: Distance-based road user charging should not be introduced. This is in breach of Article 8 of the Human Rights Act 1998. We have a right to a private and family life. Nobody should be able to secretly watch what we're doing without good reason.

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

Recommendation: Mayors and local authorities have no right to introduce new road charging schemes because no one has asked for them. It isn't an issue because it isn't wanted and should not be implemented. Those who push ahead with such schemes without the consent of the people that voted for them should and will be removed from office by a non re-election campaign 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?

London is the first city which has proposed this scheme without the consent of the people. Birmingham and Manchester have introduced clean air zones and ultra low emission zones which millions of drivers have ignored and refused to pay the fine. The same will happen with smarter road user charging. Humans don't react well to illegal laws that restrict their freedom of movement, they just ignore them and remove the officials that implemented them in the first place.

Yours faithfully,

[personal information redacted for publication]

Road User Charging

Reference	RUC549
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To the London mayor

I object to the road usage charge that you are trying to introduce. Car drivers are already paying enough to use the roads such as Ulez, congestion charge, LTN'S not forgetting to mention road tax, car insurance & petrol. With all that is going on in this country I think the people, including myself have had enough of our money being robbed from us with all the energy costs & price of living & council tax. We are already struggling with some of us having to go tp food banks to feed ourselves because we can't make ends meet. Enough is enough. I reject this idea as it is not beneficial to ordinary people only to those that want to line their pockets.

Yours sincerely

[personal information redacted for publication]

The future of smart road user charging

Written Evidence from Individuals: Part Two

Reference	RUC548
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1. Do the current road user charging systems in London require reform?

No we don't need any more charging. The people are poor enough and cannot afford more charges for using the roads. We should be able to use the roads freely without more expense.

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

Instead of proposing new systems. Fix the current 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?

You should not have to pay extra for travelling to work or caring responsibilities or essential services. People are struggling enough as it is.

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

None

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

We want less technology intruding in our 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 doing this, we don't need 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 have road tax and fuel duty, we don't need anymore. Instead we should reduce tax for older models as they are being used well instead of scrapping for other newer models, which would no doubt would creat more issues in regards of using more materials etc... plus the new electric cars are more harmful to the environment because of the amount of mining needed for the lithium batteries. The lithium batteries being highly dangerous and a health concern.

8. 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 don't want more taxes and charges. What we have already is enough. We did not ask for this and we should have a proper debate on this. Let the people decide. That's what democracy is supposed to be.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 new road charging scheme. I would like to see this one abolished and other ones reduced. Make it easier for poor families to afford a vehicle instead of harder. It is infringing upon our basic freedoms.

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 should have a trial. We did not ask for this. It will only lead to more control over peoples 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?

None of the above. We did not ask for this. No charing for distance travelled.

Written Evidence from Individuals: Part Two

12. Mayors and local authorities currently have powers to introduce new road charging 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, so the nation can decide. That's how democracy should work. A consultation online or via email is not good enough as majority will not see this or be able to respond.

13. How are other 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 chance to vote about this democratically.

Thanks

[personal information redacted for publication]

London Traffic

Reference	RUC545
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These systems seem to be a complete and utter strategic stealth tax on unassuming residents of London.

I am completely against any plans for this charging when the LA seem completely ignorant of the current state of affairs that people are suffering at this time.

It appears that the political blame game is being played with the residents of London and its surrounding boroughs are the pawns.

Surely the LA can see this and should look at other ways to keep London at the front of an ever evolving World without causing its residents more financial and mental heartache.

Regards

[personal information redacted for publication]

Charges for smart roads London

Reference	RUC544
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I do not agree to any charges and more limits to our freedom

We already pay massive taxes and we are no longer agreeing to government s who don't listen to the people

We do not comply not in London or anywhere else in Britain

Thank you for protecting or freedom of speech which is a God given right

[personal information redacted for publication]

The future of Road User Charging

Reference	RUC543
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Written Evidence from Individuals: Part Two

Dear Assembly

I would first like to thank you for bringing this to Londoners attention before the Mayor tries to impose not only further unnecessary costly restrictions on our movements around around London under the guise of Climate change without any regard to the cost to Londoners his restrictions have imposed but also the mental and emotional impact it has on Londoners mental health.

Not only have we already been subjected to the unbelievable traffic his restrictions have added to our daily journey causing more traffic delays and pollution on main roads which is far worse for pedestrians exposed to hundreds of cars in one area due to side roads now cut off it serves no purpose to introduce anything else.

If the Mayor had put these changes in his Manifesto 6 years ago NO ONE IN LONDON would have voted for him that is guaranteed.

It's controlling it's monitoring every move and there are enough measures in place for the Mayor to shout from the top of the mountain that he has done his bit for climate change which to me his measures are NOT about climate change at all.

He will NEVER be voted in as Mayor of LONDON AGAIN

Answer to the question is ABSOLUTELY NO

[personal information redacted for publication]

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

Reference	RUC539
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ROAD USER CHARGING RESPONSES

Question 1 There is no need for any more road charges we already have ULEZ and congestion charge which have already impacted people enough. What we need now is support to allow people who still have jobs, to continue to get to work People are stressed and under huge financial strain, and many are in financial crisis. Public transport is so expensive people who work full time jobs are having to go without certain essentials just so they can get to work every day, so they should at least have the option to drive without extra charges too.

The state of the economy and the impact of the last few years should have you considering things besides more charges such as supporting citizens to be able to get to and from work without breaking the bank. It seems this government is obsessed with bringing in as many draconian rules as they possibly can in the space of two short years, it's a disgrace! Climate change is perpetuated by oil and tech companies and senior officials who use private jets, charge them if you want emission reductions, not us.

Question 2 Did an AI write these questions? It seems there has been no empathy or consideration given to the impact of everything that has been done unto the citizens over the past almost 3 years. Instead of proposing new systems, you need to review existing systems and the impact they have and negative contribution they are making to an already crippled society and simply improve on what already exists.

Written Evidence from Individuals: Part Two

Question 3 Differentiating between who pays what is complicating a system that should never have been put in place as it stands. Why should we have to pay extra whether you are traveling for work, for caring or essential services? We already pay fuel duty, which is a cost per mile as you pay more if you drive more, road tax, MOT fees and it seems most of what we earn goes back to the government in some shape or form. It's disgraceful particularly since ministers then unethically and illegally siphon taxpayer money for their own purposes and are never brought to account BUT we just keep on paying..... We don't need any more road charging systems, people are already on their knees.

QUESTION 4

This doesn't warrant an answer as these leading questions are assuming we are in agreement with this awful idea that will completely destroy anyone's ability to live, work and pay the bills! Public transport is also expensive and often a mess with delays etc., charging people more to drive is simply greedy and is not the answer to a significant reduction in emissions, or anything else.

Question 5 Do we really have the money for more useless technology when people are in crisis the country is its worst recession since the 70's ... are you seriously considering investing more in technology instead of helping your citizens? Human beings want LESS technology intruding in their lives, not more and we are sick of carrying the cost of technology that only serves to create an even more hierarchical and undemocratic society that often leaves out the elderly and disabled people who may struggle with tech.

Question 6 The ULEZ is already doing this. We are taxed via VED on emissions, electric cars have been incentivised, enough is enough. One thing you could do is make public transport cheaper, the services are increasing in price and the standards of service are dropping to rock bottom.

Question 7 This is yet another leading question. Do we need any more road user charges? The tax on fuel, road tax, MOT, rising insurance premiums on top of the cost of living crisis, you would have to be stupid or a raging despot to put citizens through more financial strain... is this in support of the 15 minute cities? It seems that is what we are being herded into with all these measures that again do not really tackle climate change but just impose more surveillance and costs onto citizens. NO is the answer to more road user charges.

Question 8 It shouldn't. Let's focus on how we can help people get to work, hospital appointments etc. rather than what we can do to create yet more barriers and create more costs for people. The people writing this report should focus on the health of the nation, the recovery of the financial situation we are all in and what you as a government can do to improve grass root living conditions. Perhaps focus on how we can stop contributing to high polluting wars, which cause tenfold damage to society and the environment let's focus on the big environment damaging stuff that you as a government condone and support, when will we stop looking out and start looking inward to how we can make our country better for ALL citizens not just the 1%? Where is that consultation?

Question 9 Just have no more road charging schemes, then there is no need to even consider discounts, these question are assuming this is a done deal that is not a very fair consultation. When will members of the government who should be working for us actually follow the rules they impose on us. Recently we saw news of the Mayor of London and his 3

Written Evidence from Individuals: Part Two

car convoy just so he could walk his dog and then he has the audacity to impose emission sanctions on us, he is not alone in touting the rules as an elected member. COP27 had dozens of people arriving in jets and 4x4s, some of the worst polluters. Tax and charge yourselves, not us.

Question 10 Are you trying to price Joe public out of London and into homelessness? You are asking these questions as if you are totally unaware of the many crippling challenges the country is facing and London is facing even higher costs that the rest of the country. I think George Orwell must have had a psychic vision because it seems we are fast headed in the direction of dystopian dictatorship... this country has been utterly ruined.

Question 11 Please just stop penalising drivers any more than they already are! Schemes like this will push people to their graves, they cannot take any more of this squeezing of finances, making travel difficult and not caring whether people have a roof over their heads or food to eat after you have screwed them for every penny they have, it is beyond inhumane... what happened to the government for the people, elected by the people?

Question 12 Lately the powers being granted to Central and Local government, without any proper consultation with the electorate, is not for the good of the majority but more in support of the elite who pay no taxes or very little taxes and continue to get pay rises and key high paying contracts. Any new scheme that has the potential to affect the citizens should be put to a public vote like any good democratic country would do - anything else is the work of a dictatorship.

Question 13 It is your responsibility to research and explore this before introducing these draconian rules, what should also happen is the presentation of the reason for such proposals and how they benefit the wider communities... this question isn't for us it's for you and should have been the first thing to explore before imposing more grief on an already depressed nation.

Not allowing this particular consultation to be anonymous is also extremely unethical and not the way consultations are meant to be carried out.

I sincerely hope that these responses are actually considered but we'll soon find out no doubt when we are all struggling to get to work to earn the money that we end up paying back to you and forego heat and food just to keep a roof over our heads.

Response

Reference	RUC537
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Written Evidence from Individuals: Part Two

Hello,

I would like to reply to the road user consultation.

My answers to the key questions posed.

1. No. People are struggling as it is. People need help from their government not more rules, regulations and monitoring. Stop feeding off the motorist.
2. There is already a system in place. It isn't very sophisticated, why not fix that first?
3. Why should you pay extra to go to work? Fuel duty is effectively a cost per mile system Why inflict more taxes on an already battered populous? VED, fuel duty, ulez and now road pricing, insane!
4. Why more targets? It's well known in the civil service that if you introduce a target, the focus becomes that target rather than the improvement of the potentially sensible system that surrounds it.
5. It has already been shown that technology has become a negative in our lives, we need less tech, not more.
6. We are taxed enough. Tax on the purchase of a vehicle, tax on fuel, taxed via VED on emissions, even electric vehicles have been incentivised. Enough is enough.
7. We already have a tax on road use, it's called fuel duty. Those who travel more, pay more. Why not reduce the VED on older vehicles that have a much better carbon footprint, having not been replaced by a new vehicle (with its considerable carbon footprint).
8. Surely there are bigger issues in the world than pricing people out of their cars. Do you think Putin or Xi Jinping is worrying about car tax? How about focussing on improving people's lives rather than continuing to make them more difficult.
9. People do not want this at all. How can the likes of the London mayor, who travels around in a 3 car convoy have the hypocrisy and gall to implement this on the people he is employed to serve?
10. No, No , NO! Nowhere should this system be introduced. George Orwell, had it all right apart from the date. 2023 the year we stopped being a free country.
11. This would cost many people much more.
12. In a democratic country the people would be asked to and listened to, not dictated to like North Korea or China.
13. Give the people a chance to vote on the road charging scheme. Anything else is just dictatorship.

Thank you

[personal information redacted for publication]

Road User Charging Consultation Responses

Reference	RUC533
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Dear Sir/Madam

Please find enclosed my responses to the Road User Charging consultation:

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

No. The current CC and ULEZ systems work fine and have reduced car traffic in central London considerably. In order to speed up the transition to EVs and less-polluting forms of transport, this should be done through road tax on cars, vans and lorries.

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

London's dynamic transport patterns mean that daily charges are the fairest and equitable way to charge for driving. Many people do not commute every day now.

3. 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 Two

Whilst the intention may be honourable, the reality of trying to enforce a system which recognises the reason for travel would be impossible in my view. There are other ways to encourage people to use different forms of transport. Furthermore, it is already incredibly expensive to move about London. Further charges risk detracting from the “leading status” London has amongst international cities.

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

There is no need to charge more. There are other policies which can be used to encourage greener and more efficient ways of getting about. Cycle super highways (with bollards not just paint on the road) are an excellent way of encouraging cycle use. The aim should be to make getting about the city easier and cheaper without using your car.

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

I think there is enough technology on the roads already.

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

The current ULEZ and CC systems can be used to encourage more cycling, walking and use of public transport. It could also be used to target HGVs, vans and buses that are old.

7. Are road user charging schemes best 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 is sufficient for the time being. In the future, a charge on electricity for public charging stations may be required. London is its own eco-system. A city by city approach is best in my view.

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

Having lived in various countries around the world, one thing I take pride in is the UK’s simple approach to tax and bureaucracy when it comes to the car. The current system works fine.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 need for another 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 saw this trialled in another country and it just did not work. People just stopped paying it. If the intention of the scheme is genuinely to raise revenue for roads, motorway tolls would be one source of revenue. This works well in EU countries.

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

Most people in London are already living month by month. A system that adds another charge to go about daily business is destined to fail before its inception.

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

Given the consequences of introducing such a scheme, a Greater London-wide referendum would be fair.

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

Transitioning away from car use when entire economies and societies have been built around the car is a huge challenge. Wide availability of e-scooters, e-bikes, cycle lanes and safe parking for bikes and motorbikes is a good way to decrease car use – this seems to be working well in other EU countries.

Written Evidence from Individuals: Part Two

The free parking for motorbikes and scooters in London's central car parks was an excellent initiative and could be extended further to street parking. With e-motorbikes getting more advanced, this would be a way to reduce the use of cars for getting about London and the space required for car parks/street parking.

Kind regards

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

Reference	RUC532
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To whom it may concern

I wish to register my opposition to the idea of road charging via 'smart' methods and digital surveillance which is being proposed by councils across the country. This is an infringement of our inalienable rights as living breathing men and women, travelling about our daily business. Please read the list of inalienable rights below, which it seems those in government have been working to erode over the last few years.

UNALIENABLE RIGHTS

Unalienable Rights are the Inherent, Sovereign, Natural Rights that existed before the creation of the State, and which, being antecedent to and above the State, can never be taken away, diminished, altered, or levied by the State, except by Due Process of Law. Nor can any Unalienable Right be fundamentally removed or waived by contract, whether by non-disclosure, which is fraud and unenforceable in Law, or knowingly by sufferance, which is contrary to the Spirit of the Law and prejudicial to Sovereignty.

The Original, Permanent, Unalienable Rights of every Man or Woman, include:

The Right to Life, Freedom, Health and the Pursuit of Happiness

The Right to Contract, or Not to Contract, which is Unlimited

The Right to Earn a Living Income by being Compensated with Wages or a Salary in a Fair Exchange for one's Work

The Right to Travel in the Ordinary Course of one's Life and Business

The Right to Privacy and Confidentiality, free from Unwarranted invasion

The Right to Own, and Hold Property, lawfully without Trespass

The Right to Self-Defence when threatened with Harm, Loss, or Deceit

The Right to Due Process of Law, with Notice and Opportunity to Defend

The Right to be Presumed Innocent, suffering No Detention or Arrest, No Search or Seizure, without Reasonable Cause

The Right to Remain Silent when accused, to avoid Self-Incrimination

The Right to Equality in the eyes of the Law, and to Equal Representation

The Right to Trial by Jury, being an Impartial Panel of one's Peers

The Right to Appeal in Law against Conviction or Sentence, or both

The Right to Expose Knowledge necessary to one's Rights and Freedoms

The Right to Peaceful Association, Assembly, Expression, and Protest

The Right to Practice a Religion, and to have Beliefs, of one's choosing

The Right to Love, and to Consensual Marriage with Children, as a Family

The Right to Security from Abuse, Persecution, Tyranny, and War

The Right to Refuse to Kill under command, by reason of Conscience

The Right to Live in Peace and be left alone when Law-Abiding

I trust you can read these thoroughly and realise that road charges are a direct infringement of our freedoms and liberty, and are ultimately unlawful.

:[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Smart Roads

Reference	RUC531
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Hi

This information has been forward to me regarding smart roads in London your information in confusing is there any way you can make it easier for the lame person can understand. Are you going to charge us to drive in London. You seem to be making so awkward already by blocking roads and the cost of living your making it worst for everyone. When will this stop.

No way will we be accepting any form of Road user charging schemes?

Reference	RUC529
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No way will we be accepting any form of Road user charging schemes? The current ones are the limit? will fight till our last breath & will not abide even if it goes through??? Enough of taking away our god given right to freedom?

Road charging

Reference	RUC527
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I totally oppose the expansion of the ulez to Havering. It will drive my business to the wall and make getting to work for my wife - a front line midwife - prohibitively expensive.

I absolutely oppose road charging for the same reasons.

The mayor needs a reality check about what life is like for real people doing real jobs and who are not living in central London.

[personal information redacted for publication]

No Road charges

Reference	RUC525
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Written Evidence from Individuals: Part Two

To whom it may concern.

To answer your loaded questions.

1. No
2. There's no need to reform it. It works fine.
3. How dare you even consider "verified" road usage charges. Where are we North Korea?
4. The only strategy I see here further is lining your pockets.

5. C40 cities funded paper on "Road User Charges" is farcical and borderline comical if it wasn't so frightening. It should not be considered and definitely not adopted.

* The Mayor is the chair of C40 and therefore is a massive conflict of interest.

Cordially,
[personal information redacted for publication]

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

Reference	RUC524
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Call for Evidence: The future of smart road user charging February 2023

The deadline for submission is 10 March 2023.

Please acknowledge receipt.

by email to: scrutiny@london.gov.uk
from [personal information redacted for publication]

23 Feb 2023

1. Do the current road user charging systems in London require reform?	No. Except that TfL is technically bankrupt, and it needs to be reformed or replaced
2. How might smarter road user charging differ from the current daily charges for driving applied in London?	It would differ by being more expensive, more intrusive, more irksome and tedious; but otherwise it would be the same old "fleece the rich old drivers and bow down to the cyclists (who pay nothing, never)".
3. 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 charges could only be varied by means of ever more intrusive form filling bureaucracy, discriminating against people for whom a car is essential
4. What strategies and targets could smarter road user charging support?	Why try to dress up this tax raising measure with fake justifications about

Written Evidence from Individuals: Part Two

	how the money might be used for some target. Be honest!
5. What technology could be used to support smarter road user charging?	Chinese Communist technology works pretty well and that's the path that the Mayor is trying to follow so he could use that. But I hope not.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?	Charges will deter vehicle use, so less traffic and pollution but minuscule effect on the climate. So if you make the charges high enough, there will be no vehicles, no pollution - and no city either.
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?	Loaded question. Perhaps the Mayor is (rightly) scared of political backlash from those who need vehicles (i.e the majority), so he'd like to dodge the question and let HMG take the rap.
8. 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 and not 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?	Loaded question. No charges = no discounts, so no arguments about entitlement to exemptions
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, obviously 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?	The costs for drivers are 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)?	Yes. The referendum should be drawn up so as to remove the Mayors' powers to impose road charging schemes without a further referendum re. each proposal. In fact voters should be asked whether they agree with the Mayor's war on motor vehicles.

Written Evidence from Individuals: Part Two

13. How are other 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. To paraphrase George Orwell: To TfL and the Mayor of London, every journey matters - but some (a bike ride) *matter more than others*.

Response to Road User Charging consultation

Reference	RUC522
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My response to the ROAD USER CHARGING

1. Do the current road user charging systems in London require reform? *No. there is already enough charging happening. I strongly disagree with this excess monitoring and controlling what people can and can not do.*
2. How might smarter road user charging differ from the current daily charges for driving applied in London?
Work with what you have already instead of paying a hugh amount of taxpayers money for a new 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?
essential services, caring responsibilities and people that are unable to walk distances and need to drive should not be penalised
4. What strategies and targets could smarter road user charging support? *I do not agree with even more of our lives being monitored, checked or charging money.*
5. What technology could be used to support smarter road user charging? *please no more technology!!*
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
The current charges surely are limited road using - why dont you improve the cycle lanes and make the tubes cheaper 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?
I do not want to see them 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 would be more worthwhile to spend the money on the health of the people, not creating more charges in this time of inflation.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 is an unfair cost on 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? *No where is sensible. The idea is not sensible.*

Written Evidence from Individuals: Part Two

11. If distance-based road user charging was introduced, do 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 this being introduced anyway in Britain.

12. Mayors and local authorities currently have powers to introduce new road charging 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 given a much longer consultation time and should be advised clearly and widely to get a fair response.*

13. How are other 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 too much of an unfair policy. The people should be given a proper, open, and advertised chance to agree or not. Anything less than that is not democracy.

Evidence

Reference	RUC521
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Road User Charging

Big and Massive NO NO NO and NO
to all Questions related to this investigation.

Thank you for not considering another
CASH GRAB.

GOD LOVES YOU .

Road charging

Reference	RUC520
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We as Londoners should be consulted properly.
[personal information redacted for publication]

Road user charging

Reference	RUC518
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No we do not need this it's another tax on movement.

It's unfair and flawed.

London Mayor has agenda C40 which is not beneficial to th e economy of London or surrounding Counties.

Written Evidence from Individuals: Part Two

Smart Road User Charging

Reference	RUC516
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I write to formally oppose this policy and its stealth taxation of poorer families.

Kind Regards

[personal information redacted for publication]

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

Reference	RUC515
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In response to the questions as outlined in the call for evidence.

1. Do the current road user charging systems in London require reform? - **NO. They are in fact far more than required to maintain the road system.**

2. How might smarter road user charging differ from the current daily charges for driving applied in London? - **Significantly more cost which will result in poorer connectivity.**

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? **Significant impact for people who need to use the vehicle with poor public transport options.**

4. What strategies and targets could smarter road user charging support? **None, this is clearly a drive to pay for a poor public transport system which hasn't been properly maintained.**

5. What technology could be used to support smarter road user charging? **None, this should not be implemented.**

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? **It wouldn't. Those would still be in place as cars are not the major emitters.**

7. Are road user charging schemes best 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. We are already charged for having a car, and with significant fuel taxes. There is no need for an additional 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? **I expect it would significantly overpriced, with a steady inflation busting increase each year.**

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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. No discounts will be needed if its not 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. This should not be introduced at a national, regional, or 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

Written Evidence from Individuals: Part Two

charges, the same, or more than they do currently? **No, 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)? **Yes!!!! There there is no way that they should be able to unilaterally introduce 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? **There is a limited view on this, primarily where cities have far better and free public transport systems already in place.**

Road User Charging

Reference	RUC513
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Hi

Please see my input for the consultation below.

Kind Regards

[personal information redacted for publication]

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

Yes. ULEZ should be abolished. People already pay through fuel duty, taxation and parking charges. That is unless they are rich enough to be able to afford an EV, in which case they get tax benefits & government subsidies even though their vehicles cause just as much damage to the environment (heavier vehicles, rare earth metals etc).

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

If there is to be charging, it should be done by vehicle weight as the heavier the vehicle, the more energy it takes to move and the more damage it causes to 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?

We already pay cost per mile through fuel duty - unless you are rich enough as per point 1. How would the "Type of journey" be identified without imposing digital ID's and end user tracking / permission seeking & how would it be enforced without living under total surveillance? Would I be banned from travelling if I had already completed the permitted 'visit my granny journeys'?

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

Road User Charging could support the restriction of freedoms and carry on the path to a totalitarian state.

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

Digital ID, GPS, Surveillance all can be used to restrict freedom as well as 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?

People are resourceful and practical. By providing clean, affordable & efficient public transport, people will choose not to travel by road especially as the journey times increase due to the already congested 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?

Written Evidence from Individuals: Part Two

We already have road tax and fuel duty at a national level. There is a difficulty with taxing EV's as they pollute from a location other than their place of use. They should pay more tax rather than less, but then they are owned by the wealthy so that's never going to happen!

8. 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 per point 2, Tax should be applied on the kerb weight of the vehicle. This is what governs the energy use. The energy has to be generated somewhere.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 'Smarter' 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. As above there is already distance based 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?

In the end we will all pay more if this is implemented. London has the potential for excellent public transport and it is already far better than most of 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)?

Yes, there should be voting specifically on this issue. Unfortunately, measures like this tend to have cross-party support under the guise of mitigating climate change. Absolute non-science. It would have a tiny impact if any.

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

Which policy goals have anybody had a chance to vote on? We are supposed to live in a democracy. This is dystopian restriction of movement imposed without referendum or true fact based, widely publicised consultation.

Road User Charging

Reference	RUC512
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1. Do the current road user charging systems in London require reform?

We should have less charging and not more. I am extremely unhappy that I have been forced to buy a new car that I cannot really afford, because the mayor expanded the ULEZ and I would be forced to pay £10 to go to my local supermarket which is just a half a mile away but on the other side of the A406. We are experiencing a massive cost of living increase which everyone, but particularly the poor are being impacted by. The Mayor has already negatively impacted the lives of too many with the 1st ULEZ expansion and the proposed second ULEZ expansion. Adding these proposals on top is too much. Stop taxing us into complete poverty "for our benefit". We should not be considering any new charges until the economy has recovered and electricity and fuel are cheap again. Stop trying to force us into expensive electric vehicles we cannot afford as the national grid cannot handle the power requirements and there is insufficient infrastructure to support the vehicles. Transitioning to electric vehicles should be beneficial and voluntary, not forced and coercive.

Written Evidence from Individuals: Part Two

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

The existing systems are deeply flawed, both in rationale and implementation e.g. the daily charge stops at midnight, meaning someone who is visiting or working over the midnight boundary 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, people are already on their knees. You should not have to pay extra whether you are travelling for work, for caring or for essential services. I do not want anyone other than me to decide which of my journeys are necessary or essential.

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

There are far more important problems to address than road user charging e.g. housing shortages, food and fuel poverty. Don't make people's lives worse. Instead look at the health and happiness of the nation instead of spurious targets to tax them harder when they are already under financial stress.

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

I absolutely do not want "smart" road charging. I do not want to live in a totalitarian police state where my every move is monitored and tracked. I want less technology and more privacy.

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 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 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. We are already being priced off the roads. Replacing cars with new builds is very expensive in both money and carbon. We absolutely should not require people to scrap or change cars to meet new climate goals, as replacing existing cars with new cars that have a high carbon build cost and use scarce resources is a terrible idea.

8. 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 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 this scheme inflicted on me. I can easily see this getting out of hand and unscrupulous politicians raising the charges to eye watering levels on a whim. The constant increase in the ULEZ zones are a good example of a tax grab concealed by green virtue signalling.

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 Two

No. Nowhere is a sensible place for a trial. This should be objected to everywhere.

11. If distance-based road user charging was introduced, do 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 inevitably 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)?

These changes have the potential to fundamentally change our way of life and must be put to the public vote. It is not sufficient to say I won an election and therefore I have a mandate to do anything. Our elected representatives should only introduce legislation that will make our lives actually better, not steal our money via excessive taxation "for our benefit". I think these road charging powers should be removed from local government as these entities have demonstrated with this and the "fifteen minute city" proposals that they are not working to improve the lives of the populations they represent.

13. How are other 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 have had no 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. Anything else is unconstitutional, unrepresentative tyranny.

Regards

[personal information redacted for publication]

Call for Evidence Not so Smart Road User Charging

Reference	RUC511
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Dear Transport Committee,

Please see below for my views for the call for Evidence

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?

As we move to 2030 and zero emission cars the congestion charge and ULEZ need to be scrapped

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

None that involve more tracking of people and their vehicles

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

None that involve more tracking of people and their vehicles

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

This is a stupid question as more and more vehicles become zero emission

Written Evidence from Individuals: Part Two

7. Are road user charging schemes best 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?

No change that involves more tracking of people and vehicles should 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?

Do not introduce any smarter 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?

Do not introduce any smarter 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?

Do not introduce any smarter 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 these powers should be removed from Mayors

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

Do not introduce any smarter road charging

[personal information redacted for publication]

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

Reference	RUC507
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Submitted anonymously

I have been very candid in my response and would therefore appreciate it if my name is not published.

- My vehicle number plate was cloned in 2019 so any form of road user charging systems compounds my predicament.

- I am an unpaid carer, having retired over 10 years ago and still have not reached the State Pension age.

- As an unpaid carer of disabled, elderly, I have to leave home in outer London to travel over 120 miles and stay overnight.

- Nearest Tesco supermarket is 3 miles away and my Osteoarthritis does not allow me to carry grocery shopping.

- I live in outer London and do NOT travel in the direction of London.

- There is not a good cross-country public transport service where I live.

- Imperial College London's 'London Air' website consistently quotes air pollution forecast for Outer London remains 'Low'.

- London-wide ULEZ Integrated Impact Assessment report produced by Jacobs which TfL commissioned predicts that this new extension will make little or no difference to pollution levels.

Key questions & answers

Written Evidence from Individuals: Part Two

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

No. I do not give my consent for any form of a smarter road user charging or ULEZ expansion being implemented.

My mobile does not accept apps and I only use cash. I refuse to allow my daily activity to be monitored by the State as I consider this to be an invasion of privacy.

I retired over 10 years ago but still have not reached the State Pension age and live in outer London, where Imperial College London's 'London Air' website consistently quotes air pollution forecast for Outer London remains 'Low'.

I am an unpaid sole carer for my disabled, elderly relative who is over 90 years of age and travel over 120 miles with a bulky load including gardening equipment, bedding and supermarket shopping several times a month.

I am reliant on being driven and would have to pay a double ULEZ charge every visit to take care of my elderly relative as I would be unable to return to outer London before midnight.

I would have to pay a double ULEZ charge whenever I leave my home to go out for the evening and I refuse to be put under pressure by the State to return before midnight.

I would be unable to leave my home, not even to go for regular country walks without incurring ULEZ charges, even though I do NOT travel in the direction of London.

I live on the outer London border where there is not a good cross-country public transport service.

My nearest Tesco supermarket is 3 miles away and my Osteoarthritis does not allow me to carry grocery shopping.

Effectively the State would be imposing punitive sanction on residents in outer London, would result in residents unable to leave their homes without incurring a financial penalty.

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

I do not give my consent for any form of a smarter road user charging or ULEZ expansion being implemented.

My mobile does not accept apps and I only use cash. I refuse to allow my daily activity to be monitored by the State as I consider this to be an invasion of privacy.

I understand that the 'City Move' smartphone app would monitor everyone's movement, whether walking, horseriding, cycling, travelling by bus, train, tube or taxi.

There would be an account linked to the individual, a website and smartphone app for user registration, journey planning and payment, satellite navigation for journey verification and roadside cameras for added enforcement.

I retired over 10 years ago but still have not reached the State Pension age and live in outer London, where Imperial College London's 'London Air' website consistently quotes air pollution forecast for Outer London remains 'Low'.

I am an unpaid sole carer for my disabled, elderly relative who is over 90 years of age and travel over 120 miles with a bulky load including gardening equipment, bedding and supermarket shopping several times a month.

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I would have to pay a double ULEZ charge whenever I leave my home to go out for the evening and I refuse to be put under pressure by the State to return before midnight.

I would be unable to leave my home, not even to go for regular country walks without incurring ULEZ charges, even though I do NOT travel in the direction of London.

I live on the outer London border where there is not a good cross-country public transport service.

My nearest Tesco supermarket is 3 miles away and my Osteoarthritis does not allow me to carry grocery shopping.

Effectively the State would be imposing punitive sanction on residents in outer London, would result in residents unable to leave their homes without incurring a financial penalty.

Written Evidence from Individuals: Part Two

3. 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 give my consent for any form of a smarter road user charging or ULEZ expansion being implemented.

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I live on the outer London border where there is not a good cross-country public transport service.

My nearest Tesco supermarket is 3 miles away and my Osteoarthritis does not allow me to carry grocery shopping.

Effectively the State would be imposing punitive sanction on residents in outer London, would result in residents unable to leave their homes without incurring a financial penalty.

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

I do not give my consent for any form of a smarter road user charging or ULEZ expansion being implemented.

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I live on the outer London border where there is not a good cross-country public transport service.

My nearest Tesco supermarket is 3 miles away and my Osteoarthritis does not allow me to carry grocery shopping.

Written Evidence from Individuals: Part Two

Effectively the State would be imposing punitive sanction on residents in outer London, would result in residents unable to leave their homes without incurring a financial penalty.

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

I do not give my consent for any form of a smarter road user charging or ULEZ expansion being implemented.

My mobile does not accept apps and I only use cash. I refuse to allow my daily activity to be monitored by the State as I consider this to be an invasion of privacy.

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I live on the outer London border where there is not a good cross-country public transport service.

My nearest Tesco supermarket is 3 miles away and my Osteoarthritis does not allow me to carry grocery shopping.

Effectively the State would be imposing punitive sanction on residents in outer London, would result in residents unable to leave their homes without incurring a financial penalty.

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

I do not give my consent for any form of a smarter road user charging or ULEZ expansion being implemented.

My mobile does not accept apps and I only use cash. I refuse to allow my daily activity to be monitored by the State.

In outer London there is very little air pollution and the size of the UK is so small that any action taken will have no material effect on climate change.

Imperial College London's 'London Air' website reflects low pollution for Outer London and last weekend it typically quoted:

A 'clean' fresh Atlantic airflow is expected, with this fresh south-westerly breeze dispersing any pollution. Air pollution is forecast to remain 'Low'.

For outer London, there should be no charge at all.

Certain political parties in the UK are obsessed with Climate Change and Net Zero to the point that rational thought on the subject has been lost and people have been 'cancelled'.

Unfortunately disingenuous nonsense is used to justify the ULEZ expansion to outer London, including references to toxic air and air pollution contributing to 40,000 premature deaths across the country with more than 9,000 in London every year.

The numbers are an extrapolation from a report published in 2016 called 'Every Breath We Take'.

Written Evidence from Individuals: Part Two

There has been no indication that the Mayor of London or many of the London Assembly members have applied any critical thinking to the assumptions the deaths figures are based on.

The figures quoted for 'deaths cause by air pollution' are deaths that are brought forward rather than deaths that would not have otherwise happened.

The Office for National Statistics states that there was only 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.

Imperial College London's 'London Air' website consistently quotes air pollution forecast for Outer London remains 'Low'.

The UK only has only 1% of global emissions which has no significant impact on the rest of the world.

The Climate Change Act 2008 should be repealed and the Government's Net Zero strategy nonsense cancelled.

I retired over 10 years ago but still have not reached the State Pension age and live in outer London, where Imperial College London's 'London Air' website consistently quotes air pollution forecast for Outer London remains 'Low'.

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I would be unable to leave my home, not even to go for regular country walks without incurring ULEZ charges, even though I do NOT travel in the direction of London.

I live on the outer London border where there is not a good cross-country public transport service.

My nearest Tesco supermarket is 3 miles away and my Osteoarthritis does not allow me to carry grocery shopping.

Effectively the State would be imposing punitive sanction on residents in outer London, would result in residents unable to leave their homes without incurring a financial penalty.

7. Are road user charging schemes best 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 user charging schemes as there are no benefits with any approach.

I do not give my consent for any form of a smarter road user charging or ULEZ expansion being implemented.

My mobile does not accept apps and I only use cash. I refuse to allow my daily activity to be monitored by the State.

I retired over 10 years ago but still have not reached the State Pension age and live in outer London, where Imperial College London's 'London Air' website consistently quotes air pollution forecast for Outer London remains 'Low'.

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Written Evidence from Individuals: Part Two

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My nearest Tesco supermarket is 3 miles away and my Osteoarthritis does not allow me to carry grocery shopping.

Effectively the State would be imposing punitive sanction on residents in outer London, would result in residents unable to leave their homes without incurring a financial penalty.

8. 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 give my consent for any form of a smarter road user charging or ULEZ expansion being implemented.

My mobile does not accept apps and I only use cash. I refuse to allow my daily activity to be monitored by the State.

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My nearest Tesco supermarket is 3 miles away and my Osteoarthritis does not allow me to carry grocery shopping.

Effectively the State would be imposing punitive sanction on residents in outer London, would result in residents unable to leave their homes without incurring a financial 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?

There should not be any road user charging schemes as there are no benefits with any approach.

I do not give my consent for any form of a smarter road user charging or ULEZ expansion being implemented.

My mobile does not accept apps and I only use cash. I refuse to allow my daily activity to be monitored by the State.

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I would be unable to leave my home, not even to go for regular country walks without incurring ULEZ charges, even though I do NOT travel in the direction of London.

Written Evidence from Individuals: Part Two

I live on the outer London border where there is not a good cross-country public transport service.

My nearest Tesco supermarket is 3 miles away and my Osteoarthritis does not allow me to carry grocery shopping.

Effectively the State would be imposing punitive sanction on residents in outer London, would result in residents unable to leave their homes without incurring a financial penalty.

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 any road user charging schemes anywhere in the UK as there are no benefits with any approach.

I do not give my consent for any form of a smarter road user charging or ULEZ expansion being implemented.

My mobile does not accept apps and I only use cash. I refuse to allow my daily activity to be monitored by the State.

I retired over 10 years ago but still have not reached the State Pension age and live in outer London, where Imperial College London's 'London Air' website consistently quotes air pollution forecast for Outer London remains 'Low'.

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My nearest Tesco supermarket is 3 miles away and my Osteoarthritis does not allow me to carry grocery shopping.

Effectively the State would be imposing punitive sanction on residents in outer London, would result in residents unable to leave their homes without incurring a financial penalty.

11. If distance-based road user charging was introduced, do 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 any road user charging schemes as there are no benefits with any approach.

I do not give my consent for any form of a smarter road user charging or ULEZ expansion being implemented.

My mobile does not accept apps and I only use cash. I refuse to allow my daily activity to be monitored by the State.

I retired over 10 years ago but still have not reached the State Pension age and live in outer London, where Imperial College London's 'London Air' website consistently quotes air pollution forecast for Outer London remains 'Low'.

I am an unpaid sole carer for my disabled, elderly relative who is over 90 years of age and travel over 120 miles with a bulky load including gardening equipment, bedding and supermarket shopping several times a month.

I am reliant on being driven and would have to pay a double ULEZ charge every visit to take care of my elderly relative as I would be unable to return to outer London before midnight.

I would have to pay a double ULEZ charge whenever I leave my home to go out for the evening and I refuse to be put under pressure by the State to return before midnight.

Written Evidence from Individuals: Part Two

I would be unable to leave my home, not even to go for regular country walks without incurring ULEZ charges, even though I do NOT travel in the direction of London. I live on the outer London border where there is not a good cross-country public transport service.

My nearest Tesco supermarket is 3 miles away and my Osteoarthritis does not allow me to carry grocery shopping.

Effectively the State would be imposing punitive sanction on residents in outer London, would result in residents unable to leave their homes without incurring a financial penalty.

12. Mayors and local authorities currently have powers to introduce new road charging 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 NOT be any road user charging schemes as there are no benefits with any approach.

I do not give my consent for any form of a smarter road user charging or ULEZ expansion being implemented.

My mobile does not accept apps and I only use cash. I refuse to allow my daily activity to be monitored by the State.

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I would have to pay a double ULEZ charge whenever I leave my home to go out for the evening and I refuse to be put under pressure by the State to return before midnight.

I would be unable to leave my home, not even to go for regular country walks without incurring ULEZ charges, even though I do NOT travel in the direction of London.

I live on the outer London border where there is not a good cross-country public transport service.

My nearest Tesco supermarket is 3 miles away and my Osteoarthritis does not allow me to carry grocery shopping.

Effectively the State would be imposing punitive sanction on residents in outer London, would result in residents unable to leave their homes without incurring a financial penalty.

13. How are other 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 should NOT be any road user charging schemes as there are no benefits with any approach. The pitfalls of automatic charging based on automatic number plate recognition are horrendous.

I know from personal experience that there is absolutely no support from the British police services, third party contractors or the DVLA when vehicle number plates have been cloned. Since 2019 I have had to battle with accusations from the police and third party contractors in numerous areas around the UK concerning activity undertaken by persons who have cloned my vehicle number plate. On every occasion I have had to write detailed account with photographs to prove that it was not my vehicle.

An extension of ANPR functions is not justified and there is no benefit to society. Its legality is questionable.

It is well documented that number plate cloning has already increased as thieves try to avoid ULEZ charges.

Written Evidence from Individuals: Part Two

I do not give my consent for any form of a smarter road user charging or ULEZ expansion being implemented.

My mobile does not accept apps and I only use cash. I refuse to allow my daily activity to be monitored by the State.

I retired over 10 years ago but still have not reached the State Pension age and live in outer London, where Imperial College London's 'London Air' website consistently quotes air pollution forecast for Outer London remains 'Low'.

I am an unpaid sole carer for my disabled, elderly relative who is over 90 years of age and travel over 120 miles with a bulky load including gardening equipment, bedding and supermarket shopping several times a month.

I am reliant on being driven and would have to pay a double ULEZ charge every visit to take care of my elderly relative as I would be unable to return to outer London before midnight.

I would have to pay a double ULEZ charge whenever I leave my home to go out for the evening and I refuse to be put under pressure by the State to return before midnight.

I would be unable to leave my home, not even to go for regular country walks without incurring ULEZ charges, even though I do NOT travel in the direction of London.

I live on the outer London border where there is not a good cross-country public transport service.

My nearest Tesco supermarket is 3 miles away and my Osteoarthritis does not allow me to carry grocery shopping.

Effectively the State would be imposing punitive sanction on residents in outer London, would result in residents unable to leave their homes without incurring a financial penalty.

Road user charging consultation

Reference	RUC503
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Please see below for my responses to the key questions:

- 1) No. ULEZ is bad enough & I have seen no evidence of it being effective in London.
- 2) A new 'smarter' road user charge is bound to complicate things further for road users & provide no benefit for the city's citizens or positively impact on air pollution. Issues in the current system should be addressed rather than introducing a whole new system.
- 3) There should be no extra charges on any journey, wherever the destination. We already pay road tax & fuel tax which is cost per mile so the more you drive the more you pay. These are enough.
- 4) Targets which make the rich richer & the poor poorer I suppose. I do not support this.
- 5) I find most new technologies to be faulty, problematic & non-user friendly. I do not support introduction of any new technologies for road users.
- 6) By making it unaffordable to drive anywhere which isn't going to be a popular option with motorists.
- 7) We are already charged at a national level through road tax & fuel duty, & ULEZ already limits certain vehicles, forcing people to scrap older cars & buy new ones which produce most of their carbon emissions in the manufacturing process. More charges is not the answer!
- 8) A replacement of charges from one scheme to another is completely pointless & a waste of time & money in administrative costs if nothing else.
- 9) I do not agree with any kind of road charging scheme, so this question is irrelevant.

Written Evidence from Individuals: Part Two

10) No. Nowhere would be a good place to trial a scheme which blatantly restricts the free movement of citizens.

11) No doubt, a road charging scheme would lead to motorists paying more to drive their vehicles. This is wrong.

12) Any new scheme which directly impacts on the life of everyday citizens should be publicized on mainstream news platforms (not just the independents) leaflets through doors, & public meetings at a local level. The people should be the ones voting for any such changes, not the politicians.

13) I have no idea, but I would guess that these schemes are very unpopular with motorists & somewhat restrictive for their movements. I'm not sure cities or countries can be compared to each other in terms of achieving similar results as there are too many other factors which need to be considered. Also, the people have not had a chance to vote on the policy so who knows what the policy goals actually are... ?

Regards,

[personal information redacted for publication]

Response to call for evidence on Road User Charging

Reference	RUC502
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Do the current road user charging systems in London require reform?

Yes, abolish the plan to expand ULEZ.

Road user charging is properly the concern of the national government rather than a local authority.

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

At a minimum, a local referendum on specific proposals, but ,ideally, such a local referendum would only happen after a full national debate.

City move and smart road user charging consultation

Reference	RUC501
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Having read this Consultation information on smart road user charging and City move. I am more than little alarmed. I'm concerned as this appears to erode civil liberties and could be used very badly.

We already know that congestion charge does not work. We already pay a road tax and I cannot see a legitimate reason to implement the proposed system.

If your motivation is to do with pollution, I suggest there are better ways to reduce pollution than to impose this strategy as It could, and will impact many peoples lives and businesses. It will unfairly target our poor and middle owners.

If your motivation is to do with congestion, unfortunately, that is a byproduct of a rapidly increasing population and no amount of stealth taxing will change that. London has a good

Written Evidence from Individuals: Part Two

public transport system which is better than any other town or city in the UK. Yet the reason why there is so much congestion, it's because of the high population, even with public transport in place which is often used to its capacity.

The reality is the only way you're going to change the issue with London congestion is to reduce the population and move business and industry away from London into other areas around the country.

These costly and crazy schemes, such as this one do a lot more harm than good.

I genuinely hope that this scheme script as it will not work and will any benefit the contractors implementing such a ridiculous scheme thus wasting more money that London could be using it, much better ways.

Thanks

[personal information redacted for publication]

Road user charging comments

Reference	RUC500
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Dear London Assembly,

I am a London born and raised single woman who relies on my car for safe travel to see friends and family across London. Please accept my comments on questions 1 - 5 for your consultation.

By being more cost conscious in addition to the energy, food increase etc, I am really concerned this new scheme could leave a woman like me living very isolated and small life.

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

Yes and no.

The current charging system provides the government with way to conduct continual investment in our roads, public transport, safety and ability to live a free and quality life. I feel this has clearly failed and I question if a new system and / or new government capable of spending our money more thoughtfully is needed. I await a FOI via Lewisham to submit as evidence on this point.

The extension of the backerloo line tube line to old kent road and lewisham would improve/ help the motorist traffic but this plan keeps being pushed back.

Our road space for motorists has been reduced in a very disruptive way since COVID which has contributed and enhanced most of the issues this new scheme outlines. This has not been retracted since. Congestion in lewisham is one example as a result of removing all side road access from peckham to lewisham way. The road maintenance is also very poor and always rushed through in February and march. Addressing this would have an immediate impact instead of investing in new tech and connected finance systems to track and trace and charge us for our movements at all times.

While the current charging system is disjointed this enables people (who are not a monolith) to have choice on how and when they want and need to move without scrutiny.

Written Evidence from Individuals: Part Two

We need better regulations on the car industry and the infrastructure to support it to provide greener vehicles and better city planning which enables all modes of transport, more space and less congestion without forcing poor people to walk to avoid additional costs during this cost of living crisis! I feel just charging people to move less and use less space is not very forward thinking.

ULEZ and congestion charge seems to have failed so I fail to see why would another charging scheme be any better?

I am also concerned big business and MP's will have have concessions and again leave the working class to continue for pay for this new smart city with little benefit and more mental stress trying to work out if they can afford to see relatives or travel to work.

I feel this not the the time for such a grand plan and we are still getting used to the Congestion charge & ULEZ expansion camera's and additional charges. This new scheme is another very significant cost for us at a time where we have people who cannot afford to live.

It is also not documented how the money received from ULEZ and CC improved congestion or our health since it's introduction. I saw in FOI request that only one person has died from air pollution in London over the last 20 years. How will this new initiative be different?

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

Government and business micro management of all movement will decrease mental health as the ability to pay will be always on people who cannot afford to pay.

I think we would better using our resources to create a better automotive industry with vehicles and an infrastructure which is greener.

By revolutionising this industry we could create jobs and be a real innovator instead of taking other city ideas and trying to apply them into our unique communities. However this should be created as a new city pilot.

I feel this new charging approach would also kill off the vibrant and diverse culture of London and other cities as movement would be based on class and if you have the permission via work to move of not.

I am also concerned that if all our movement is reliant on a cloud system and personal and financial data is connected and exposed, what would this mean if the system was hacked? How can dispute be managed when we have a crisis with all ombudsman services today?

3. 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 respect, the government(s) continue to refuse to pay our essential users a fair wage for the last 13+ years, and so it also a concern people who need any help with this new plan will not have a separate scheme which be fair or upheld. If the ideology is for this to be for everyone then everyone should be charged the same fair for the same type of movements and the governments should subsidy the essential workers, carers, parents and elderly.

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

It would be interesting to see a pilot scheme within the House of Commons to deduce the total spend and carbon milage and use this as an average for all other UK citizens to define the appropriate movement goals and costs for each demograph.

Written Evidence from Individuals: Part Two

But I am also concerned that setting targets for movements on specific demographics would also be discriminatory and a two class system would be created.

Thank you for considering my thoughts.

Kind regards,

[personal information redacted for publication]

Road User Charging

Reference	RUC494
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A simple No to this from a former truck driver

As a former HGV 1 driver who has worked at many levels within UK and Global Supply Chains in a host of roles this proposed legislation will destroy the freedom to travel that we once had in this country. It will economically cripple London, everything will be made more expensive. This will impact upon the low income families that London relies onto provide its service industries. The bulk of goods and services are still provided by some form of motorised transport. It will drive some sectors of business out of business due to ever increasing cost eg taxi drivers, mobile services such as plumbers/builders

From my time at London Transport [personal information redacted for publication] I know that what public transport policies London enacts today , the rest of the country slavishly follows tomorrow.

This is a trial to see if the road pricing can be rolled out across the UK not just in London. Though yourselves do not have the authority to do that, you do have friends at Westminster who will happily do so.

Please can you explain why should road users of the United Kingdom pay to use the roads that they have already paid for many times over in the form of road tax, petrol/diesel tax, VAT on all matters related to motoring ?

If you are doing this for environmental reasons why are you still allowing aircraft to overfly London to land/takeoff at Heathrow/Northolt/London City Airport.

Vehicles complying with current European Legislation on emissions are some of the most efficient we have ever seen.

Why do you need yet another tax on top of the host of charges and taxes already in place .

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Road user charges

Reference	RUC493
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In response to your question “*Do the current road user charging systems in London require reform?*” the answer is “yes” because the extension of the ULEZ to Outer London is completely unjustified on both environment and cost grounds. Furthermore, the consultation of this was completely ignored by the Mayor who just steamed ahead with this virtue signalling inconvenience and waste of money.

Furthermore, there should be no further money grabbing road pricing schemes which are used as a backdoor way of bailing out the inefficient and bloated TfL.

Yours,

[personal information redacted for publication]

Call for Evidence - Road User Charging

Reference	RUC492
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To whom it may concern:

This is a call for evidence against the road user charging proposed by the mayor of London. I am the director of 2 businesses, one food import and market trader, the other a delicatessen. We rely heavily on transport, our cold room, storage and business facilities are located in different parts of town. The introduction of further road levies will be the final blow for our business. We strongly oppose the introduction of the road user charging scheme.

First they are pushing us to purchase Euro 6 diesel vehicles and charge us for Euro 5 and below, and now this? NO THANK YOU

Thanks

Regards

[personal information redacted for publication]

Road Tax

Written Evidence from Individuals: Part Two

Reference	RUC489
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Dear sir/madam

Please leave the streets alone, you are wasting our money trying to imprison us. The roads are fine, we pay too much tax already, could you please spend our money on things that actually help the community, and listen to the people that pay your wages

Thank you

[personal information redacted for publication]

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

Reference	RUC485
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I wish to register my total objection to what you are referring to 'smart road user charging' outlined in this consultation document based on 'Green Light: Next generation road user charging for a healthier, more livable, London'. I consider in reality this would introduce a **mobility tax**, and the use of the term 'smart' is truly offensive to me as I consider the proposal anything but 'smart'.

I consider the proposal, if adopted, would be **discriminatory** to those who do not have access to mobile phones, and an **invasion of privacy** to everyone who does not wish to share their lives with local, or national, government.

The proposal does not even effectively address the problem of pollution. It relies on the concept that paying on a distance basis would deter traffic. Fossil fuel based vehicles emit most pollution when stationary or moving slowly. Hence the solutions that should be considered are ways of improving traffic flow. In regard to traffic volume the reasons why people use their cars rather than public transport should be consulted on and these factors addressed. I am sure that some of these factors will be the cost and reliability of public transport. To demonstrate this point I understand the 9 euro monthly ticket tried in Berlin reduced road traffic significantly.

I also suggest that you consider the proposals outlined in the Cambridge document 'Reducing traffic congestion and pollution in Urban Areas' for broader ideas.

In my opinion this consultation is too rushed, and has not been circulated widely enough to all existing or potential travellers to London to be representative of a public response.

Regards

[personal information redacted for publication]

Road user charging consultation

Reference	RUC483
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I have become recently aware of this consultation. I do not live in London but drive to certain suburbs from time to time (e.g Bromley) and, as a result, this unwarranted proposal affects me. Frankly, it affects not only people in the Greater London area but anyone who ever

Written Evidence from Individuals: Part Two

drives in London and therefore is an infringement on fundamental liberties clarified in the Bill of Rights 1688, and before. It is massive scope creep.

Turning to your questions:

1. No. If you had better and cheaper public transport this would go a fair way to prevent excessive road use.
2. This is not needed. There are enough cameras and tracking methods in use in London without adding more dystopia.
- 3, 4, 5, 6 Given I don't support road charging, not applicable
7. to 13 I do not support road user charging. However, given this is meant to be a consultation in respect of London, this is further evidence of the scope creep. Is, in fact, the resource needed for this consultation a misapplication of funds allotted to City Hall by Central Government for specific London based purposes? I believe it is.

Additional road charge consultation

Reference	RUC482
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I simply cannot believe what I am reading! Are you trying to completely bankrupt Londoners? Stop them going to work and therefore join the benefits culture, because that is going to be a lot easier than trying to make an honest days living under Khan and GLA's outlook for London.

Has any thought been given to an ordinary person such as myself... a state pensioner 68 years old, travelling around 15 miles most days to care for my 91 year old mother, or the trips to various hospitals for my laryngectomee husband, both of whom have a disabled badge.

You are going to isolate families and friends who will worry about the cost of travelling. Thereby exposing people, particularly older people, to so much loneliness. And please don't say use public transport as you well know generally especially in outer London Boroughs this is neither possible nor practical.

You are effectively closing London down, what with ULEZ and Pay per Mile. You are distancing families and friends; you are single handedly closing businesses, and ruining lives, and causing more and more families to join the already overloaded benefits system. The way everyone feels at the moment is...."what's the point" Mr Khan and the GLA are a disgrace. We pay road tax for using the roads - you can't have it both ways!! Just sit down and think about what you are doing for goodness sake.

Kind regards [personal information redacted for publication]

Evidence Submission

Reference	RUC481
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Written Evidence from Individuals: Part Two

Proposals for "smart" road user charging consultation response.

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

Yes they are grossly unfair, particularly to those who are less well off. I know of people who have to live in their vehicles who are particularly badly affected. Only when you have adequate housing and public transport systems which includes moving possessions as well as people, can you contemplate extending the charging zone.

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

A loaded question that implies that the options considered in the paper are smarter, a description that I refute. The whole proposal is a 1984 nightmare that is designed to track every individual's movement (not their vehicles) and put unacceptable controls on personal freedom. As a former Green Party candidate, I reject this whole scheme as being Draconian and an undemocratic infringement on personal liberties. Although I live outside of London, I have children living in the capital and need to be able to move them and their possessions on an ad-hoc basis. The proposals are grossly unfair to my children and myself and do nothing to reduce pollution overall. This can be better achieved by developing public and private transport using non polluting technology. This should be the focus, not Stalinesque controls on personal movement, irrespective of one's mode of transport.

How might charges for driving in London be varied for different types of journeys?

It's not possible to read the minds of individuals and know the true purpose of any journey. But your proposals don't attempt to differentiate, your proposals appear to want to limit the freedom to travel for whatever purpose and by whatever means. The London Assembly has no mandate from the people of London for this and for those of us who live outside the nation's capital, this is legislation without representation. This is the definition of a dictatorship, unresponsive to public attitudes, so clearly demonstrated by the extremely short timescale for this consultation.

What strategies and targets could smarter road user charging support?

Again, I challenge the concept that the plans outlined in the paper are "smarter". The targets appear to be greater control over the lives of British people, whether they live in London or not. The targets appear to be generating data for the globalist elite to sell and profit from. These strategies clearly do not include reducing the carbon footprint overall, which could be better achieved by investing in cleaner technology to directly help everyone to move themselves and their possessions as those individuals deem fit. It's about the Globalist elite, (and that includes the London Assembly), controlling the lives of our citizens and these proposals should be firmly rejected as an unconscionable attack on democracy and personal freedom.

Regards,

[personal information redacted for publication]

Road charging submission

Reference	RUC480
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I simply cannot believe what I am reading! Are you trying to completely bankrupt Londoners? Stop them going to work and therefore join the benefits culture, because that is going to be a lot easier than trying to make an honest days living under Khan and GLA's outlook for London.

Has any thought been given to an ordinary person such as myself... a state pensioner 68 years old, travelling around 15 miles most days to care for my 91 year old mother, or the

Written Evidence from Individuals: Part Two

trips to various hospitals for my laryngectomee husband, both of whom have a disabled badge.

You are going to isolate families and friends who will worry about the cost of travelling. Thereby exposing people, particularly older people, to so much loneliness. And please don't say use public transport as you well know generally especially in outer London Boroughs this is neither possible nor practical.

You are effectively closing London down, what with ULEZ and Pay per Mile. You are distancing families and friends; you are single handedly closing businesses, and ruining lives, and causing more and more families to join the already overloaded benefits system. The way everyone feels at the moment is...."what's the point" Mr Khan and the GLA are a disgrace. We pay road tax for using the roads - you can't have it both ways!! Just sit down and think about what you are doing for goodness sake!

City move

Reference	RUC479
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Good morning

I am writing to inform you that I am totally against this TFL reform to road user charging systems. The current system in place doesn't need it.

All of the policies of climate change are being put in place to control people, raise revenue and have no effect on the climate.

One person has been recorded as dying specifically from pollution in London in the last twenty years.

This whole plan is being considered without any proper consultation with the general public.

Where are the adverts for this explaining that people can voice an opinion?

Any policies like this should be resolved by a referendum and not an autocratic Mayor.

Please receive this email as a vote against this plan being put forward.

Regards

[personal information redacted for publication]

Smart road user

Reference	RUC473
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To whom it may concern,

I'm a London fire fighter and I believe this rule is absolutely observe. It's another control measure by the government, a totalitarian method to control the masses, this must be stopped at all costs. It would have a major effect on London's citizens and the fact that it hasn't been publicized or advertise is just appalling

Written Evidence from Individuals: Part Two

Regards

[personal information redacted for publication]

Do the current road user charging systems in London require reform? NO

Reference	RUC472
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Do the current road user charging systems in London require reform? NO

Best Regards,

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging

Reference	RUC471
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[personal information redacted for publication]

Date: 24/02/2023

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

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

Absolutely not!

My answer: The ULEZ has already inflicted a significant impact on people, and what we require at present is an end to charging motorists for going about their daily activities.

Given the current state of the economy and the effects of the last few years, people are already under a great deal of stress and financial strain.

We need a reduction in regulation and monitoring to allow individuals to recuperate.

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

My answer: Rather than suggesting new systems, it would be beneficial to modify the existing ones.

For example, the current daily charge ends at midnight, which results in individuals who visit between 10pm and 2am having to pay twice.

It would be prudent to address this issue before implementing any 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?

My answer: It is unfair to charge individuals extra for travelling, particularly when it is for work, care giving, or accessing essential services.

Fuel duty, which increases with mileage, is already a per-mile cost.

Additional road charging systems are unnecessary and burdensome, particularly since people are already struggling.

Written Evidence from Individuals: Part Two

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

My answer: Instead of focusing on arbitrary objectives, why not prioritize the well-being and contentment of the population?

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

My answer: Individuals desire technology to have a lesser impact on their lives, rather than more.

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

My answer: The current ULEZ scheme is already achieving this goal, and the populace does not desire any additional schemes.

We are already taxed through Vehicle Excise Duty based on emissions, and electric vehicles have been encouraged. It is time to cease further actions.

7. Are road user charging schemes best 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: We already have a form of road user charging through ROAD TAX and FUEL DUTY at the national level, and we do not need additional charges. Instead of imposing more fees, we could consider reducing road tax on older vehicles that have already contributed their fair share of carbon emissions by remaining in use, which can help prevent the need for replacing them with brand new cars that have a high carbon footprint due to being produced on the production line and the materials being sourced pre-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?

My answer: The priority of those responsible for this report should be the well-being of the population, rather than finding additional means to make driving and visiting loved ones unaffordable.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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: The public does not support a road charging scheme, particularly when it is being advocated by individuals like Sadiq Khan, who is promoting ULEZ expansion but does not set a good example by taking a 3-car convoy for a walk with one car that only does 13 miles per gallon.

What we need is less hypocrisy and more empathy.

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: I disagree.

Conducting a trial anywhere is not a good idea.

This seems to resemble a plot from a dystopian novel. People should have the freedom to live without such interventions.

11. If distance-based road user charging was introduced, do 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: They would all pay more. It would cost such an enormous number of people dearly.

12. Mayors and local authorities currently have powers to introduce new road charging schemes.

Written Evidence from Individuals: Part Two

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: All proposals for new schemes must be subjected to a public vote, as is common in any democratic country.

Anything short of this is a hallmark 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?

My answer: Initially, we the public did not have a say on the policy goals.

We should have the opportunity to vote on the policy goals and subsequently, the road charging scheme. Any other approach is indicative of a dictatorship.

That's the end of the question and answer

Please regard my answers as my whole hearted opinion

[personal information redacted for publication]

Current road users issues

Reference	RUC466
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All 4 points quoted are irrelevant to the current situation and I dont want anything changed or applied or reformed as I am happy the way things are. Looking at your 4 questions .

Thank you

Kind regards

Road User charge

Reference	RUC465
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Dear Sir/Madam

I am writing in response to the road user charge.

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

This survey has not been publicised properly and it should have had a year long consultation for the general public to discuss fully. The fact this has not been done makes this proposal extremely suspicious and underhand, whereby its motives could be extremely nefarious.

May I remind you we live in a democratic society where the general public have right to vote on decisions like these which will have far reaching effects on society. This has been a disgusting way to have acted by **public servants**.

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

Why bring in any new systems at all when old ones are working well. If changes are needed then tweak the old ones to better suit certain situations

Written Evidence from Individuals: Part Two

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

We pay enough taxes on fuel (which is essential a tax per mile) and road tax and it should not matter why or for what reason you are travelling. We have enough taxation already

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

Do we need targets or charging? As previously stated above, people are already paying a heavy price for the cost of living crisis right now.

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

I believe we have more than enough technology monitoring us and charging us. Money could be better spent on more essential services such as the NHS than on costly road charging and monitoring.

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

We already have ULEZ, beyond this people do don't want anymore charging.

Electric cars are not the answer as they merely transfer the carbon footprint to other countries where they mine the lithium.

Climate change is also disputed by in excess 1200 scientists and experts and the climate change agenda in my opinion and scientists as mentioned, enable governments to harvest more money from people via charging for road use.

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

Road tax is already a national charging tax as well as Fuel duty.

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

Why bother, we have a perfectly good system in place right now. Instead of spending money on costly reports, money should be spent on, as previously stated, the NHS for example

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

I believe the whole scheme to be hypocritical in light of gas guzzling government vehicles being used to transport ministers around London, why don't ministers use the tube or buses and set us all an example. We do not want or need this scheme.

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

NO, nowhere is a sensible place to start.

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

Everyone would pay more, this is just the start of a slippery slope to charging the driver more and more. We were told after the Queen Elizabeth bridge at Dartford was built, the tolls would be discontinued once the bridge had been payed for. This was a lie and charges for bridge usage has continued to 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)?

Of course these new schemes should be put to a public vote otherwise we would be living in a dictatorship.

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

As a citizen of the UK, I am not privy to other governments policies in other countries or their 'goals'.

My concern is wholly to vote on **British** road charging schemes and policies.

Written Evidence from Individuals: Part Two

Road use charges

Reference	RUC459
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To whom it may concern.

I am writing in response to to the call for evidence in relation to charging users for road usage.

Fundamentally, the concept is a breach of human rights, as the human rights act states that everyone is entitled to a private life. If citizens are forced to declare their start and end destinations, stop off locations and reasons for travel, this is an infringement on the rights of the people to maintain a private life.

The ULEZ and LEZ schemes do not work, unless the goal is generating funds for local councils and the GA - in which case it works incredibly well. Drivers negotiating London streets are already in a constant state of fear: where does the cycle lane start and end? What time / day am I allowed to drive down this road? Don't we think this is dangerous? Shouldn't we be keeping eyes on the road, not trying to read a myriad of road signs which change from street to street? Any why do some roads get the LEZ status? Oh yes that's right....cos they have someone living there on the local council and they've just spent a million on their house.

As for all these schemes, it hits the poorest first and the hardest. Wealthy individuals, much like the Mayor in his motorcade of vehicles to take the dog for a walk, can simply afford to either a) pay the charges to drive, park or drive down the LEZ road or b) they have the funds to replace the car (and charge the electric vehicle in their drive no doubt) for a lower emission option.

This is not about a so-called 'green' agenda. It's about money and milking us all and keeping the working class exactly that. If you want to get people out of the cars and on to public transport it's easy....make public transport more affordable and more reliable. Don't charge poor Flossie by the mile after she works 10 hours for £11 an hour, goes to pick up her kids from school and visit her ailing mother whom social services are failing to care for leaving her to be responsible. Make it so it's more affordable and faster for her to use public transport.

Let's face it, the whole of the UK can go net zero and globally it wouldn't make a blind bit of difference. I am all for saving the planet, but that's not what you're talking about doing here is it.

No scheme should infringe upon our basic human rights to privacy <https://www.equalityhumanrights.com/en/human-rights-act/article-8-respect-your-private-and-family-life>

Traffic in and around Greater London has in many places been made worse by the introduction of cycle lanes. How does this help cut emissions when journeys are taking longer?

I agree that transport system as a whole needs overhauling but charging by the mile or by the journey is not something which should EVER attempt to be bought into the public domain. Even China doesn't do this.

With regards

[personal information redacted for publication]

Road user charging scheme

Written Evidence from Individuals: Part Two

Reference	RUC457
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ROAD USER CHARGING – My response to the questions:

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

No. The ULEZ already impacts many people and especially impacts the lower class. The richer in society can pay and just get on with their lives.

The ULEZ serves its purpose, it does not need further reform. What is needed is less regulation and monitoring..

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

A good example would be to make sure that someone travelling within 10 pm and 2 am doesn't pay twice as the 24 hour period resets at midnight. It would be great if you could fix that ASAP.

3. 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 above-named services should not require people to pay any extra. It is not like an option to make such journeys. Fuel duty already taxes drivers as the more you drive the more fuel you have to buy. There do not have to be any more road charging systems introduced.

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

I do not believe that creating extra targets would be beneficial for the health and happiness of the nation.

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

I do not want more technology intruding further in my life. I would welcome less!

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

Motorists are already taxed through VED on emissions. I do not want any more taxation.

Written Evidence from Individuals: Part Two

7. Are road user charging schemes best 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 already exists a road user charging system which works at national level. It is called road tax and fuel duty. There does not need to be any additional system taxing motorists.

8. 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 a smarter road user charging system to be introduced that would create even more barriers (financial and monitoring) to disincentivise people from driving cars and being able to visit 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 any new smarter road charging scheme. Discounts on the current scheme to help the above-mentioned groups would be most welcome.

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 sensible. The additional surveillance, monitoring and cost would greatly impact the well-being of the nation..

11. If distance-based road user charging was introduced, do 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 believe everyone would end up paying more and the extra concerns of ever-closer monitoring would negatively impact many people's health.

12. Mayors and local authorities currently have powers to introduce new road charging 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 introducing any such powers as named above should be advertised in national press and media, and 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 did not have a say on the policy goals and have not had an invitation to vote on the road charging scheme. I am waiting for this scheme to be put to a nationwide vote.

Written Evidence from Individuals: Part Two

I **do not** wish my name, surname and email address made public.

Road User Charging

Reference	RUC455
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I note with HORROR your proposals for road user charging. I respond to your questions:

1. NO. ULEZ is penalty/deterrent enough for drivers. To increase/expand these charges is unaffordable for the majority of the population. All charges should be dropped; after all, Road Tax is supposed to be the "tax on motoring", not that it is spent on road repairs/improvements any more - disgraceful. A further tax is fuel duty (a charge per mile in that the further you travel, the more you pay) and we in the UK pay very heavily compared to other countries in the world. ULEZ is a THIRD tax on the motorist and you want even MORE?

2. The current charge is not smart - sort it. . For example, someone who is travelling before/after midnight pays twice - how can that be smart or fair?

3. The reason for your journey should not impact on the charge. For example, is travelling for work any more commendable than a person who is visiting an elderly relative who may well be totally dependant on that care/visit - a journey that is not measured in wages earned as there are none but keeps that elderly relative out of the care system and saves the Gov thousands.

4. Targets? What targets? I assume you mean decreasing car journeys. A car is most people's way of transport outside the London area because outside London, public transport is not fit for purpose. My son trained as an engineer - a 7 mile journey from home. I drove him in and encouraged him to get the bus home. It took TWO hours - walk/bus/change bus/walk - after which I both drove him there and back - that was 20 years ago and things have only got worse.

5. Technology? I assume you mean number plate recognition cameras, car black boxes or the modern equivalent, etc - things that monitor our movement? Perhaps automatic charging systems direct to our bank accounts? No personal control whatsoever, resulting in a fear to even get in the car and drive in the first place? No thank you.

6. Road charging will most certainly drive the poorer (and that includes hard working "middle class" families) off the road. ULEZ is already tackling your three challenges but you want to go even further? VED based on emissions doesn't work then? Electric cars are not fit for purpose (and the build is certainly NOT green) yet we are being FORCED to purchase them, well, those few that can afford that is.

7. A National System - not everyone lives in London. Scotland is almost empty of cars. They already pay a premium in more costly fuel (and therefore pay more fuel duty) and there is very little public transport outside Glasgow/Edinburgh. Travelling distances are often excessive, the weekly shop often being a half or whole day exercise due to remoteness. How would these people afford to pay by the mile? Not even a bicycle is an alternative in these cases and walking - what a laugh. Why should older cars pay equally? Surely it is better to drive a car until it is no longer economically viable than buy a highly polluting new (in terms of build) electric car for which the charging infrastructure is non-existent/vandalised/out of order outside the capital?

Written Evidence from Individuals: Part Two

8. Current taxes and charges are more than enough and should NOT be changed. Large cars already pay much more. Tax electric cars based on their carbon footprint at the build level, rather than introduce smart charging. Then those who suffer a climate conscience can be charged accordingly for their "selfish wish to drive to work/for leisure/to support their family members".

9. No one wants a road charging scheme. Who would decide what is an exemption? Living in a built up area, I would go mad if I couldn't leave at times. People are rude and inconsiderate due to frustration and for the sake of my mental health, I need a break and travel to Scotland to do so for solitary mountain walking. Not for me a trip to the local gym with its loud music, heat and germs. What about the parent with a sporty child who has to travel to play matches away - would that be an exemption? Or one with a girl who has a talent for dancing and needs to go to classes/competitions? Or the elderly who are members of a musical group and meet once a week to rehearse/socialise together? For many, a car at its most basic level equals independence, even if it is just to be able to shop for groceries. All very valid reasons for the sake of mental health. How can it be right that Sadiq Khan's conscience allows him to travel in a three car convoy (one of which does 13 mpg) only to take his dog for a walk? What hypocrisy

10. NO. Nowhere is sensible for a trial. Are we heading for dystopia as in Margaret Atwood's *The Handmaid's Tale*? Dystopia as in; an imaginary place where people are unhappy and usually afraid because they are not treated fairly. National road charging is another move towards taking away the people's freedom.

11. If charging was distance based - EVERYONE would pay more. ULEZ is already very expensive for the average person and already stopping genuine journeys - Iain Dale on LBC last week had a distraught listener calling in to say that he would no longer be able to afford his daily support visit (AFTER working all day) to his elderly 91 year old mother. He just didn't know how he was going to tell her he could not afford the extra £4,565.50 (after tax) per year. Charges should be DROPPED completely as we are already being distance charged through fuel duty.

12. Most certainly YES, YES, YES. All of these schemes should be made public (nothing has been said in the news and I found out about this by pure chance through social media, likewise the protests about the LTNs in Oxford) - and the public given the chance to vote like any democratic country would do on such a life-changing issue. The way this is being "sneaked" in looks very like the work of a dictatorship and the Gov should hang their heads in shame.

13. As in answer 12, we the people have not had a say on policy goals and are not being allowed to vote on the policy, nor being given the right to vote on road charging. As you well know, this is being done in an underhand way (by not making the public aware of what is happening behind their backs and with a very short time frame in which to object) because THE PEOPLE OF THE UK DO NOT WANT IT.
[personal information redacted for publication]

Road User Charging

Reference	RUC454
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1. Do the current road user charging systems in London require reform?

No. We need less regulation and monitoring, less government intrusion into our lives. The ULEZ has already badly impacted people, and together with the stress and poverty caused by the state of the economy, enough is enough.

Written Evidence from Individuals: Part Two

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

Firstly, there is something very wrong with charging drivers more than road tax anyway. The current system whereby the daily charge stops at midnight means that someone who is visiting between 10pm and 2am has to pay twice! Are you going to try to squeeze even more out of the poor motorists?

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?

All journeys should be the private business of the people themselves. How dare you as our public servants deem some activities more worthy than others. We all pay road tax and fuel duty, you take far more than you should already.

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

The people should have freedom, you should care about their health and happiness first and foremost. We're not interested in your 'targets'.

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

Less technology is what we want in this case as it will only be used against us.

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

If there weren't so many underused cycle lanes, traffic would move better. All vehicles are cleaner now than ever before, lots of propagandised and subsequently misguided people have gone out and bought electric cars (their production and scrapping is certainly not green). And you do know that 'climate emergency' is a falsehood being used as a tool to rob ordinary people of their freedom? We know what's going 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?

Can this be a serious question? All the benefits would be for the government, not one for the citizen. We already have road user charging at a national level, it's called road tax and fuel duty. Do you know how much carbon is in the building of a car? Older vehicles should be respected for the service they have given their owners.

8. 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've already made your minds up, this is just a folly this exercise. People have enough to cope with in their lives without more 'charges', get your government jackboots off our necks.

9. What discounts and exemptions would you like to see for any new, smarter road charging scheme, for example to help disabled 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 should not be subject to any 'road charging scheme'. If anyone should be paying anything it's our government officials and especially Sadiq Khan who I hear takes his dog for a walk in a three car convoy, with one of these vehicles only doing 13 miles to the gallon! Total hypocrisy!

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

These questions are getting more ridiculous. It's quite obvious you're attacking the freedom and liberty of the men and women of this land. We see you...

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

By now you must have realised that I fundamentally disagree with any 'charges' so they should all be removed immediately. Leave the people alone.

Written Evidence from Individuals: Part Two

12. Mayors and local authorities currently have powers to introduce new road charging 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 removed and given to the people. It would be nice to think that a public vote could be used but who would trust it to be held honestly and fairly?

13. How are other 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 they're bullying their people into doing as they're told. Not a wonderful thing to be involved in and very shortsighted.

Road User Charging Draft Proposal - feedback

Reference	RUC453
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ROAD USER CHARGING – My response to the questions:

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

NO. The ULEZ already impacts many people and especially impacts the lower class. The richer in society can pay and just get on with their lives.

The ULEZ serves its purpose, it does not need further reform. What is needed is less regulation and monitoring.

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

A good example would be to make sure that someone travelling within 10 pm and 2 am doesn't pay twice as the 24 hour period resets at midnight. It would be great if you could fix that asap.

3. 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 above-named services should not require people to pay any extra. It is not like an option to make such journeys. Fuel duty already taxes drivers as the more you drive the more fuel you have to buy. There do not have to be any more road charging systems introduced.

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

Written Evidence from Individuals: Part Two

I do not believe that creating extra targets would be beneficial for the health and happiness of the nation.

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

I do not want more technology intruding further in my life. I would welcome LESS!

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

Motorists are already taxed through VED on emissions. I do not want any more taxation.

7. Are road user charging schemes best 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 already exists a road user charging system which works at national level. It is called ROAD TAX and FUEL DUTY. There does not need to be any additional system taxing motorists.

8. 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 a smarter road user charging system to be introduced that would create even more barriers (financial and monitoring) to disincentivise people from driving cars and being able to visit 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 any new smarter road charging scheme. Discounts on the current scheme to help the above-mentioned groups would be most welcome.

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 sensible. The additional surveillance, monitoring and cost would greatly impact the well-being of the nation.

11. If distance-based road user charging was introduced, do 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 Two

I believe everyone would end up paying more and the extra concerns of ever-closer monitoring would negatively impact many people's health.

12. Mayors and local authorities currently have powers to introduce new road charging 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 introducing any such powers as named above should be advertised in national press and media, and 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 did not have a say on the policy goals and have not had an invitation to vote on the road charging scheme. I am waiting for this scheme to be put to a nationwide vote.

Road User Charging

Reference	RUC449
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Dear Scrutiny

I strongly oppose your Road User Charging system.

I am a pensioner and have to care for my 94 year old mum. I have to visit her daily to see to her medication, food, washing etc. My car is not Ulez compliant.

I am so stressed about the future.

Regards

[personal information redacted for publication]

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

Reference	RUC448
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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? Smarter does not mean better. However, it appears as though

Written Evidence from Individuals: Part Two

smarter in this respect means more control over the freedom of movement of a road user.

3. 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 involve an invasion of privacy and it is not the local authorities business and is against our constitution.
4. What strategies and targets could smarter road user charging support? None.
5. What technology could be used to support smarter road user charging? We do not need even more technology as people are becoming disconnected with humanity and nature.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? Please investigate air pollution and climate change caused by Geo-engineering and referenced on gov.uk.
7. Are road user charging schemes best 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 already very expensive to run a car and we don't need additional costs levied.
8. 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? The way this is phrased seems like it is already decided - it should not be and need to go to a democratic and untampered/no nudging vote.
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, this needs to be voted on.
11. If distance-based road user charging was introduced, do 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)? Yes, there should be a democratic and untampered/no nudging vote without biased propaganda via mainstream 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? I hope that other cities are not doing this, well apart from China which this seems very similar to - particularly the monitoring of movement and providing 'rewards' for freedom of movement that is god given at birth. All very sinister sounding.

Kind regards,

[personal information redacted for publication]

Road User Charging Responses

Written Evidence from Individuals: Part Two

Reference	RUC447
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Question 1 There is no need for any more road charges we already have the ULEZ which has already impacted people enough. What we need now is support to allow people who still have jobs, to continue to get to work. People are stressed and under huge financial strain, many in financial crisis. Public transport is so expensive people who work full time jobs are having to go without certain essentials just so they can get to work every day. The state of the economy and the impact of the last few years should have you considering things besides more charges such as supporting citizens to be able to get to and from work without breaking the bank. It seems this government is obsessed with bringing in as many draconian rules as they possibly can in the space of two short years, its a disgrace!

Question 2 Did an AI write these questions? as it seems there has been no empathy or consideration given to the impact of everything that has been done unto the citizens over the past almost 3 years. Instead of proposing new systems, you need to review existing systems and the impact they have and negative contribution they are making to an already crippled society.

Question 3 Differentiating between who pays what is complicating a system that should never have been put in place as it stands. Why should we have to pay extra whether you are traveling for work, for caring or essential services. We already pay fuel duty, which is a cost per mile as you pay more

if you drive more, road tax, MOT fees it seems most of what we earn goes back to the government in any shape or form.. its disgraceful particularly since ministers then unethically and illegally syphen taxpayer money for their own purposes and are never brought to account BUT we just keep on paying... . We don't need any more road charging systems, people are already on their knees.

Question 4 This doesn't warrant an answer as these leading questions are assuming we are in agreement with this awful idea that will completely destroy anyone's ability to live, work and pay the bills!

Question 5 Do we really have the money for more useless technology when people are in crisis the country is in its worse recession since the 70's.. are you seriously considering investing more in technology instead of helping your citizens? Human beings want LESS technology intruding in their lives, not more and we are sick of carrying the cost of technology that only serves to create an even more hierarchical and undemocratic society.

Question 6 The ULEZ is already doing this. The people don't want any more. We are taxed via VED on emissions, electric cars have been incentivised, enough is enough. One thing you could do is make public transport cheaper, the services are increasing in price and the standards of service are dropping to rock bottom.

Question 7 Yet another leading question, who wrote this survey? Do we need anymore road user charges, really? the tax on fuel, road tax, MOT , rising insurance premiums on top of the cost of living crisis, you would have to be stupid or a raging despot to put citizens through more financial strain... is this in support of the 15 minute cities? it seems that is what we are being herded into with all these measures. NO, NO, NO is my answer... no more road user charges.

Written Evidence from Individuals: Part Two

Question 8 It shouldn't. Let's focus on how we can help people get to work, hospital appointments etc. rather than what we can do to create yet more barriers. The people writing this report should focus on the health of the nation, the recovery of the financial situation we are all in and what you as a government can do to improve grass root living conditions. Perhaps focus on how we can stop contributing to high polluting wars, which cause tenfold damage to society and the environment let's focus on the big environment damaging stuff that you as a government condone and support, when will we stop looking out and start looking inward to how we can make our country better for ALL citizens not just the 1%? where is that consultation?

Question 9 Just have no more road charging schemes, then there is no need to even consider discounts, these questions are assuming this is a done deal that is not a very fair consultation now is it? When will members of the government who should be working for us actually follow the rules they impose on us. Recently we saw news of the Mayor of London and his 3 car convoy just so he could walk his dog and then he has the audacity to impose emission sanctions on us, he is not alone in touting the rules as an elected member.

Question 10 Dear god, are you trying to price Joe public out of London and into homelessness? You are asking these questions as if you are totally unaware of the many crippling challenges the country is facing and London is facing even higher costs than the rest of the country. I think George Orwell must have had a psychic vision because it seems we are fast headed in the direction of dystopian dictatorship... this country has been utterly ruined.

Question 11 Please just stop! penalising drivers anymore than they already are will push people to their graves, they cannot take anymore of this squeezing of finances, making travel difficult and not caring whether people have a roof over their heads or food to eat after you have screwed them for every penny they have. is beyond inhumane... what happened to the government for the people, elected by the people? who are you working for instead?

Question 12 Lately the powers being granted to Central and Local government without any proper consultation with the electorate, is not for the good of the majority but more in support of the elite who pay no taxes or very little taxes. Any new scheme that has the potential to affect the citizens should be put to a public vote like any good democratic country would do - anything else is the work of a dictatorship.

Question 13. It is your responsibility to research and explore this before introducing these draconian rules, what should also happen is the presentation of the reason for such proposals and how they benefit the wider communities... this question isn't for us it's for you and should have been the first thing to explore before imposing more grief on an already depressed nation.

Not allowing this particular consultation to be anonymous is also extremely unethical and not the way consultations are meant to be carried out.

I sincerely hope that these responses are actually considered but we'll soon find out no doubt when we are all struggling to get to work to earn the money that we end up paying back to you and forego heat and food just to keep a roof over our heads.

Written Evidence from Individuals: Part Two

[personal information redacted for publication]

Smart Road User Charging

Reference	RUC445
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Hello,

Thank you for your kind attention.

I run as small antique furniture restoration business [personal information redacted for publication]and need to use my van to transfer goods and materials around the city most days. I feel compelled to comment on the idea of Smart Road User Charging. The existing system of ULEZ and Congestion Charging has already negatively affect my business and quality of life. It is now more expensive and difficult for me to manage my necessary deliveries. However the idea of using smart road pricing linked to increased use of technology takes things to a different level of concern.

These systems do not work to the benefit of the people of London and will lead to a decrease in quality of life and well being for the majority of the population.

My responses to the questions outlined in your call for evidence are as follows.

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

No. The existing road user charging scheme - ULEZ and congestion charge are straight forward and understandable, they don't require reform other than to make the periods of charging smaller and cheaper.

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

They will be more invasive of personal privacy and rely more heavily on technology which is vulnerable to abuse both by criminals and authoritarian state actors.

3. 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 best person to decide whether a journey is necessary or important are the people directly involved in choosing to make that journey. A system of assigned importances cannot account for all eventualities and will therefore necessarily disadvantage different people at different times. It will not lead to higher well being or quality of life for the majority of London residents.

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

Written Evidence from Individuals: Part Two

Strategies and targets may be decided arbitrarily and the unforeseen consequences are not apparent until later. The use of Smarter road user charging will not be of benefit to the people of London

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

There should be a move away from the use of technology to monitor and control the behaviour of people in London. Increased use of technology is leading to lower quality of life rather than higher.

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

The ULEZ and congestion charging are 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?

There already exists road tax and fuel duty which are defacto road user charging schemes at a national level. The addition of further schemes at regional and local level only complicates and over burdens the 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?

It should not replace the existing charges and taxes as these are already functioning to limit road use and pollution

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 blanket exemptions to smarter road charging for everyone who deems it necessary to make a journey in their vehicle.

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 idea is fundamentally wrong and unnecessary

11. If distance-based road user charging was introduced, do 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)?

Yes referendums should be held for any proposed scheme such as this as they are not outlined in any meaningful detail to claim an electoral mandate for them.

Written Evidence from Individuals: Part Two

13. How are other 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't speak to this, but the most successful, prosperous, and happy societies are always those where restriction and government are minimised, that's just empirical fact.

Thank you again for considering my evidence.

Best Wishes

[personal information redacted for publication]

Response to road user charging questions.

Reference	RUC444
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1. Do the current road user charging systems in London require reform?

We need to remove all LTNs immediately and cancel the proposed extension of the ULEZ zone.

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

Adjust the present system so that no one will be charged twice for entry in 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?

Travelling for work should not be charged.

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

I really don't know because I'm totally against smart charging.

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

We don't want any more technology in our lives. It's bad enough having those sneaky creeps in camera cars fining us for the most minimal offences.

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

I don't think it can. Remove the LTNs if you want to reduce 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?

Neither.

Written Evidence from Individuals: Part Two

8. 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?

100% discount 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?

I don't want a trial. I want to be left in peace, not controlled by Sadiq Khan.

11. If distance-based road user charging was introduced, do 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 I do. This questionnaire is a prime example of how Mr Khan/TFL work - keep it under the radar and make it as difficult as possible for those that do find out about it to reply. For that reason this whole scam should be brought out into the open and we in London should all be asked to vote on it. Mr Khan should also stop trying to impose his views on the boroughs surrounding London – OVER WHICH HE HAS NO 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?

Is this a geography question? How would I know what's going on vis a vis road charging and why would I give a dam?

[personal information redacted for publication]

Road user charging

Reference	RUC443
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As a road user who has just literally had to buy a car because public transport is so unreliable, I strongly disagree with this even being consulted on. To add another charge and mask it as doing something to make the city air cleaner is now becoming embarrassing that it is thought that people actually believe it. Adding a fee doesn't make it cleaner and forcing more money from the pockets of already struggling Londoners is disgraceful. You will kill businesses and people .

Written Evidence from Individuals: Part Two

ULEZ — Call for Evidence

Reference	RUC441
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Dear sirs,

In response to the ULEZ Call for Evidence I submit my responses to the 13 points laid out in the London Assembly Transport Committee document regarding the future of smart road user charging.

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

No. Please do not charge the motorist any more! The majority of vehicles are those of people either trying to get to work or simply carrying out their work and it is stressful to all of them. Tradesmen have already had to sell their perfectly functioning vehicles for newer more expensive models. Ordinary people who may only use a vehicle rarely to say, go to the shop or at the weekend are faced with the same dilemma of selling a non-compliant yet otherwise perfectly viable vehicle. I do not think it is eco-friendly to replace a perfectly functioning car for another which is just newer. People are hard up already — more charges are stress-inducing and unduly unfair. Motorists need to be left alone for a while.

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

The London congestion charge presently finishes at midnight — could this be run as a 24hr period that runs at the moment it is triggered for 24hrs

3. 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 if they are travelling for work or for care in the community or for other essential services. Isn't fuel duty simply a simple tax already where motorists pay more the further the further they drive?

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

It is ridiculous to consider charging motorists more and not have a clear idea what the revenue could be used for! It seems the plan is the cart before the horse.

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

Please. LESS intrusive technology, not MORE!

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

ULEZ does 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?

WE have fuel duty and road fund licences — which operates over the entire country 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?

Written Evidence from Individuals: Part Two

WE do not need more ways to price us out of our mobility and freedom.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 — No road user charging scheme! If Sadiq Khan gets his way with his ULEZ extension he will certainly give his opponents at the next mayoral election an easy mandate. A simple pledge to undo his vindictive schemes will surely remove him from office very swiftly.

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

Please. There is nowhere for a trial run of this nature. Enough is enough.

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

Do NOT introduce 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)

Put your schemes to a democratic vote if you must!

13. How are other 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 will soon find out how popular this idea is if we were asked to vote on it.

Yours faithfully,

[personal information redacted for publication]

The future of smart road user charging February 2023

Written Evidence from Individuals: Part Two

Reference	RUC439 ¹
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1. Do the current road user charging systems in London require reform?

No! - In my view, there is no need for reform of the current road user charging systems in London. The implementation of ULEZ has already had a significant impact on people. What we need now is to stop charging motorists for merely going about their daily business. With the current state of the economy and the impacts of the past few years, people are already stressed and struggling financially. Therefore, there is a pressing need for less regulation and monitoring. The focus should be on allowing people to recover from these challenging times.

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

Rather than proposing new systems, I suggest making necessary adjustments to the existing ones. For example, the daily charge should stop at midnight to avoid charging individuals twice for visiting between 10 pm and 2 am. It is essential to rectify these issues before introducing smarter road user charging 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?

I believe that individuals should not be charged extra for their journeys, regardless of their purpose, be it for work, caring responsibilities, or essential services. Currently, we already pay fuel duty, which is a cost per mile, meaning that we end up paying more if we drive more. Introducing any additional road charging systems is unnecessary, particularly since people are already struggling financially. Therefore, there is no need to vary charges for different types of journeys.

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

Instead of focusing on spurious targets, we should consider the health and happiness of the nation. Strategies and targets related to smarter road user charging should be aimed at promoting the well-being of the public. Therefore, we should prioritize goals that focus on the overall welfare of society, such as reducing traffic congestion and air pollution, improving road safety, and promoting sustainable transportation. By aligning road user charging policies with the broader objectives of improving public health and well-being, we can create a better quality of life for everyone.

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

My opinion is that people prefer less technology intrusion. When considering technology to support smarter road user charging, it is crucial to ensure that it does not further invade people's privacy. Road users must not be burdened with additional costs or burdens from technology that serves their interests. Smarter road user charging should not add to people's stress levels or negatively impact their daily lives.

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

The implementation of the ULEZ already serves this purpose, and people do not want any further measures of this nature. We are already taxed based on vehicle emissions through VED, and incentives have been provided for electric vehicles. In my opinion, we have reached a point where enough is enough.

Written Evidence from Individuals: Part Two

7. Are road user charging schemes best 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-level road user charging system in place, which comprises ROAD TAX and FUEL DUTY. Further road user charging is not necessary. Instead, we could consider reducing the road tax on older vehicles that have been in use for many years and have already paid for their carbon footprint. This approach would encourage people to keep their older cars on the road instead of buying brandnew ones, which would reduce the environmental impact of manufacturing newcars .(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?

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?

The general public does not support the implementation of a road charging scheme, especially when it is being advocated by politicians such as Sadiq Khan. It is hypocritical for someone who promotes an expansion of ULEZ to take a 3-car convoy for a walk, one of which has a fuel economy of just 13 miles per gallon. Instead of hypocrisy, we need more comprehension and consideration from those in power.

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 am of the opinion that there is no suitable location for a trial of this nature. It is beginning to resemble a scene from dystopian fiction. We should prioritize people's freedom and liberty, allowing them to live their lives without unnecessary restrictions or regulations

11. If distance-based road user charging was introduced, do 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 result in increased costs for everyone, causing significant financial hardship for a vast number of individuals. The plan's consequences would be severe and could negatively impact people's ability to meet their basic needs.

12. Mayors and local authorities currently have powers to introduce new road charging 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 strongly believe that all newschemes should be subjected to a public vote, as is the norm in a good democratic country. Any attempt to introduce significant changes without public consent would be characteristic of a dictatorship. A public vote would

Written Evidence from Individuals: Part Two

ensure transparency and accountability, and provide people with an opportunity to have their voices heard on matters that affect their lives.

13. How are other 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 agree that the public did not have an opportunity to provide their input on the policy goals. Therefore, it is essential to give the people a chance to vote on the policy before introducing a road charging scheme. Anything else would be undemocratic and characteristic of a dictatorship. By allowing people to have their voices heard and vote on such critical matters, we ensure transparency and accountability, and uphold the values of a true democracy.

¹ Incorrectly marked in previous publication as RUC440, amended to correct reference RUC439.

Road User Charging

Reference	RUC436
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1. Do the current road user charging systems in London require reform?

No. We have the ULEZ which has already impacted people enough. People are weary due to the state of the economy and the impact of the last few years. We need LESS regulation and monitoring. Let there be a period of stability.

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

The problem with all of this is that the people from out of London will get caught out with the complexity. Bath is already experiencing a drop in tourism – the cities only source of income.

3. 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 the charges depending on who has the right ticket is a recipe for discontent. Motorists already pay fuel duty, which is a cost per mile as you pay more if you drive more. Why add more and expect economic growth at the same time?

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

As my previous answer, let there be a period of stability as constant change is not going to improve the lives of the taxpayer.

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

Don't put any more technology out there. All that will happen is to strangle people's ability to work.

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. A recent study has shown that the extension of ULEZ will bring a tiny improvement (around 1 or 2%) at a tremendous economic cost to those that 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?

Written Evidence from Individuals: Part Two

We already have ROAD TAX and FUEL DUTY. Anymore then there will be a disincentive to productive enterprise. It can be argued that older vehicles that have been around for many years and have paid their own carbon dues should not be regarded as “dirty” whereas another brand new car is regarded as “clean” (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?

As this is a road to economic suicide for London and the rest of the country, these proposals are worthy of educated and responsible authorities.

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

Any differentiation as I have already mentioned will divide communities, will be abused and no doubt be “hacked” - to use a much mis-used term.

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 no sensible place for this sort of experiment unless the authorities remove VED and 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?

All of this relies on government snooping systems being in place with all of the problems of data protection that we suffer from local authorities especially the NHS.

12. Mayors and local authorities currently have powers to introduce new road charging 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 any new scheme should be instigated after real consultation and a democratic voting procedure. Anything else will eventually see civic unrest – as is already being reported in London and Oxford.

13. How are other 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 these policy goals do not appear to part of any city, local authority or national mandate.

Evidence submission: The future of smart road user charging February 2023

Reference	RUC435
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Please find below my submission.

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

Written Evidence from Individuals: Part Two

charges for driving applied in London?

I do not believe that road charging is fair for people with limited resources. It is a regressive form of taxation.

3. 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 charging for any type of journey.

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

Not necessary. Road charging should not be implemented.

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

Not necessary. Road 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?

Not necessary. Pollution has reduced significantly and will continue to do so as older vehicles are replaced over time.

7. Are road user charging schemes best 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 necessary. Road charging should not be implemented, it is a regressive form of taxation.

8. 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 necessary. Road charging should not be implemented, it is a regressive form of taxation.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 administrative burden of administering a system of exemptions would be costly and inefficient. It would negatively infringe on individual privacy. It would be difficult to navigate for ordinary 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?

London has many complexities. A less complex location would be a better place to start a national trial.

Written Evidence from Individuals: Part Two

11. If distance-based road user charging was introduced, do 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. It is a regressive form of 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)?

Any significant change in taxation (ie road charging) should be put to a public vote. Road charging should have been explicitly in the Mayor's manifesto during elections preceding it's introduction.

13. How are other 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]

The future of smart road user charging

Reference	RUC434
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There is no justification either for road pricing or for the plans to expand ULEZ to cover outer London.

Both will impose an intolerable or even unupportable economic and social burden on small to medium businesses and on millions of Londoners and others who have social or business links to London.

My own business is dependent on a vehicle and one large enough to transport fitness equipment. It is a marginal business and cannot afford to replace its existing vehicle which should be good for another 100,000 miles or 10 years.

Like ULEZ expansion this is a move to make the roads the exclusive preserve of the rich – utterly disgusting.

Written Evidence from Individuals: Part Two

Road User Charging

Reference	RUC433
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1. Do the current road user charging systems in London require reform? **Yes, congestion charging, LTN's and ULEZ need removing.**
2. How might smarter road user charging differ from the current daily charges for driving applied in London? **By not having any.**
3. 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, there shouldn't be any charges at all.**
4. What strategies and targets could smarter road user charging support? **The freedom for people to go about their business without political interference.**
5. What technology could be used to support smarter road user charging? **Removal of the servers installed for ULEZ/Congestion Charge.**
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? **In the same way they could assist with catching unicorns - none of it is proven to exist, just theories.**
7. Are road user charging schemes best 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.**
8. 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 meddling for the sake of 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? **A level playing field for everyone - no 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, it should be dismissed at a national level too**
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? **N/A**
12. Mayors and local authorities currently have powers to introduce new road charging 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 ULEZ has shown that the mayors office has overstepped its authority and should be disbanded. I would like to see the mayors office abolished.**
13. How are other 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 interest.**

Written Evidence from Individuals: Part Two

Smart road user charging consultation

Reference	RUC431
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1. Do the current road user charging systems in London require reform?

No. ULEZ is already in place and there is currently no need for reform.

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

Start by removing anomalies that, for example, mean someone visiting the city between 10pm and 2am has to pay twice because the daily charge resets at 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?

How would these categories be delineated and how would they be monitored? How, for example, would someone travelling for work, then going on to look after a relative, and then going to a cinema be categorised? And would this by extension mean that journeys undertaken for reasons other than work, caring, or 'essential services' (however they are being defined) be penalised? And if so how would this be tracked and by whom?

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

That would depend on what the end game looks like, and that has not been made clear in the consultation document. At what point in this process will the LA's ultimate goals be shared?

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

That would be part of the wider ID piece, presumably. Why doesn't the LA explain the current thinking on how the extensive tracking of individuals in their vehicles is envisaged as working and how that benefits Londoners?

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 congestion charge, LEZ and ULEZ were put in place to achieve? What are the Mayor's 'policy targets' that mean 'journeys must shift away from private car use'? Without knowing the detail of these policy targets in context, it's not possible to evaluate how a more draconian tracking system could assist in achieving 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 is already UK-wide road-user charging through the road tax and fuel duty, and through congestion charges in London and other cities. Where is the evidence that more are 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?

Written Evidence from Individuals: Part Two

Based on the information currently available, there is no need to replace the current national and local structures with 'smarter 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?

None, as the concept is fundamentally flawed, unless of course granular digital monitoring at whole-population level is envisaged as part of a wider strategy. How would 'disabled people', 'those on low incomes', and 'those who need to drive to work' be defined and by whom? And how low would the 'low levels of public transport' need to be to trigger an exemption? Who would make that decision?

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 such a trial, as the concept is not sensible or coherently argued. We also already have a national road user charging scheme in place.

11. If distance-based road user charging was introduced, do 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 would — as currently argued — simply rearrange the penalty and revenue chess pieces. Without clear evidence of how this would impact both city motorists *and* those living in rural areas it is impossible to assess whether Londoners should pay less or more 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)?

Given there is little evidence of widespread voter support for this or any of the other traffic management schemes currently under consideration across the UK, a local referendum should be the bare minimum needed to allow the introduction of draconian restrictions on personal freedom, whatever their purported aim.

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

Surely it is the LA's responsibility to produce evidence of how other cities and countries are working on 'smarter road user charging ideas'? LA members are elected by Londoners and supported by specialists; it is not Londoners' job to do their policy research for them.

[personal information redacted for publication]

road user charging consultation

Written Evidence from Individuals: Part Two

Reference	RUC427
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answers to your questions

No 1

Absolutely no. we already have to Ulez system, which is already putting people in different unequal categories, and causing a lot of stress and loss of income.

no 2

Before you propose a new system, fix the problems in the existing system. If I for instance visit London between 10pm and 2am, I have to pay twice!

no 3

You should not pay extra, regardless whether you are driving for work, seeing relatives or friends, or essential services. There already is the fuel duty , which in reality means the more you drive the more you pay

no 4

Will that make people already struggling with high living costs happier and more content? Absolutely not.

no 5

We don't want any more tech around us, especially when it is restricting our right of free movement

no 6

The Ulez system is already doing it and the whole thing about climate change is a hoax, even Nasa published an report saying the world hasn't been warming for the last 15 years.

no 7

We already have road tax and fuel duty. reduce road tax in older vehicles that have been around many years and paid their own carbon dues by remaining in in use?

no 8

It should not be.

no 9

The people don't want a road charging system. it is just a way to squeeze more money out of people. And people who are advocating this kind of changes fly round the world in their private jets or drive in the city in a 3 car convoy, just like Sadig Khan.

Written Evidence from Individuals: Part Two

no 10

There is no sensible place for a scheme like this

no 11

They would obviously pay more, and the whole thing would ruin many small businesses

no 12

All these plans should be put to a public vote. That is what democracy is about

no 13

We have had any say on the policy goals. give us a chance to vote on the policy. Otherwise you can't call this a democratic country, it's dictatorship.

ROAD USER CHARGING REPEAT E MAIL TO INCLUDE ADDRESS AND PERSONAL E ADDRESS

Reference	RUC426
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**FROM. [personal information redacted for publication]
THE LONDON ASSEMBLY
Transport Committee**

By e mail to scrutiny@london.gov.uk
23rd February 2023

Dear Committee members.

RE ROAD USER CHARGING CONSULTATION

In response to the invitation to submit one's views on the proposal, please receive the following comments. These are my personal views as a person working full time in the London suburbs with clients, students and family visiting from all over England and abroad.

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

Yes. The current system of Road Fund Licence was to be used for highway maintenance and the system of Low Emission Zone Charging is an extra tax. In effect, it allows those vehicles alleged to be polluting, a licence to carry on in return for payment.. It does not have any bearing on reduction of toxic air but is simply a licence fee. Were it otherwise, such vehicles would be banned.

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

The cost of setting up such a scheme is an outrageous use of public money under the guise of "Clean Air" when the alternative is to simply use non polluting fuel in ICEs. The expense of the proposal would be better put to the development of Hydrogen technology.

3. 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 many London based companies whose employees travel by car from home to the office and thence all over the country. There are those who are not able to walk for whatever reason who absolutely rely on independent travel facilities to be able to work. Many contractors live outside of London and either work locally to their bases or on contract into London. They cannot afford PPM or will simply pass on the cost to the contractee and

Written Evidence from Individuals: Part Two

thereby accelerate costs of maintenance, refurbishment, carers, service staff, nurse and child care staff, all of the lower paid and those who have to carry such as ladders, butane equipment, construction equipment, toxic chemicals and other noxious substances.

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

Technology is advancing at a fast rate and all the proposals will be met in the fullness of time, not a time to suit political ends.

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

Not needed.

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

This may be addressed in other ways and therefore not needed.

7. Are road user charging schemes best 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 annual or monthly Road Fund. Those who drive more will automatically pay more in tax on fuel and VAT.

8. 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 is objected to on the basis of the direct access to a user bank or credit card for automatic charges and penalty. This is invasion of privacy. This is seen as part of "Social Credits" and incentives to use other means of transport or be penalised. There are those who do not have a "smart phone" and will not be able then to access facilities, food or money.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 public transport system is in chaos. It has been underfunded for years and successive policies have removed essential staff, Bus services have been decimated and the costs of servicing the vehicles has risen greatly with the finding of staff with necessary skills is now very 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?

Do not introduce such a scheme. It is unfair, discriminating and for those who have mobility issues, doing only a weekly drive to the supermarket with their wheelchair in the back will be unfair and an onerous burden.

Those who essentially visit infirm relatives as carers or the only person that is seen it will be too costly. The social implications of mental health and physical well being will be a disaster.

11. If distance-based road user charging was introduced, do 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 many times must a motorist be taxed? The 20% VAT on purchase or rental, the Insurance tax, the road fund licence tax, the fuel tax, the vat on servicing and maintenance, the LEZ, the company car tax, parking and so on. The extra cost of coming in to the proposed area will effectively kill off such a Chessington World of Adventures, Zoos and shopping centres that rely on clientele from outside the zone. All National Trust days out will be affected and such as Wisley Botanical, Brent Cross and the like all over 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)?

That overriding power is too great anyway and local mayors and councillors should have more say locally. They are the elected representatives and speak for their constituents.

Written Evidence from Individuals: Part Two

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

One looks at China in particular with its own history of huge populations and vast distances to travel and the UK is quite different. Other countries have their own unique problems arising from cultures and history. There is no one way to suit all and those with low populations, adequate natural resources can utilise those resources far better and with far less autocratic approaches.

Conclusion.

I submit that the entire proposal be deferred and re-examined. It is fundamentally flawed and the advantages to the environment are miniscule.

Such is stated clearly in the advice given to the Mayor, S.Khan and his committee.

Yours respectfully,

[personal information redacted for publication]

Call for Evidence: smart road charging

Reference	RUC4252
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To whom it may concern,

The following are my answers to the call for evidence for smart road charging:

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

Yes. ULEZ, which I am against, has already impacted regular working people. We need no more charging, a reversal of ULEZ in Greater London and a reversal of low traffic neighbourhoods that have had a detrimental effect on local businesses and the unintended consequences of causing greater road congestion. If this as a cynical attempt at setting up 15 minute cities, I would like to know how you are going to create an infrastructure for that when all local businesses have closed? Also, ULEZ and 'smart road charging' is going to create a new underclass of people who can not afford to give up their cars and will be charged on a daily basis. This is an attempt to impoverish families already struggling from the cost of living crisis and needs to stop. People need to feed their children - nutrition has a profound affect on child development, their immune system and overall health as a result. Parents have a right to provide for their children and a right to living a dignified life, not to have their income taken away on the premise of 'save the children.' My proposal would be to make sure all vehicles including electric vehicles pay the current road tax and that it should be based on the weight of the car. Road Tax is for maintaining roads and the heaviest vehicles put more pressure on roads. This tax should be inline with road tax system we have already, so as not to burden individuals and families more than it has to.

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

As mentioned above, remove all ULEZ in greater London Borough and Road tax should be applied to all vehicles. I resent that EV vehicles are not taxed in the same way as other vehicles which I believe this is to do with the governments 'nudging' tactics to force people to buy expensive electric cars.

Written Evidence from Individuals: Part Two

3. 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 more if you are travelling for business, care, or vital services. We already pay fuel duty, which is calculated per mile and increases the more you drive. People are already on their knees, so we don't need any additional road pricing schemes.

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

Why not consider the nation's health and happiness rather than arbitrary targets?

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

Humans want LESS technology in their life rather than MORE and I resent people thinking they have a right to monitor my every waking moment or manipulate me into behaving a certain way. . What gives you the right or the superiority to do so?

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, which I strongly oppose. People don't want THAT let alone anything else. We are charged on pollution through VED, and electric vehicles are subsidised; enough is enough. As far as climate change is concerned, why not stop having wars and making us pay for them through taxes, Wars create a shocking amount of environmental damage, are large scale polluters and significantly impact carbon emissions. Also, the ends do not justify the means, the means should be an end in itself; you can not, and should not **sacrifice** the present for the 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 approach?

We already have a nationwide road user charging system called ROAD TAX and FUEL DUTY. We don't require any more. Why not lower the road tax on older vehicles that have been around for a long time and have paid their own carbon dues by remaining in use, rather than being replaced by a 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?

It shouldn't. The people writing this report should focus on the overall health of the nation, not on more ways to price people out of driving their cars and visiting family. I would like to know if anyone has completed an impact assessment on the impact of removing £250 from the pockets of hard working families will do for the nutrition of children as a result of ULEZ? Similarly, how would 'smart charging' impact peoples income and health. Also I would like to know if they have assessed how isolation will help older people who are housebound and rely on their family for their mental health? Health is not just a single focus issue i.e pollution and climate 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?

Written Evidence from Individuals: Part Two

We, the people do not want a new road charging scheme. Especially when we are being dictated to by Sadiq Khan who needs a three car convoy to take his dog for a walk in a gas guzzling, polluting 13 miles per gallon car. He has no business dictating how Londoners should get about.

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. Leave people 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?

We shouldn't pay at all, we pay road tax and fuel duty. We are taxed highly for virtually everything. Private vehicles contribute a tiny fraction to overall pollution but their benefits outweigh any negative impact.

12. Mayors and local authorities currently have powers to introduce new road charging 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. Also, I note that this consultation has been hidden from people. There should have been a national campaign to educate people on the consultation rather than it being spread by word of mouth. This makes me very suspicious of intentions.

13. How are other 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 had no say in this policy, it seems to be something that has come into place without asking Londoners. People should have been informed of this. We should be given the pros and cons of the policy including any impact assessment so we can make an informed decision. You are seeking to restrict peoples movements around London and possibly the country using a charging scheme, this could be seen as manipulation. I note that this is being done under the auspice of 'pollution' and 'climate' however it is not for you to say what is important to people. At least we could have had a say by way of a referendum. This country is starting to look like some kind of dystopian dictatorship where the decisions that face our every day lives are dictated to by a few people in City Hall. Already we have a situation where ULEZ has been expanded into greater London boroughs. The consultation with residence of London took place but it appears that any negative feedback on the policy was disposed of; with around 5000 votes destroyed. This is comparable to voter fraud because important, life changing decisions have been made on the back of this consultation. I would like to know if the Mayor's office could be reported to the police as it is nothing more than criminal and certain people should be made accountable. Let me also add, the manner in which this scheme and the questions are presented here gives the impression that it is a foregone conclusion, the decision has been made. This does not bode well in a so-called democracy.

END.

Thanks,

Written Evidence from Individuals: Part Two

[personal information redacted for publication]

2 Incorrectly marked in previous publication as RUC418, amended to correct reference RUC425.

Road User Charging consultation

Reference	RUC420
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Dear Sir / Madam,

Please find my responses to your questions regarding the above consultation, numbered below:

1. Should London's current mechanisms for collecting road user fees be changed?

No. We already have the ULEZ, which has had a sufficient impact on individuals. We urgently require an end to drivers who charge to get through their days. Due to the situation of the economy and the effects of the last few years, people are worried and destitute. Less control and supervision are required. Let the people heal.

2. How may smarter road user fees vary from the daily tolls for driving that are already in effect in London?

Consider modifying the current systems rather than suggesting new ones. For example, the daily fee ends at midnight, so anyone who visits between 10 p.m. and 2 a.m. must pay twice. First, fix that.

3. How could the cost of driving in London be adjusted depending on the sort of trip, such as one including work, child care, or other necessities?

Whether you are traveling for a job, caregiving, or critical services, you shouldn't have to spend more. We already pay fuel duty, which is a fee for each mile driven and increases as you drive further. People are already on their knees; we don't need any additional road pricing schemes.

4. What plans and objectives could intelligent road user charging support?

Why don't we consider the wellbeing of the country as a whole as opposed to focusing on pointless targets?

5. What kind of technologies could allow more intelligent road user charging?

They prefer LESS, not MORE, intrusion from technology in their life.

6. How could more intelligent road user fees help address today's issues with traffic, air pollution, and climate change?

This is already done by the ULEZ. The populace is done with more. That is enough. We pay a levy on emissions through the VED, and electric vehicles have received incentives.

7. Are road user charging systems best established at a local, regional, or national level, and what advantages or challenges would you anticipate 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 vehicle 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 BUILD).

8. What taxes or fees should smarter road user charging replace, and how should the existing taxes and fees be altered?

Not at all. The nation's health should be the primary concern of the authors of this report, not finding new methods to make it more expensive for people to drive their automobiles and see their families.

Written Evidence from Individuals: Part Two

9. If a new smarter road charging system were to be implemented, what discounts and exemptions would you like to see, such as those for low-income individuals, disabled persons, people who must drive for employment, and residents of areas with little access to public transportation?

Road tolls are not something that the general public wants. Especially when it is promoted to us by people like Sadiq Khan, who is currently 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. Would London be a good venue for a trial if the government were interested in a nationwide distance-based road user charging scheme?

No. There is no rational location for a trial. This is starting to resemble a dystopian novel, to be honest. Let the people live in liberty.

11. Do you believe that Londoners who drive should pay less overall for car or driving-based fees, the same, or more than they do now if distance-based road user charging is implemented?

Everyone would have to pay more. Many, many individuals would pay a steep price for it.

12. Mayors and local governments presently have the authority to implement new road pricing schemes. Do you believe that these entities need anything else (such as a local vote) in order to exercise their authority beyond an election mandate?

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. What alternatives are other cities and nations considering for accomplishing comparable policy goals and how are they doing with respect to similar smarter road user charging ideas?

First of all, the objectives of the policy were not determined by the people. Give the populace the chance to vote on the policy before allowing us to vote on the road toll collection system. Everything else is a totalitarian regime.

Thank you for your time and unbiased consideration in these important consultations.

Yours faithfully,

[personal information redacted for publication]

Objection to Smart Road user Charging scheme

Reference	RUC417
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SMART ROAD USER CHARGING

I do not agree to this in any shape or form.

This is ultimately about the control of individuals and controlling their movements, all under the guise of "climate change", lower air pollution etc.

It would mean having to possess a smart phone, which I have never owned and have no intention of owning in the future.

Smart Roads imply surveillance – again monitoring our every move.

BUT more importantly, smart roads imply greater levels of 5G technology, and it has been shown that 5G is anything but green. Not only is 5G power-hungry but will require extensive mining of scarce metals such as lithium, copper and gold. The mining of lithium and cobalt is

Written Evidence from Individuals: Part Two

highly toxic and depends on the exploitation of local communities, many of them young children. It also causes environmental damage. How does this square with your green agenda of “climate change” etc?

ABSOLUTELY NO.

Once again, we have a consultation which has had zero publicity so that this scheme can be sneaked in, without a democratic discussion.

[personal information redacted for publication]

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

Reference	RUC415
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Key questions

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

Answer.

No, the road charging systems should be removed entirely.

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

Answer.

Both need to be abandoned.

- 3. 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.

No charges whatsoever should apply.

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

Answer.

Smarter road charging should be abandoned immediately.

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

Answer.

None. Smarter road charging needs to be dismantled immediately.

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

Answer.

Current problems regarding traffic can be solved by removing the intrusive barriers put into place to cause this problem in the first place.

7. Are road user charging schemes best 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.

Written Evidence from Individuals: Part Two

Road user charging schemes should not be used 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.

Smarter road user charging 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?

Answer.

I would not like to see 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?

Answer.

No place would be sensible for such 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?

Answer.

None of the mentioned 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)?

Answer.

Yes. Any such scheme should always be subject to a legally binding, fairly operated 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.

Don't care. Don't you dare try to implement this in England or any of the UK.

[personal information redacted for publication]

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

Reference	RUC413
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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?

It shouldn't require citizens to be tracked by the government/private companies in order to be charged for their right to move around in their chosen form of transportation.

3. 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. We are all equal before the law.

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

It's a terrible idea and I'll use my vote and my voice to go against it.

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

The technology that is in use (and paid for) already. Stop spending more tax payers money!

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 Two

It can't, as clearly the goal is not to improve these 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?

It should be a matter directly and specifically voted (maybe as a referendum) by 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?

Reduce the current charges but don't ask for people to declare each of their journeys to the government in return!

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

Residents should always be benefited.

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, you don't test new schemes on the biggest city in the country as the consequences if things go wrong are worse for more people (and the country's 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?

Distance based charging shouldn't be introduced. It's against my right to privacy. I shouldn't have to tell the government/private companies where I'm going.

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

Less power to Mayors and local authorities for such matters. They should be voted directly by the residents on a specific 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?

No civilised, democratic and free country demands its citizens to declare where they are going in order to be charged for it!

[personal information redacted for publication]

Road user charging

Reference	RUC412
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My replies to your questions are

1. NO, our current systems do not need reform, what we need is NO MORE CHARGING and leave motorists not try and go about their day without the stress and financial burden you are thinking of putting them under. we need Less regulation and monitoring.

2. Instead of proposing new systems, try and fix the old one, for example why should night shift workers pay twice, once to enter, then again to go home?

Written Evidence from Individuals: Part Two

3. We already pay Road, tax and heavy fuel duties, we DONT a need any more charging systems, We have no money left

4 NONE, why don't you think about the mental health of the nation instead of targets

5 People want less technology invading their lives, NOT a more

6 People don't want any more charges, you can't keep attacking the same person for more money, climate change needs to be dealt with on a global scale

7 We already have charging at a National level, we have road tax and fuel duty, that's enough

8 the people involved in writing this report should focus on the health of the nation not on more ways to tax motorists

9 the people of this nation do not want road charging . This is being fed to us by hypocrites in power who never pay and abuse the system like Mayor Khan who uses 3 vehicles to take his dogs for a walk.

10 Nowhere is a sensible place for a trial, this is a disgraceful financial attempt to destroy hard working people's lives

11 Everyone will end up paying more and ruin everyone's lives

12 any new schemes should be put to public vote democratically, why are being turned into a dictatorship?

13 nobody has been given a Chance to vote on this policy, do the democratic thing and let people vote not be dictated to

London Road Uswr Charging.

Reference	RUC411
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To whom it may concern.

Please find as follows my answers to the questions regarding road user charging.

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

Yes, toll roads could be setup like in many countries to provide the option of faster travel or those that pay the toll or slower travel to those that dont. The current system places restrictions on certain vehicle types that can only be resolved with a payment to access the city. This system like a toll system ultimately raises revenue for the authorities like any other system. This could include free access for some road users such as businesses and essential services.

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

Written Evidence from Individuals: Part Two

It could be used to restrict road use by implementing higher charges at peak times or during periods of high pollution. It would effectively be used as a method to gain higher levels of income that in effect is a form of taxation on travel to fund London government services and departments.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? Digital IDs with the specific information required for differentiating between certain groups to apply specific charges. Giving up individual privacy without an alternative method to access London. This would be bad for individual freedoms.

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

. What technology could be used to support smarter road user charging? Number plate recognition is already available for penalising road users who do not pay the Dartford crossing charge, the same system could be used to provide payment automatically from a bank account. This is very dangerous behaviour from government. No government should be able to take money from a bank account without client authorisation.

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

Smart road user charging should never be used to tackle traffic, air pollution or climate change. Government investment in places where people live can increase jobs, business creation and wealth thus removing an individual's need to commute. Tree planting of native species of trees combats pollution the best and cools the planet. I don't see how this can be justification for road 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?

Local level charging may require multiple apps, local restrictions and could also be decided at a local level to suit the needs of the local population, a vote could be cast to put a local charging scheme in place or keep things traditional and allow people to enjoy their freedom etc. National charging could be a one rule to suit all approach, with simplified admin and lower charging but may alienate a local population that may not want the 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?

Road tax should be abolished and any new charging should also apply to petrol, diesel and electric vehicles, bicycles and scooters. It should not apply to taxis or delivery vehicles as this will increase costs to the consumer.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 charging scheme should not apply in towns, villages or rural areas at all. Only for large cities. Disabled, elderly and businesses should not pay nor should tourists or military.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? Sure, why 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? If a London resident they should pay less. If visiting London regularly less, if visiting London occasionally, 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 referendum is the most democratic approach that would give the charging scheme its best chance if a mandate to succeed. If not voted for, it would be a clear indication that the London population is against it. It should therefore not be implemented. A national charging scheme should be out to a referendum as it has such a far-reaching impact on everyone's lives including our children's.

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?

Written Evidence from Individuals: Part Two

Toll roads, toll bridges, low admissions zones, higher road tax for polluting vehicles. But this money generated does not go into tree planting, so therefore there is no tangible benefit that can be seen and is proven to reduce pollution.

I hope my answers help to reach a consensus. I do not believe taxation by road charging schemes are a clever way to resolve pollution. The best methods are often low cost. Londoners and many city dwellers and city visitors already pay a lot each day. I feel any further costs are detrimental to people's happiness and wellbeing. We all need to pay too much now more than ever. Society with all its rules, administration, tax and costs, has got to be reduced and needs to be simplified. We need to live a simpler more harmonious life with nature and stop this dreadful drive for more and more.

Kind regards,

[personal information redacted for publication]

road charging

Reference	RUC409
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Any charge including the road fund licence and fuel duty is already excessive since the charges exceed the money spent on road network and road infrastructure.

The majority of the electorate does not believe taxation by "pay per mile", the "congestion charge" or the ULEZ are anything other than revenue gathering schemes.

It was publicly stated that the revenue gathered by the expansion of the ULEZ to the North and South Circular roads was less than anticipated and left a hole in the TFL budget. In other words rather than budgeting for compliant vehicles TFL budgeted for noncompliant vehicles. If the scheme was supposed to improve air quality surely TFL would not expect additional revenue!

London will gradually be strangled. The process has already started with the insurance and money markets shrinking their operations in the city and taking with them all the business that relied upon office worker footfall for trade; cafes, dry cleaners, cobblers etc. With the business go their employees who will struggle to pay their rents, heating, food etc and leave London as a result.

People like me a male born in London with parents born in London in the 30's no longer choose to go into London for leisure and avoid work in London.

Regards [personal information redacted for publication]

road user charging

Reference	RUC408
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To whom it may concern.

The manner in which these questions are loaded. The brevity of this consultation period and the awkward manner in which people are required to participate gives the impression that "Scrutiny" is not really desired by the Khan cabal. C40 etc.

Written Evidence from Individuals: Part Two

However, I have gone to the trouble.

Key questions

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

Yes, they require abolishing.

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

Assuming abolishment, no overheads policing the 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?

Not required, no charges no variations.

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

Re-direct overheads to create a synchronised traffic light system.

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

Not required. no overheads. Just think of the savings.

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

It can't however a synchronised traffic light system could.

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

Synchronised traffic light system should be set up across 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?

Superfluous question, no charges, no replacements.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 Two

Does this mean you're going to pay people to 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?

Bearing in mind London receives more in council subsidies, arts funding etc than every other part of the country and yet tries to find new ways to fleece the population. It would be the worst possible 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?

No one should be paying road user charges, road tax is already sequestered for highways, fuel tax already goes to government coffers, on which London is a giant leach, and council tax is sequestered for local roads etc.

12. Mayors and local authorities currently have powers to introduce new road charging 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 all who have these money grabbing notions should stand before their electorate in and declare their ideas in person, those who survive may or may not be re-elected.

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

Should common sense prevail, the populace of these places will let their views known in no uncertain terms.

Smart Road User Charging consultation

Reference	RUC404
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My responses to the four questions contained in the consultation are as follows:

1. Yes. They need scrapping as motorists already pay via VED (based on emissions) and fuel duty. Forcing people to pay a 'fine' for needing to go about their daily business or being too poor to afford a new car is absolutely disgusting.

2. Smart Road User Charging should differ by never being implemented. It is an unfair charge on those who have no choice but to use a car. I look after my 91 year old father - there is no way I should have to pay from my pension to travel to him to help him. It is

Written Evidence from Individuals: Part Two

disgusting that anyone would even suggest it - particularly as I am saving the taxpayer money by doing this myself rather than requesting assistance from a taxpayer funded carer.

3. There should be no charge for anything. With the already high cost of running a car, people generally only drive because they need to. It is an invasion of privacy and breach of people's human rights to make drivers account for why they are travelling.

4. There are no strategies or targets that warrant 'stealing' money from hard-working people, pensioners, families etc. for just doing the necessities of life.

Kind regards

[personal information redacted for publication]

Road User Charging Consultation

Reference	RUC403
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I regularly drive to London to participate in stand up comedy nights. As a female unreliable public transport to [personal information redacted for publication] has meant I cannot participate in the night time economy if I don't bring my own transport. New comedians don't get paid. The industry is predicated on you getting regular stage time at new act and new material nights unpaid for a year or three to get yourself known and hone your craft. I live in [personal information redacted for publication]. The train takes 1.5 hours and the last one is often a bus. I wouldn't be able to combine gigs in London with a day job if I didn't drive into town for many of my gigs. I already pay road tax, car insurance, taxes on fuel and the maintain a vehicle which meets the ulez conditions. Women would be locked out of comedy if driving became charged. People outside London would be locked out of comedy if road pricing taxes were added to their burdens. The arts and night time economy would suffer further. The very industries that have been hit hardest by the last three years. Are culture to be the preserve of those in the city alone? The train costs nearly £40. A tank if petrol is already £75. We cannot bare further taxes. You are damning the working classes. Dreams of the arts as performers or audience will be beyond our means if these changes are made. I also fundamentally object to the level of surveillance they require. I've seen how 20 mile an hour roads have seen cameras installed perversely to catch people, with no safety just revenue motives. I've seen how they allow cameras to creep into residential areas. The government is insidious. We are not safer, you do not catch rapists or burglars, but use this surveillance only to harass drivers and levy unjust and unaffordable additional costs on everyday people. Any fine is only a tax for the poor and with a cost of living crisis fines are condemning people into debts and misery. Shame on you. Our air is not cleaner. Our lives will be poorer and smaller if this in asked for, unneeded and unjust plan is put into action. [personal information redacted for publication]

Written Evidence from Individuals: Part Two

ROAD USER CHARGING CONSULTATION

Reference	RUC402
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THE LONDON ASSEMBLY Transport Committee

By e mail to scrutiny@london.gov.uk
23rd February 2023

Dear Committee members.

RE ROAD USER CHARGING CONSULTATION

In response to the invitation to submit one's views on the proposal, please receive the following comments. These are my personal views as a person working full time in the London suburbs with clients, students and family visiting from all over England and abroad.

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

Yes. The current system of Road Fund Licence was to be used for highway maintenance and the system of Low Emission Zone Charging is an extra tax. In effect, it allows those vehicles alleged to be polluting, a licence to carry on in return for payment.. It does not have any bearing on reduction of toxic air but is simply a licence fee. Were it otherwise, such vehicles would be banned.

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

The cost of setting up such a scheme is an outrageous use of public money under the guise of "Clean Air" when the alternative is to simply use non polluting fuel in ICEs. The expense of the proposal would be better put to the development of Hydrogen technology.

3. 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 many London based companies whose employees travel by car from home to the office and thence all over the country. There are those who are not able to walk for whatever reason who absolutely rely on independent travel facilities to be able to work.

Many contractors live outside of London and either work locally to their bases or on contract into London. They cannot afford PPM or will simply pass on the cost to the contractee and thereby accelerate costs of maintenance, refurbishment, carers, service staff, nurse and child care staff, all of the lower paid and those who have to carry such as ladders, butane equipment, construction equipment, toxic chemicals and other noxious substances.

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

Technology is advancing at a fast rate and all the proposals will be met in the fullness of time, not a time to suit political ends.

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

Not needed.

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

This may be addressed in other ways and therefore not needed.

7. Are road user charging schemes best 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 annual or monthly Road Fund. Those who drive more will automatically pay more in tax on fuel and VAT.

8. 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 is objected to on the basis of the direct access to a user bank or credit card for automatic charges and penalty. This is invasion of privacy. This is seen as part of "Social

Written Evidence from Individuals: Part Two

Credits” and incentives to use other means of transport or be penalised. There are those who do not have a “smart phone’ and will not be able then to access facilities, food or money.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 public transport system is in chaos. It has been underfunded for years and successive policies have removed essential staff, Bus services have been decimated and the costs of servicing the vehicles has risen greatly with the finding of staff with necessary skills is now very 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?

Do not introduce such a scheme . It is unfair, discriminating and for those who have mobility issues, doing only a weekly drive to the supermarket with their wheelchair in the back will be unfair and an onerous burden.

Those who essentially visit infirm relatives as carers or the only person that is seen it will be too costly. The social implications of mental health and physical well being will be a disaster.

11. If distance-based road user charging was introduced, do 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 many times must a motorist be taxed? The 20% VAT on purchase or rental, the Insurance tax, the road fund licence tax, the fuel tax, the vat on servicing and maintenance, the LEZ, the company car tax, parking and so on. The extra cost of coming in to the proposed area will effectively kill off such a Chessington World of Adventures, Zoos and shopping centres that rely on clientele from outside the zone. All National Trust days out will be affected and such as Wisley Botanical, Brent Cross and the like all over 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)?

That overriding power is too great anyway and local mayors and councillors should have more say locally. They are the elected representatives and speak for their constituents.

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

One looks at China in particular with its own history of huge populations and vast distances to travel and the UK is quite different. Other countries have their own unique problems arising from cultures and history. There is no one way to suit all and those with low populations, adequate natural recourses can utilise those resources far better and with far less autocratic approaches.

Conclusion.

I submit that the entire proposal be deferred and re-examined. It is fundamentally flawed and the advantages to the environment are miniscule.

Such is stated clearly in the advice given to the Mayor, S.Khan and his committee.

Yours respectfully,

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Evidence; consultation on charging for road use

Reference	RUC401
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Dear Sir/Madam,

Firstly I'll introduce myself; I am a Londoner who lives in the outskirts to the West, near [personal information redacted for publication]. I'm a homeowner and professional qualified to PhD level in life sciences and a competent mathematician/data modeller.

I object in the strongest terms to the basis of this consultation. It is based on totally fallacious ideas that are not backed by science. The most frustrating thing is that this point is well understood by many influential people but they are not speaking out (but I won't speculate here as to why that is).

The rationale provided as the basis of the consultation is to "address the triple challenges of toxic air pollution, the climate emergency and traffic congestion."

Please provide evidence that shows such traffic controlling/charging will improve air quality significantly in a world where car emissions are well controlled. Please explain how restrictions to peoples travel will benefit their lives and wellbeing. Evidence of changes in pollution due to other traffic restriction policies have shown them to be ineffective. Providing optimal public transport efficiency and cost is the best way to help people reduce personal car use. Congestion can be improved by opening up roads, better highway maintenance and improved traffic monitoring/signalling.

However, by far the biggest lie is the so called 'climate emergency'. The gaslighting has been around for >30 years but since the Covid scam the rhetoric has escalated to fever pitch as those perpetrating the lie for their political aspirations see an opportunity to rapidly advance their plans. Do you really understand what is at stake here?

As a biological/medical scientist and mathematician who has studied climate for decades, I can inform you of several things I can prove beyond doubt, despite what you may have heard from 'trusted' sources like government and the BBC. Such institutions are subject to corruption far beyond what most people believe. Some of the key things I would mention include:

Carbon dioxide is not a pollutant - it is a gas that forms the physical basis of all life on Earth and without which (and plants) there would be little or no oxygen. If the whole of humanity stopped producing CO2 tomorrow, it would not make any measurable difference to global temperature at any time in the future. Global temperatures now are not higher than any time previously as we're led to believe and CO2 levels are much lower than they have been previously. In the past, the increases in temperature which were correlated with increasing CO2 shows the temperature increased around 800 years BEFORE CO2 changed (something we can explain easily and explains the current trend in CO2).

I'll stop there as there are far too many things to write and you probably won't bother to read them as you'll no doubt have already labelled me a crank..... and even if you think about it and Google stuff you'll read the 'fact check' obfuscations conveniently provided by those

Written Evidence from Individuals: Part Two

who control the media etc, along with ridicule for dissenters which will confirm your hypothesis.

In the last 2 or 3 years I have witnessed first hand how science can be weaponised and manipulated in my own industry (pharmaceuticals). I now have zero confidence in the bodies and organisations (or individuals) who are meant to have the public's best interest. It is shocking that we were failed by so many. It's so easy to gaslight the public with science if there is a government controlled narrative as there is no balanced view for their consideration. That is tyranny; scientific, technocratic crime against the people. We cannot allow this again in health or any other part of our lives, at any cost.

Before you go, consider again about what legacy you will leave when you go. Do you have children/grandchildren? What world do you wish for their future? One of fear and control or one of openness and hope? There is no climate crisis, there is no imminent lack of fossil fuels and there's every opportunity for proper science to provide strategies for sustainable energy (not wind/solar) into the distant future.

No to restrictions of movement.

No to monitoring of movement in vehicles or otherwise.

Yes to empowering people with their fundamental and inalienable rights of freedom of movement, freedom of association, right to anonymity/privacy.

Thanks for your consideration.

Best regards,

[personal information redacted for publication]

Call for Evidence - smart road user charging

Reference	RUC400
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Hello

I understand that there is a call for comments from regular London drivers.

I am a single full time working mum of two.

I drive my children on a daily basis to their school at [personal information redacted for publication]. This is approx 5 miles away from my home.

The only way my kids could travel by bus is on the [personal information redacted for publication] then [personal information redacted for publication], followed by a 10-15 min walk. I ask they do this on their return from school. All in all that takes roughly an hour. The school starts at 8:15. Conversely the drive takes 15-25 mins traffic dependent.

I have a ULEZ compliant car and so any change that would mean I have additional costs would not be manageable. Any additional costs = take away food or energy from my family.

Regards

Written Evidence from Individuals: Part Two

[personal information redacted for publication]

Road User Charging Proposal

Reference	RUC397
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Response and comment below:

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

They do not – The Congestion Charge and ULEZ already restrict the movement of people in direct contravention of the right to travel unhindered which is an inalienable right.

Government (at all levels) needs to commit to

NO MORE CHARGING MOTORISTS. Additionally the roads are in an appalling state of repair as a result of the economic conditions created by the lockdown and other Government policies.

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

No charging should be being applied at all save for the existing Road Tax which would be sufficient if it was actually used for maintaining the roads.

'SMART' surveillance based road charging will require digital monitoring and tracking which poses an unacceptable risk to privacy and 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?

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. All road charging (save for Road Tax) should be abandoned.

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 people of the United Kingdom are already subjected to unusually high levels of camera surveillance and APNR Cameras (which now require people to change their number plates so they can be read). Additional surveillance technology should not be used as this is a fundamental breach of an individual's right to travel freely and to privacy.

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 Two

It would not – it is already proven to make no difference and the introduction of LTNs and other schemes designed to 'limit' the use of the motor car have been shown to INCREASE traffic levels on main roads and increase pollution which adds to climate change 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?

They should not be set up 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?

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. Discounts would amount to discrimination. This is unacceptable.

The public do not want a road charging scheme. The fact that this 'consultation' is NOT being widely publicised also means that until such times as it is the responses cannot be seen as a genuine reflection of public opinion.

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. 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 which should be properly scrutinised to ensure the accuracy of the 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?

I am aware that Oxford and Cambridge are trying to introduce road usage schemes and there is a lot of opposition to them. There was a large demonstration in Oxford last weekend and I understand others are planned for Cambridge and other cities planning to introduce such schemes. As more people become aware of them opposition to them is growing and this must be noted.

Written Evidence from Individuals: Part Two

Road charging

Reference	RUC395
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Hi,

This is my response to your Consultation:-

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

Yes, all inefficient and manifestly unfair road user charges, e.g. the congestion zone and ULEZ should be abolished and replaced by a system of raised fuel prices throughout the country with vouchers or discount cards for special groups. This should be set not to interfere with essential use but to increase the cost of inessential/frivolous use. To avoid penalising occasional use, all users should be allowed a limited full discount rate regardless of status.

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

Road user charging, apart from raised fuel prices, 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?

Fuel prices at the pumps/charging posts should be raised by a large margin but with vouchers, discount cards or similar for a carefully thought out strategy of priority users, e.g. all work related use, those with health issues, the elderly, carers etc.

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

Smarter road charging if similar to the Congestion Zone or ULEZ would be seen as a motoring cancer, it must not even be contemplated. An important issue is that as soon as competent self driving vehicles become readily available, congestion will be much reduced by more efficient road use so any action now will only be needed in the short term.

I hope the above will help.

Written Evidence from Individuals: Part Two

[personal information redacted for publication]

Smart Road User Charging

Reference	RUC391
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Hi, I wish to register my opposition to the proposed Smart Road User Charging.
Chees,
[personal information redacted for publication]

Response to the GLA Consultation:

Reference	RUC388
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[personal information redacted for publication]

1. No.
2. I think they should stay as they are.
3. People who are carers or have caring responsibilities for elderly relatives and those who run essential services and therefore have no choice but to drive, should have their payments waived.
4. I have no idea, as I only understand very simple technology. There are a lot of other people out there as well, who will find the technology difficult and very stressful! This must be taken into account.
5. Again I have no idea, as I didn't grow up in the Digital Age. This must be taken into account, as there are a lot of older people out there who will not understand the technology you want to use, for the system to work. They will find it very difficult if they have to try and use it and therefore it won't work for them and then they won't be able to drive at all.
6. There aren't many air pollution problems in Outer London, contrary to what Said Khan keeps telling us or in many other parts of the country either. This is evidenced by all the air pollution maps that many of us check and share every day. They are nearly always green and low on 1, 2 and occasionally 3. There has also only been one death attributed to air pollution in 20 years. Yet again contrary to what Said Khan keeps telling us!
7. City level only. It's not necessary anywhere else.
8. As my current annual car tax is only £30 and we've been informed that Pay by Mile shouldn't cost much more than your current car tax, therefore it should replace this at an equal amount.
9. To help disabled drivers, also those who have to drive to work and those who have caring responsibilities and have no choice but to drive.

Written Evidence from Individuals: Part Two

Those on low incomes are getting enough support already but those of us who have worked all our lives receive nothing. This is very difficult in a Cost of Living Crisis.

10. Possibly, as long as you mean the Capital and Inner London.
11. Definitely less than they do currently or the same
12. A local referendum.
13. How does anyone outside the London Assembly or GLA get that information?

Road User Charging

Reference	RUC387
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Do the current road user charging systems in London require reform?

No, you already have CC and ULEZ. Neither are about air quality, of environment, it's all about money. If it wasn't then you wouldn't be able to buy your way into London

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

It depends how you define 'smarter road user charging'. Just putting 'smart' in front of anything doesn't automatically make it better, usually quite the contrary. Maybe sorting the existing systems to work more efficiently and fairly would be a start

3. 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 there need to be varied services? Pretty sure no one drives in London for pleasure any more, so all journeys are essential for the individual taking them. And they are already charged accordingly via CC, ULEZ, fuel duty, RFL. Or are drivers being the easy target cash cows they always are treated like?

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

Efficiency and less wastage in the departments that the road user is taxed to support. We all know road tax doesn't go to roads, suspect CC doesn't benefit those that pay for it

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

No doubt you want to track everyone all the time exactly where they are... no, just no. Huge invasion of privacy

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

Traffic needs road designers to actually have cars.. Isn't that what ULEZ is for, or isn't it actually working? Climate change- ring up China and ask them to stop building coal fired power stations

7. Are road user charging schemes best 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 have to be national if they must, but they already have road tax and fuel duty. Local/regional level would just lead to fragmented systems where no-one knows what's happening. Guessing the big push for EV cars means they are losing revenue, but London doesn't get that 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?

Why am I sceptical about the 'if'. If they are all being replaced, then surely the second part of the question is mute?

9. What discounts and exemptions would you like to see for any new smarter road 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 Two

areas with low levels of public transport?

Exemptions for everyone or no one. Oh, are we asking because outer London doesn't have tube or busses every 5 mins?

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'? they'd probably just introduce it and hope for the best, like they implement most major 'upgrades' to systems

11. If distance-based road user charging was introduced, do 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? Introduce a new system that will reduce the cost to the driver..... highly unlikely. Isn't that the whole point, to raise more revenue, else you wouldn't be bothering. Its certainly not to reduce authoritarian interference

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

Electoral mandate? They always lie to get into power, so that's not reassuring. Obviously a public vote for the specific issue, not a blanket coverall

13. How are other 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 should I know? I'm not an international diplomat or council leader. What I do know is these schemes appear to be being steamrollered through regardless of public opinion

The future of smart road user charging February 2023

Reference	RUC384
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1. Do the current road user charging systems in London require reform?

Yes , there should be no charge, no ULEZ , no congestion charge and no smart charges. I do not believe they are needed to reduce air quality as I do not believe the air quality is bad. It's not think this is about air quality it's just a money making scheme in the guise of climate change.

Proper traffic management is needed, properly synchronised traffic lights, bus stops that do not prevent the traffic flow, road works managed properly. Remove all barriers that prevent the smooth flow of traffic which cause congestion because they squeeze all the traffic in to one road and also increases the length of the journey.

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

All these changes should be removed, it's just another tax under the guise of climate control. Charging a vehicle for moving doesn't prevent congestion it just puts money in the coffers of those in 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?

Written Evidence from Individuals: Part Two

There should be no charge for driving in London or any other part of the country. Nobody in their right mind would believe this tax to be fair or justified.

How would you know why the journey is being made and why should you know you are not Blg Brother I always believed we lived in a free country but this terrifies me and where will it all end?

I care for my 84 year old [personal information redacted for publication] who has dementia and cancer which is a 40 minute car journey at the same time my husband visits [personal information redacted for publication] who is 91 who has many health conditions and had a heart attack a month ago. ULEZ will cost us approx. £150 a week, to care for these vulnerable, sick elderly people, it should cost nothing. It's criminal to even consider making us pay, no one in their right mind would consider this to be the right thing to do.

4. What strategies and targets could smarter road user

None because it must never be considered or implemented.

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

None because it must never be considered or implemented. Big Brother does not belong in this country.

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

This is just an excuse to make money. There is no proof that these measures will substantially improve air quality, in fact it is negligible when compared to the distress and misery it will cause the residents of your cities. Good road management is what is needed not ridiculous 15 minute cities or pot plants stuck in the middle of the road to prevent the emergency services accessing them.

Climate change; I do not believe the cars in our beautiful country where the air quality in most areas is good is the problem. Car engines have come an awful long way since the 50s and 60s, the older people that are dying from respiratory problems now probably suffered because of the air quality then and the fact that most people smoked.

Stop cutting down trees to build cycle lanes and blocks of flats and plant trees instead that will improve our already good 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?

Road user charges must never be implemented at any level, it's just wrong.

8. 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 charges must never 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?

I don't want to see any charges, it must never happen. People on medium incomes will also suffer unnecessarily, which must already be recognised or this question would not be asked.

Businesses will suffer, towns who are already suffering will never recover. The transport system has been reduced and is poor, we don't have an underground system or buses turning up every 5 minutes. Not taking a car means walking home at night down dark threatening streets or unlit country roads. Teenagers will not be picked up by their parents

Written Evidence from Individuals: Part Two

leaving them vulnerable, children with learning difficulties will not be taken to school, mini buses taking the elderly on trips will no longer run, the list is endless and I am very concerned about the effect it will have on people's mental health.

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 good to trial, it must never happen.

11. If distance-based road user charging was introduced, do 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 nothing either now or in the future ULEZ must not be allowed to go ahead and neither should this crazy idea, it's a cruel tax on already honest hardworking financially stretched 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)?

What is the point in asking the people? We were asked about ULEZ a majority of people said no so the mayor is going ahead with it anyway.

13. How are other 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 think Birmingham are doing so well. All it's doing is forcing vehicles to do longer journeys, which seems to me to be defeating the whole object of the thing.

The future of smart road user charging February 2023

Reference	RUC383
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Answers to your queries.

Key questions

1. Do the current road user charging systems in London require reform? Absolutely not
2. How might smarter road user charging differ from the current daily charges for driving applied in London? Will not benefit anyone
3. 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 varied
4. What strategies and targets could smarter road user charging support? None whatsoever
5. What technology could be used to support smarter road user charging? Not more than what exists already
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? It cannot 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? None of the above, as they should not exist 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? No change 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

Written Evidence from Individuals: Part Two

drive for work, or people who live in areas with low levels of public transport? None as charging should not exist

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

11. If distance-based road user charging was introduced, do 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 of the above, charging should not exist

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? Legal right to introduce new schemes should be sanctioned by higher court of justice

13. How are other 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 should stop any further expansion of current schemes

Finally, I totally am opposed to an introduction of any sort of new Road User Charging by the Mayor or the London Assembly Transport Committee.

Best Regards

[personal information redacted for publication]

proposed road charging

Reference	RUC382
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To whom it may concern,

I just want to add my name to say that this mile by mile car charging is absolutely ridiculous. We're being squeezed from every angle and it's disgusting.

[personal information redacted for publication]

Road User Charging

Reference	RUC380
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1. Do the road user charging systems in London require reform?

No. To do so would be unconstitutional and acting beyond the powers set out to serve the public, that is to serve the people of London. Clearly, this would not be the case, as currently we have ULEZ which again is not ideal and seriously impairs people's ability to travel, effecting those on lower incomes disproportionately. The opposite needs to happen, less charging of motorists who are supporting local businesses, to enable the economy to return to levels prior to the recent few years.

Written Evidence from Individuals: Part Two

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

The obvious answer is that there is nothing smart about the current charging system or the proposed one. It has led to congestion and inconvenience all round. Possibly look at proposals to introduce modifications to the current system that doesn't drive the population to avoid certain costly routes because of the expense, thereby relieving congestion in the new "rat run" areas.

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?

It is ridiculous to have charges based on that approach as any of those listed can be vitally important to an individual. Equally important, the cost of fuel is far too high so people already pay more for using more fuel re distance travelled thanks to paying **fuel duty**. This is already an onerous burden on hard hit families and beyond.

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

Smarter strategies could include better support for road surfaces/conditions, provision of better parking facilities, less fear of camera's raking in profits on innocent motorists. Of course the obvious solution would be to invest monies intended for "smarter" road systems and invest in improving public transport across the same areas.

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

Linked to above, increased use of technology to improve car parking infrastructures (information boards on availability/spaces etc) or road structure technologies to improve surfaces (less road works) would be vital and could be partially funded by the reducing the technology that would not be needed for the so called "smarter" roads. Additionally, it has been shown that electric cars are environmentally unfriendly (use vast resources of rare metals for their batteries/are usually charged with electricity provided by fossil fuel sources). So, smarter identification of all types engines would be useful so there is no bias.

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

Clearly a difficult question to answer as very vague. What specifically do you mean by traffic? **The very nature of traffic has been made worst by the ULEZ system.** Reduced charging will lead to reduced need for camera infra structure etc, saved money can be invested else where on improving roads and traffic facilities. Pollution is clearly a global issue, however, likewise saved money from reduced "smart" road systems could be used to assess if there is a difference environmentally between the excessive quarry focussed production of electric car batteries (and limited life) and the running of petrol cars, for example. Likewise when discussing what people are calling "climate change", the saved monies from a reduced charging system infra structure could be used to analyse where we are with the climate as being a global issue it has been shown that the Great Barrier Reef has recovered from past losses, Artic ice is being restored and so on. So, basically, enough is in place currently, nothing more needed, in fact as you know, less is often 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;d you expect with either approach?

If it's not broke, don't fix it. Currently we have a national charging system that is based on FUEL DUTY and ROAD TAX. No more needed. Additionally, many car repayment schemes have an element of mileage usage included, more miles higher payment.

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

No more charges should be introduced. Instead as already highlighted, work on investing monies you will be able to save by not introducing unneeded "smart" charging infra structures, investing in improvements to current road systems.

9. What discounts and exemptions would you like 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?

Written Evidence from Individuals: Part Two

The best discount you can offer is by not introducing this unneeded scheme which would be unconstitutional as it does not help/support the people of London, which is the prime aim of all public bodies.

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 or needed for this as we already have a national distance-based charging system known as FUEL DUTY! The population does not need another 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?

Irrelevant as people in London are already paying a distance-based charging system as previously outlined. A new system is not needed. Clearly anyone TRAPPED within such an unconstitutional environment would suffer adversely.

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

Firstly, these local authority powers should be reviewed and if unconstitutional, redacted. Secondly, it is for the people to decide, so National debate followed by 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?

Those counties faring best appear to be the ones who are reducing their interest in "smart" road charging, fine tuning their current distance-based charging, that is, FUEL DUTY and improving local road and related infrastructures and giving the people a public vote as you would expect in any democratic society.

Smart road charging

Reference	RUC379
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Is this a joke? I can't honestly believe anyone would be considering anything like this in the current climate! Most people with 'normal' jobs are barely covering their bills at the moment. I know myself [personal information redacted for publication] and my wife [personal information redacted for publication] are not, and are having to rely on handouts from parents to make do which cannot continue for much longer.

This idea is absolute insanity! I have to drive to work every day and bring my two young girls to school. I cannot take 2 children under 6 on a 1hr + commute involving 40mins of walking, whatever the weather. When I read ridiculous proposals like this is just makes me want to give up. We work our arses off every single day trying to help others and still cannot even afford for our girls to do any after school clubs or go on any kind of proper holiday. We have

Written Evidence from Individuals: Part Two

elderly parents across town who we need to care for. Public transport to visit them is close to 3hrs each way whereas a car is 70mins. What are you doing?!?

Smart Road User Charging

Reference	RUC378
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Dear Whom it may concern,

Let me begin by first stating that this is an appalling idea.

You will first burden people with an additional cost to living with which our current climate of living is already proving difficult for many.

My first point would be that you are looking for information on how discounts can be applied for people of lower income households, disabled etc. my suggestion would be that your don't implement this idea and there will be no additional cost for anyone, no additional work for anyone to carry out, no need for people to download apps and have there daily activities tracked.

The next point I would like to raise, the reason we see traffic in London is mainly because of road works, optical fibre installations, bicycle lanes that nobody uses and are more dangerous to use than the road itself. In Hammersmith and Fulham I am all to familiar with the amount of cyclists that have had an accident down to the new layout, it's appalling! This causes nothing but traffic and accidents.

The next thing I would like to address are your questions with regards to this topic, I see you are searching for information on where would be best suited for a trial and on what scale, let me continue to say that this whole scheme is a bad idea, you would not be serving the people of your nation in a positive way. You will be

1. dragging them down to more doom and gloom.
2. you will be making them feel less of a sense of freedom.
3. additional charges to regular everyday living.

I do believe that mayors and local authorities should not have such freedoms to implement these systems much more needs to be done in the form of local votes by the public, referendums etc.

What other countries are doing? This should not be of interest to us, the government and TFL should look at their own country and population and first understand what everyone is going through and what the people of this country would like to see. This is not a solution this is far worse and definitely should not be implemented in any way or form. I can not stress enough that this will have much more of a negative impact than a positive one, London will suffer financially, business's will suffer!

I hope you take this feedback extremely seriously and seriously re think the idea of even contemplating and idea like this.

Regards

[personal information redacted for publication]

Smart Road charging

Reference	RUC374
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Written Evidence from Individuals: Part Two

- 1) No reform needed
 - 2) Smarter Road charging will track a person's every move .
 - 3) essential services will pay more , the costs will be past on again .
 - 4) none
 - 5) none
 - 6) will not change traffic , air pollution or climate change . Opening up all roads as they was pre 1990 will reduce traffic and as a result keep the air cleaner .
 - 7) should not be set up at any level.
 - 8) all
 - 9) none , smarter Road charging must not be implemented.
 - 10) no . The government should ask the people first .
 - 11) must not be introduced
 - 12) referendum must be held before any major changes are implemented.
 - 13) you no what over countries are doing . The WEF has passed all strategies to all countries including uk c40 / clean air strategies road charging 15 minute cities . Absolutely disgusting the elected members of the uk are listening to and taking advice from the unelected WEF , resulting in a loss of freedom of movement with my choice on how I decide to travel .
- Regards
[personal information redacted for publication]

Smart Road User Charging call for evidence

Reference	RUC372
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To the Transport Committee

I disagree that this proposal is needed. We already pay taxes when we choose to drive to drive our car. The efficiency and pricing of public/active transport should be sufficient to nudge people to reduce private car use. I feel strongly that I should be able to retain the right to choose how I want to move around the City. There are already other charges in place which discourage me from driving into central London. LTNs further ensure that there are restrictions on movement.

While I mention LTNs, please can Ubers be allowed access to LTN zones - when my daughter takes an Uber home from a night out she is dropped more than 400m from our home as the Uber driver does not want to incur an LTN charge. This is nonsensical - I encourage her to take an Uber home for her safety and then your rules mean she is at risk.

Do not introduce another authoritarian, freedom restricting scheme. I do not think this scheme is required at all, although I can see how it is attractive from your revenue raising point of view and now you've put up all the ANPR cameras for the ULEZ it's just one more small step. That is my overall opinion, and answer to Q1. Therefore it renders Q2-4 redundant.

You need to encourage the economy, the energy and the innovation of London. It needs its mojo back - the City is declining.

Do not ignore the feedback to this consultation like you did for the ULEZ. The London Assembly and the Mayor serves the people and should listen to the feedback.

Written Evidence from Individuals: Part Two

Thank you
[personal information redacted for publication]

Smart road user charging

Reference	RUC371
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Hi

I'm strongly against the use of smart road user charging. The driver is currently facing unprecedented high cost recently paying the highest ever prices for fuel plus high road tax and increasingly high insurance cost. We have the congestion charge which is at the highest ever price plus the addition of the ulez charge. Driving lessons and driving test are also at an all time high. To hear the proposal of yet another charge appears to be nothing more than an assault on drivers and businesses. The increased charges which includes parking has not been subsidised at all so the honest working person is taking the financial impact of these decisions. Despite all of this, drivers are still on the roads. Clearly, this is because the alternative options are not appropriate or overpriced. If I can work this out, then educated analyst who do this daily already know. This proposals primary objective is not reduce driving on the road. It is a financial business decision which is unjustifiable.

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

Reference	RUC369
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My over-arching question/observation to this consultancy is: **"WHAT IS THE STATED & AGREED SET OBJECTIVE OF SMART ROAD USER CHARGING IN LONDON"?**

I can't see a set agreed and published objective anywhere?

Example, does this have a financial objective? Is this a tax-raising objective? Does this have a set medical objective linked to existing actual air quality in the various parts of London that is regularly monitored? Is this purely traffic volume related? Is there any independent scientific proof that any health goals are actually achievable and are achieved, if indeed they have even been considered?

I find it hard to understand how a Consultation can be put out without stating the overall objective of any proposed scheme?

The first question that springs to mind, if this is as I suspect, a financial objective, is how does road tax already being charged, sit with any new pay to drive scheme? This HAS to be addressed.

Therefore, everything written below is without knowing what the GLA are actually trying to do..... and therefore, here are my answers without knowing the objective of any Road Charging scheme in London:

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

Yes they do; ABSOLUTELY.

In order to answer this and in fact most of the questions herein, one probably needs to deal with this question first, and split an answer into several parts:

1. Congestion charge - Central London.
2. ULEZ - Central London

Written Evidence from Individuals: Part Two

3. ULEZ - To Circular Roads
4. ULEZ proposed outer London Expansion; not yet implemented

The congestion charge appears to be a sensible scheme. Along with road calming and pedestrian only/cycle only areas; (such as outside St Clements church - Strand/Fleet Street junction), these seem to be sensible and seem to work well.

In regards to the 2 existing ULEZ zones; (as at February 2023), and most importantly, the proposed ULEZ zone extension into Outer London, this scheme is littered with issues and structural flaws which seem to have been ignored, and any future charging system should take into account the ULEZ flaws as laid out herein, and form part of a major investigation and overhaul of ULEZ based on the following:

1. What is the overall London strategy for air quality and how is this monitored? We constantly hear the Mayor spouting for example *"4,000 deaths in outer London caused by vehicle pollution"*. He is using an interpretation of the research from Imperial Collage London. When you drill down on this claim, it is clear that it is spurious at best, and completely untrue at worst; a sound-bite as opposed to an honest statement. Surely the starting point with this consultancy should be an Independant study into air pollution in London; in all 3 different zones of London; (remember, all 3 London ULEZ zones are completely different in their make-up and facilities/needs), with an independent ongoing monitoring of the results of all existing and any new schemes? A FOI request was answered *"one person has died between 2001 and 2021 with exposure to air pollution stated as the cause of death in London". This death was attributed to "environmental air pollution; however, we were unable to determine whether this involved car emissions"*. Everything else therefore is pure speculation. There is no doubt that the quality of air in London is vitally important to the health of Londoners, and therefore it is EVEN MORE important that a scientific & independent method of monitoring this in relation to ANY GLA scheme is implemented, BEFORE any new scheme is considered.
2. The current method of categorising vehicles within the ULEZ scheme is CLUNKY at best, and not fit for purpose at worst. TFL relies upon emission standards set out in the 2006 Euro standards order. Example; any vehicle registered prior to this schedule; Euro 2 & 3 and older vehicles are not set out in this order; therefore, they are not defined in law. Furthermore, technically, any vehicle manufactured prior to 2006 cannot legally be charged in this scheme. Secondly, TFL rely on DVLA for their vehicle emission information to enforce this scheme. DVLA admit themselves that they are NOT the agency to be relied upon for accurate vehicle emission information prior to 2018. **TFL state that "ULEZ is enforced based on the declared emissions of a vehicle by DVLA"** DVLA state that their information on vehicle emissions particularly prior to 2007 is not at all reliable. Certainly, any information held by DVLA regarding vehicle emissions prior to 2007 should "never be used to enforce any scheme apart from vehicle ownership". This has resulted in the ULEZ scheme being enforced on unreliable DVLA information alone and has zero bearing on a vehicles' ACTUAL emissions. Furthermore, TFL's information held on their own computer system often does not translate to the information DVLA hold, and the appeal process is clearly not fit for purpose. Therefore, it is clear that **DVLA do not have the correct or all information needed to create an invoice for daily travel**. This entire system should be the subject of a full review before DVLA is used as an information source for any existing & further road charging schemes.
3. Boundary issues. Whilst the boundaries for the congestion charge, and the 2 current ULEZ zones are within the GLA's control, the outer London boundary with the Home Counties is not under the control of either the GLA nor TFL. This situation oversteps the powers that the GLA were granted under the Greater London Authority Act 1999 due to the overwhelming impact on residents of the Home Counties of Surrey, Kent, Essex, Herts, Bucks, and Berks. The act as we know gives Central Government the power to veto proposals by the GLA that are inconsistent with National transport policies and that are detrimental to areas outside Greater London. The impact for

Written Evidence from Individuals: Part Two

example of ULEZ being extended to outer London is huge, especially for residents of the Home Counties, and has not been considered when delivering any of the impact reducing schemes promoted by the Mayor. This issue has to be properly reviewed and fully dealt with as part of not only the existing charge schemes, but also of any future road charging schemes.

And of course, don't forget that none of the completely underwhelming compensation schemes such as scrappage do not apply to not only most of the employed lower paid in outer London, but equally in the Home Counties, who they impact upon more than most.

4. And finally, the two current, and one proposed ULEZ zone are all fundamentally different in many different ways. Transportation links in the outer London areas are in many cases, non-existent; the Home counties equally bad. Car use is often the only way for many people to move around. Each zone in Greater London needs to be treated as a different area, with different needs and solutions. The impact on the Home Counties must be properly consulted and considered as part of this consultation.

Quite frankly, I cannot get past question one, as the whole ULEZ scheme is currently in such a mess, particularly in relation to the proposed extension into outer London. "One size fits all" simply does not work when looking at either air pollution issues or road charging.

DVLA is NOT a reliable source of data for vehicle emissions prior to 2018. This data is not compatible for a scheme such as ULEZ.

Finally, I have one last observation. This Public Consultation has had virtually zero exposure. The briefing document and subsequent questions are difficult to find on your own website. TFL/GLA have spent Hundreds of thousands of £ advertising; often falsely it is alleged, on promoting the proposed ULEZ extension, to the point that the Advertising Standards Authority are now investigating the honesty of the claims made in those advertisements.

Why is an equal amount at least, being spent on advertising this Public Consultation into road user charging?

I personally think there are many answers needed to the points made herein before this Consultation can even begin to move forward.

And, remember it was Central Government that advised the population to purchase diesel vehicles back in 2001 in the first place!

Yours,

[personal information redacted for publication]

My responses

Reference	RUC368
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Deadline for submission: 10 March 2023.

Key questions

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

Not at all. There should be no additional charges. Road users are already paying through the nose with unnecessarily high fuel bills and our annual road tax. Your fees are basically highway robbery and so the simplest "cure" is to do away with all of these rogue charges.

Every single aspect of life related to our city, be it living in, working, use of London facilities, business, hospitality, trading, shopping, maintenance work on your premises, building work etc will all become much more expensive under this plan. Prohibitively so.

Written Evidence from Individuals: Part Two

London risks becoming a ghost town, as businesses and leisure industry will move out. They would not be able to get staff to travel in.

As it is Labour's wish to effectively remove London's capital city status and relocate everything important outside of the capital to be spread around the Kingdom, I am sure that the plan is to split London up into many small impoverished, 5 minute zones (Like the Line in Saudi Arabia).

As people's lives and opportunities shrink increasingly down to complete stasis, their world becomes smaller. Like a prison.

John B. Calhoun looked into this concept in 1962. He developed a Rat Utopia where all things were provided for rats. They didn't have to travel. Everything was in easy reach.

The rats became increasingly disaffected and listless. In a way it was like making them institutionalised - and we should all know the dangers of keeping people confined without any purpose.

The rats developed lassitude then they became sick and died.

Humans are far more sensitive to restrictive environments than rats and so the impact of this restricted living will be much harsher.

"In John B. Calhoun's early crowding experiments, rats were supplied with everything they needed – except space. The result was a population boom, followed by such severe psychological disruption that the animals died off to extinction"

Escaping the Laboratory: The Rodent Experiments of John B. Calhoun & Their Cultural Influence - LSE Research Online

See also *Behavioral Sink* on Wikipedia

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

It shouldn't. If you are really bothered about your current charges being inconvenient to the user, then make those charges fairer or as I said, just do away with them altogether.

3. 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 any of these.

People who need to travel to work, need their salary to pay bills, not to fund this nonsense. Those with heavy equipment, tools and materials to transport to their job, have no choice whatsoever about using cars and vans.

People with caring responsibilities (which of course has to include family members and friends caring for others) cannot have any blocks put onto their essential work.

People doing essential services must not be prevented from doing their work.

People who are travelling in cars "just" to meet friends and family, or to make their way to a venue of some sort, are trying to keep mentally healthy. Social engagement is essential. Why would anyone want to prevent it by charging them extra?

People with young families or with infirm/disabled/elderly passengers, should also be able to use cars without being financially penalised. How can this even be questioned?

People needing to go to the hospital, clinic or GP should not be penalised or prevented from travel

People who need to take children to school before going off to work are helping to keep London alive.

These increased fares would impact all cab journeys and all deliveries.

Your plan for movement to be curtailed/limited or even denied all based on dubiously and tyrannically applied, credit scores, is so dystopian! And unfair.

4. What strategies and targets could smarter road user charging support? Transport Committee Call for Evidence: The future of smart road user charging February 2023

Written Evidence from Individuals: Part Two

None!! The targets are based on lies and false science.

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?

Traffic issues in London are totally down to those ridiculous cycling lanes, LTNS, floating bus stops, the Congestion Charges and any other traffic blocking schemes that you have in place. The adoption of these schemes have all forced drivers to stand in long traffic jams with their engines either idling or constantly having to restart. Confusing and ridiculously prolonged journeys, with drivers forced to travel a long circuitous route that leads them miles away from their desired destination, and keeps them on the road with their engines running for double or triple the time actually needed, obviously leads to much more pollution. These illogically protracted journeys are super stressful for driver and passengers, increasing road rage and therefore impacting negatively on health.

7. Are road user charging schemes best 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 already exists at a national level, and that is sufficient.

Petrol taxes are already foisted upon us at an individual level, dictated by distance travelled.

8. 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 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?

They should not be made out of pocket in any 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 government has a mandate for such a plan. Nor will they ever have unless it is done by deceptive means. So we do not need 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?

We should all pay the same....which is nothing 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)?

Those powers must be immediately removed from all mayors and local authorities.

They destroy businesses and have no validity. Only a national referendum could give this kind of scheme any validity, and it should be carried out with voter ID enforced and all voting done in person, with no postal voting allowed, as the latter is proven to lead to high corruption.

13. How are other 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 taxes should it replace and how should the current taxes and charges be changed?

No idea. It is irrelevant.

These other places are all working towards the same WEF/UN driven agenda which has been foisted upon us by very rich and powerful people, who care not a jot for the environment or about anything else that they purport to care so much about.

Written Evidence from Individuals: Part Two

These are the people who tell us to be oh so scared and oh so guilty about everything, but who openly show that they have no fear and no guilt whatsoever and exploit the planet and its resources with impunity.

These are the people who believe that their ability to grab power and riches makes them far *more equal* than others, and hence deserving to live life to the max, whilst the rest of us lesser beings, must be reduced to extreme poverty level and live under tyrannical control.

Coal, oil and the industrial revolution is what lifted ordinary people out of serfdom and suffering. Humanity flourishes because of these wonderful carbons and because of those who worked out how to use them.

Carbon enriches the land too, allowing for successful crops.

Only flawed and politically biased "science" says that carbon is the problem. All studies to the contrary have been forbidden and never offered financial support, and anyone looking into such areas, have been demonised, ridiculed and cancelled.

Because no one is allowed to disagree with tyrannical despotic oppressors....and the fact that this is exactly what is happening now, in every aspect of life, tells anyone with an independent mind, that something very ugly is behind all of this.

Road user charging - Call for Evidence

Reference	RUC365
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1. Do the current road user charging systems in London require reform?

Yes. ULEZ zone expansion is not necessary although I agree with the city ULEZ zone even though a lot of people had to either change their car for a new one or scrap it altogether and use other transport. Both of which has cost them financially and has meant that more carbon has been used to build more cars.

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

It would cost more people money and affect whether they travel or not. Being charged for moving from one place to another is not a free state of living and we already pay through the nose for any form of transport other than walking.

3. 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 charge for any of these. Why should people pay more than they already do to go to work, or take care of a sick or disabled relative? Also why should small businesses be charged for making local deliveries and will you be charging ambulances that ferry people to hospital for dialysis or undertakers doing their duties?

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

Strategies and targets for what? Making money from already over taxed and underpaid people. Let's not forget there are thousands if not millions of households in London struggling to heat their homes due to energy price hikes and this is a proposal that could go national. How many peoples lives would be affected negatively?

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

Technology should be used to benefit mankind and make advancements, not track their every movement and make money from it.

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

ULEZ zone is already tackling air pollution and being expanded for no other reason than to make money (how about planting some greenery). Traffic could be eased by not taking half

Written Evidence from Individuals: Part Two

the roads and costing millions to put cycle lanes in that maybe 10% of travellers actually use. Most either use the roads, either by car or by bus, and the rest use trains/tubes.

7. Are road user charging schemes best 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 exist at all. As said before, people are worried about heating their homes and saving on food shopping. With this a lot of people will be wondering if they can afford to go and visit their aunt on their 80th birthday or have a night out at the cinema. We already pay a huge percentage of tax on fuel as well as road tax and insurance that it is illegal to drive without. How can there be benefits for adding to this cost and if it's to replace these costs why change the way it's done other than to get more money from more 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?

The only way the current charges need changing is to make it more affordable and fair. If this smart charging system is put in place then it needs to replace ALL other current tax on fuel and the road tax. Also it should affect insurance prices which have quadrupled in the last 20 years but most peoples wages have 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?

What do you class as disabled? What constitutes a low income? Blue badge holders should be exempt. People on low income? Can they afford a car? Can they afford the tax, insurance and fuel? As stated before, why should you pay more to drive to work? You might as well sign on to benefits and stay at home, you'll probably be better off.

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. This shouldn't even be an 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?

Not knowing the actual cost that everyone in London pays to use the road at the moment means that I cannot answer for the whole of London. Personally I think it should be less. Fuel should be cheaper, road tax is based on your emissions and this should stay the same and insurance should be cheaper. Congestion zone should be cheaper, some places you can cross into it and back out again and you'd still be charged. Also it should be based on how long you were in the zone rather than £15 for no matter how long or even £30 if you're there before and after midnight.

12. Mayors and local authorities currently have powers to introduce new road charging 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 a referendum. The public have a right to have a say in the things that are implemented (unlike the ULEZ expansion which is going ahead even though 60% of people said no to it). This is a democracy after all. It's why so many of our ancestors both alive and dead fought in wars against 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?

Personally I am not interested in what other countries are doing I don't live there. I don't really know about other UK cities as I am not a resident and if there will be a charge for travelling nationally then I'm pretty certain I will not be visiting them any more either.

Do not use smart road charging

Reference	RUC362
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Written Evidence from Individuals: Part Two

I do not agree with any of these proposals.

We are already paying congestion and Ulez. No more monitoring and charging use of London's roads by motorists
Resident of Wandsworth

Road user charging - call for evidence

Reference	RUC361
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Answers to Questions

Key questions

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

They need to be removed as they have an adverse effect on businesses.

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

As it is not wanted/needed it will not differ.

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.

What strategies and targets could smarter road user charging support?

There should be no targets as there should be no road charging.

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

No road charging does not require any technology.

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

Since the ULEZ is supposed to deal with these issues, there is no data on how the expansion will affect them and based on all of Mr Khans ULEZ publicity the ULEZ will solve these issues so road charging is not necessary.

Are road user charging schemes best 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 user charging.

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 road fund licence and fuel duty are the only road user charging required.

What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 road user charging should not be implemented there is no need for discounts or exemptions.

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 distance-based road user charging was introduced, do 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 should not be introduced and Londoners should not have to pay for road use.

Mayors and local authorities currently have powers to introduce new road charging 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 not be any road charging, however only a referendum that binds authorities to implement the result is a good option.

Written Evidence from Individuals: Part Two

How are other 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 duty is an effective charging system as those that use the most fuel pay the most.

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

Reference	RUC360
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Sirs,

I object to road user charging in the strongest possible terms

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

No, they most certainly do not. In London, there is already Congestion Charging, ULEZ Charging and a proposed (despite Public Objection) ULEZ expansion.

Road users are already 'usage charged' through Vehicle Taxation, Fuel Taxation and usage-based Insurance.

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

Further road user charging is not 'smarter'. What is being proposed is a surveillance Culture, akin to China (I know from personal experience). It is a slippery slope down which no free, democratic country should follow. Road user charging should continue to be through Fuel and Vehicle taxation.

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

Driving in London, should not be charged according journey type – it should not be charged at all.

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

The proposals smack of restrictive, communist-style, draconian, oppression, and are completely at odds individual freedoms and privacy, enjoyed in Western Democratic culture.

Written Evidence from Individuals: Part Two

Sincerely,
[personal information redacted for publication]

Road user charging .

Reference	RUC356
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1 Do the current road user charging systems in London require reform ?

No , we have had the congestion charge and now ULEZ has been introduced . We do not need more rules regulations and charging added . That's without the amount of fines that will be

issued for peoples misunderstanding of them .

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

Once in place it will be easier to extend it's boundaries . Eventually being applied to all cities and towns in 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 ?

There should be no more charges , motorists pay enough through various taxes and duties , that's without fines imposed . This is just another money making scheme to discourage car use .

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

As before , to price people away from car use .

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

We know licence plate recognition via camera's every where will be used . No one wants to live in a dystopian society .

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

I thought that's what ULEZ was all about .

7. Are road user charging schemes best 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 about none of them , we are already paying road tax and fuel duty . It's obvious this is not an idea that will be just used in the city , once in it will go everywhere. People will fight 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?

Why don't you focus your attention on things that will benefit people , which this insane idea will 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?

Why don't you just quit this crazy idea . We do not want this 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 , freedom of movement without charge .

Written Evidence from Individuals: Part Two

11. If distance-based road user charging was introduced, do 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 designed to cost everyone more , that's the whole point of 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)?

This is being introduced without the knowledge of most people , it should be put to a public vote . Then you know that no one would vote for 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 ?

This is a top down policy being put into place without a democratic vote on it . We the people do not consent to our freedoms being taken away under a false climate change narrative , put into place by unelected officials who are there to help bring in a top down control of all human beings , this just being the next step in their dystopian plan , along with digital ID and CBDC'S .

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

Reference	RUC355
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Dear TfL

My comments on the consultation are as follows:

Firstly: I am concerned that the responses to the survey will be from people who have access to or studied any London road usage or traffic survey data. I suspect that applies to a large extent to the proponents of the scheme.

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

This is a leading question. The answer depends entirely on who you are, and what is your personal objective. Even a majority view is not a rational means of making decisions, since it too easily becomes an excuse to persecute minority groups.

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

It would require even more detailed surveillance of people's activities.

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

Variations could be made in accordance with political objectives. Large numbers of people will submit false claims about car usage, all of which would need to be investigated and then policed. The most vulnerable will be least able to negotiate their way through the regulations, and many will be unfairly left out of any beneficial arrangements because they fail to meet some detailed criterion or because their needs have simply been forgotten.

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

It will ensure that nobody can use a private car without express permission of the State.

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

Two possibilities are usually mooted. Either in-car transponders or number plate recognition. Any transponder system would need to be supplemented by number plate recognition for

Written Evidence from Individuals: Part Two

policing purposes. This would hugely increase the existing epidemic issue of number plate theft and 'cloning'. The alternative would be heavy policing through dedicated wardens with power of arrest, undertaking spot checks (like bus ticket inspectors).

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

Air pollution from motor vehicles is already diminishing rapidly and, with the increasing numbers of electric vehicles, it will rapidly fall without any such action. The best way to reduce air pollution including CO₂ and NO_x from vehicles is the zero cost option of massively increasing fuel costs.

7. Are road user charging schemes best 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 must be national, because roads form a national network. Otherwise the nation will (as indeed it is now) become divided into small fiefdoms where small pressure groups can have undue power over their neighbours simply because those who fight for change always have more energy than those who mind their own business and are satisfied with the status quo. Travel outside our local area will be fraught with risk of coming into conflict with dozens or even hundreds of Local Authority laws, and different requirements for in-car technologies. This will increase air travel since people will be unwilling to risk the penalty of driving to a holiday destination in Britain.

8. 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 be impossible to replace fuel taxes since these will apply outside the area immediately being controlled. The public outcry against an action that appears to favour oil companies will be irresistible. Also; the suggested road charging system itself will be immensely costly to implement and will therefore be required to make its own profits from the prosecutions.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 far the busiest periods on our roads are mornings and evenings where people drive to work, and Sunday afternoons when large numbers return from visiting friends and relatives inside and outside London. Workers must work, so they will either pay or lose their jobs. Families will be divided instead. Nobody drives for pleasure in London anymore. It will become like the 1950's: private travel will be the preserve of the wealthy and of commerce. That will occur no matter what discounts are available. Any discount system will be subject to widespread abuse, especially by those who qualify for a discount on the basis of their work or voluntary activity, but who will continue to undertake much or most of their mileage for personal reasons.

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 only rational place for such a trial would be on the motorway system: to discourage long distance commuting by private car. Reliable, long lasting cars plus the motorway system has transformed commuting over the past 50 years, by enabling huge numbers of people to commute long distances from rural England into Greater London every day. Preventing this is key to reducing London traffic volumes. But the political penalty will be huge, since so many people in the Home Counties will suddenly be unable to afford to work and rural poverty (a huge problem for humanity since cities first existed) would return. Traffic reduction schemes within London will penalise Londoners for the actions of residents of the Home Counties who travel into London by car every day.

11. If distance-based road user charging was introduced, do 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 objective is to reduce road traffic, it might make sense to reduce standing charges for car ownership. But that would merely be a way to buy support by artificially creating beneficiaries to support the scheme by people who are willing to see their neighbours suffer.

Written Evidence from Individuals: Part Two

As a person who drives very low mileages in London, I can envisage benefitting at the expense of my family friend who is a young schoolteacher who drives every day because she carries boxes of homework over a route where public transport options are poor (and not feasible with luggage).

12. Mayors and local authorities currently have powers to introduce new road charging 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 – very much so. The Public Services should not impose socially divisive legislation (as this undoubtedly is) without the widespread support of the great majority of those affected, and not merely from those whose aim is to see other people suffer. Adversarial politics is becoming normalised and even becoming acceptable.

Strategic management of the transport network should be a National Government duty, and it was a gross mistake to give Mayors such powers since they have so little accountability. We are now returning to the free-for-all local government powers which failed in the 1920's, because too many strangers were prosecuted for breaking arbitrary laws laid down by local Councillors all over the land. The road system is a National network, and must be treated as one. Possession of an electoral mandate is in danger of becoming a justification for draconian enforcement of unpopular regulations which appear to be made to satisfy personal political ambitions. Our Local Authority moto on its Coat of Arms is "We Serve". That should be the moto of all in Public Service. The very term "Local Authority" is problematic. It should be "Provider of Services to the Community". Grossly unpopular legislation is generally Bad Law (as Mrs T found out with the Poll Tax).

13. How are other 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 and countries are irrelevant. Their geographies are different. Their political traditions are different. Their levels of social cohesion are different. Their expectations of Government powers are very different. Britain is almost unique in NOT being a Police State, in the sense of our not having a National Police Service with the potential to exercise its own power at a national level. In Britain, the legal principle for many hundreds of years is that the accused is innocent until their guilt is proven. Only in the field of motoring legislation has this principle been inverted, and people are regularly prosecuted for offences which they could not have committed but which the System judges their guilt on the basis of a cloned number plate.

The phrase "achieving similar policy goals" is undefined. It depends on whose goals are being described.

Regards

[personal information redacted for publication]

RESPONSE; Road User Charging Consultation.

Reference	RUC352
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Please find below a submission for this consultation. A confirmation of receipt would be appreciated.

Written Evidence from Individuals: Part Two

I respond as a resident of a 'Home County' who has occasional need to drive or ride in London. This has usually taken the form of riding a motorcycle or driving a 'disbald' class registered vehicle for my wheel-chair bound son's needs.

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

No. As far as I am aware the current arrangements are adequate, though some minor implementation improvements, e.g. user interfaces and other process details, may be beneficial.

The fundamental objection I would raise is that the current mechanisms have been long established, and the trajectory of further changes 'because change is possible' means that road users like myself are forever trying to decipher what the next obstacles are to movement in our capital, on our roads, that we have already paid for, and pay again for through VED, and pay a third time for in fuel duty.

ULEZ is intellectually logical as it helps prioritise emissions issues. Again, minor changes may be of benefit, but the principle has a meaningful outcome.

Congestion charging is also generally implemented sensibly, though some anomalies occur. However, such measures as, for example, motorcycles being exempt as they are not responsible for the congestion should be sustained as it helps evidence some logic behind the restrictions.

Fundamentally, the objection is that seldom users of the London roads systems will be adversely affected by never really knowing what is being expected of them next time they visit. An endless moving target is tiring and stressful to deal with.

I posit that road user charging is not appropriate as it will create a near endless 'moving target' and destabilise people's established understanding of what is expected of them. If the congestion charge is extended, or zoned with different charge rates, well, that is a modification of an existing scheme which, though possibly inconvenient, would be intelligible to understand.

I think this general objection to the principle addresses questions 2 to 8.

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

Anything that is introduced (I would advocate this should not be done) has to be properly considerate of 'excess' or regressive impact that would have the effect of punishing road users (those who have already paid 3 fold for using the roads).

Exemptions should be based on income, lack of access to technology, people who need their cars to move around, disabled people and especially wheel-chair vehicle users (with more specific needs than disabled people with some mobility capacity) for whom there really is no practical way to get across the city (you should try doing that in a 250kg motorised wheelchair if you think that is trivial and everything is already well set-up to accommodate).

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 and other cities would be the last place to try that. Surely this should apply to long distance routes?

The other aspect is the CONSIDERABLE failure of adequate road signage and worn out and inadequate lane/road markings. I have often spent far more miles and time on London roads simply through appalling road direction signs that sent me up the wrong road, as if 'visitors' not familiar with the areas are psychic and know which roads go where at major junctions. I expect the road users will be punished here for the failures of the London infrastructure. This is unreasonable and needs to be dealt with.

Written Evidence from Individuals: Part Two

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

Living expenses are already cripplingly expensive for normal people. I do not feel those in the positions of power to enforce additional costs on people understand this, if that question is to be considered anything more than a play on words.

Costs must be fairly distributed, in a progressive manner if possible. VED and fuel duty are highly regressive, they should be mitigated or abolished entirely prior to any pay-per distance schemes go ahead. It makes no logical sense to have all those AND distance 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)?

Repeal of the VED.

Reduction/repeal of fuel duty.

If ULEZ was still an additional charge (as makes sense) then any additional cost (like the congestion charge already is, in fact) in addition to general and local taxation paying for roads, could amount to being the SIXTH time road users are forced to pay for the same thing, using the roads.

It makes no sense to proceed with further charges to use roads whilst VED and fuel duty exist. Why not just increase fuel duty if it's about more money and making people pay per mile?

Extra admin for absolutely no benefit whatsoever. To add charges per distance whilst keeping fuel duty the same is flawed beyond sensibility, and just administration for its own sake.

If electric cars are the concern to that (no fuel duty), then best that electricity-for-road-use starts attracting road duty, or 'if not that' then at least one has to do away with fuel duty altogether.

13. How are other 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 view/knowledge on this.

END OF SUBMISSION_____

NOT FOR PUBLICATION_____

from; [personal information redacted for publication]

Road User Charging

Reference	RUC350
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Dear Sir/Madam,

I believe this obsession with charging Londoners to move around the city they live in to be abhorrent. The government wants a thriving and vibrant city but also wants to charge the

Written Evidence from Individuals: Part Two

living daylight out of the people that make it that way. Is this not a case of wanting their cake and eating it.

The only people I believe should be charged for entering London are those who choose to travel through London as a shortcut in their journey not those who make the city what it is. All the money that has been spent on schemes to charge Londoners for the use of their own private vehicles (on top of the road tax!) should have been used to improve the public transport system. Everything successive Mayors have brought in recently seem to have been half baked schemes to get them noticed with no real joined up thinking as to the benefit for the people who live in the city. Mind you, I must admit, the introduction of the Boris bus wasn't a bad idea being commonly referred as the 'free bus' !!!

If Londoners had a fully functional transport system they would have no need to use their own privately owned vehicles within the city. I'm sure the success of the Elizabeth Line would bear this out. The competitive nature of tendering of bus routes within London does nobody any good especially the bus drivers at the end of the line. Take back control of the bus system and provide drivers with better working and resting conditions to see a better and more efficient bus network.

With regard to ULEZ concessions, why oh why are 'classic vehicles' exempt ? Surely these must be the most polluting vehicles on the road. Dare I mention Route Master buses I'm sure they would be 'classic' by now and just look at the black emissions they threw out ! The only result in carrying on with this obsession with charging Londoners to use their streets is to be left with a ghost town or at best a less than vibrant city after the exodus of the common man as a result of being charged out of the city of his birth.

Signed,

Anonymous

Road User Charging Consultation. Thursday 9th Feb - Friday 10th march 2023.

Reference	RUC349
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Are are my Answers to Questions 1 to 13 below.

QUESTION 1

Yes. The present road user charging systems in London do require reform. they should be scrapped.

QUESTION 2

There is no difference between daily charges and smarter road user charging. They are both unnecessary charges the road user cannot afford and should be scrapped.

QUESTION 3

Varying charges for road users based on why they travel is discrimination and infringes on peoples freedom and right to use the roads.

QUESTION 4

There are no strategies or targets that could not be addressed by other means, eg traffic light sequencing, cheaper public transport, removal of ridiculous road restrictions etc. Penalising the road user with punitive fines and charges is not required.

QUESTION 5

Written Evidence from Individuals: Part Two

Smarter road user charging technology is not required, as smart road user charging is unnecessary. The cost of installation and maintenance is a waste of taxpayers money. Any money that is available for such technology should instead be invested in road repairs, better infrastructure, social care, child care, NHS, the list goes on!

QUESTION 6

It doesn't. It's patently a money gathering exercise. Smarter road user charging does not assist with tackling challenges such as traffic, air pollution, and climate change, and in some instances can exacerbate issues. It will however cause hardship, deprivation, job losses, business closures, mental health issues and isolation.

QUESTION 7

Neither. As I don't agree that road user charging scams (oops schemes) are necessary, how they are best set up is immaterial.

QUESTION 8

There should not be smarter road user charging, Any additional tax gathering system comes with additional costs to the taxpayer, therefore no replacement of current taxes is required.

QUESTION 9

Smarter road user charging schemes are not required, and save the need and associated costs to manage exemptions or discounts.

Question 10

We already pay a road user charge through our road tax. therefore, a distance based charge is not required and would impinge on our individual freedom of movement. As such, no trial would be necessary in London, or anywhere else.

QUESTION 11

See answer to Question 10.

QUESTION 12

Mayor's and local authorities currently are abusing their devolved powers, apparently unilaterally, to impose whatever crackpot schemes and scams they dream up, spending tax payers hard earned money without any accountability. Their powers need to be curbed locally they must be accountable for their actions and financial impropriety, or, if uncontrolled locally, then by Central Government who must heed the wishes of the public they serve.

QUESTION 13

Other cities and countries, have realised that smart road user charging schemes are not the way forward, they damage the economy and impinge on the personal liberties of their populations and have scrapped the idea. It is for you to do your due diligence and research on no or low cost ideas and innovations that do not impinge on individuals liberties, that support freedom of movement, jobs, business, and economic growth.

I trust you will find my input useful, and would appreciate an acknowledgement of my email.

Yours Respectfully

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Road Charging Consultation

Reference	RUC347
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I'm replying to your current public consultation regarding road charging schemes in London. I always try and take a balanced view on subjects but with this subject it is really difficult to do that. It really feels like the motorist is the no.1 target to get money from these days. Of course roads and infrastructure need to be paid for but the way road charging is spreading from the 1st congestion charge to LEZ to ULEZ etc etc it just feels this is never going to stop now. Justification is always about health and the green agenda which is very difficult to, on the face of it argue with, hence politicians are really cottoning on to this issue now to use to raise money. Climate change is a major issue, yes and I'm on board with the bigger picture but it's so obvious most of these road charging schemes are just about making money, if organisations are not careful they will lose public support. Additional road charging and the new expanded ULEZ is a prime example, but other around the country as well are nothing more than virtue taxes.

Until schemes are fair and properly thought through I will actively resist them as far as I can so you can safely say I'm against any further road charging.

Regards

[personal information redacted for publication]

Road user charging

Reference	RUC345
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I am writing to express my views that road user charging should NOT be brought in.

I am against such schemes (as well as ULEZ charges) as they have a negative impact on the most vulnerable people in the community. This could be those suffering from loneliness/isolation, whose family or friends will visit less frequently. The older generation who need to be looked after, often on an informal basis, who won't have as many caring options, putting more pressure on an already overstretched social care system. Children who miss out on social or sport activities as their parents can't afford to take them. As well as people who don't feel safe on public transport and often rightly so. In most places in Greater London public transport is not a viable option as connections and wait times are extremely poor, this will be an issue accessing health services etc when required. This is likely to lead to missed appointments and worsening health.

Thanks

[personal information redacted for publication]

Road User Charging Scheme Consultation

Written Evidence from Individuals: Part Two

Reference	RUC344
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Here are my responses.

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

Yes, they need to be scrapped in their entirety.

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

This is just another stealth tax, we already pay an unjust amount through road tax and tax on fuel. Under no circumstances should this be 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?

The answer is simple, have one single rate for all vehicle types and all times of travel that being "NO CHARGE WHATSOEVER".

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

None. Because it is not required and if it is imposed against the will of the people, then I suggest the revenue should be used to fund a class action lawsuit against those responsible for imposing such a tyrannical measure.

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

We do not need any more technology/surveillance in our lives. Ordinarily people are sick of this Orwellian dystopian intrusion on our 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?

It won't because it can't. This is a straw man of a question and therefore disingenuous and deceptive.

7. Are road user charging schemes best 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 anywhere. The public have had enough of this relentless march towards totalitarian control including smart cities, digital ID and digital currency. This is not about controlling the climate (as if that was even possible) it is purely about controlling 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?

How about not introducing it 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?

Simple give everybody 100% discount or 100% exemption. 100% of the 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?

Written Evidence from Individuals: Part Two

Nowhere is a sensible place for such a trial. The only trial should be in a court for those imposing 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?

Nobody irrespective of where they live should have to pay distance based 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)?

Yes at the very least there should be a national referendum. However given how this consultation has deliberately been hidden and not widely publicised and made as difficult as possible to respond, and repeatedly in the past public opinion has been totally ignored when it does not support the current narrative I have little faith in any consultation process. This is especially true with regard to nefarious schemes trying to be imposed by those who are supposed to be public servants, ie serve the public not the other way around.

13. How are other 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 set this policy and why? Have the public asked for this? We can see this for what it is a WEF lead initiative to rid ordinary people of freedoms and use of personal transport. This is being introduced in lockstep around the developed world. I genuinely think that this will be a step too far for the vast majority of people who just want to be left to quietly get on with their life. People have had enough and the dam will soon burst.

I therefore will exercise my human rights to privacy and freedom of movement. I have no intention of consenting to any of these measures or participating in them either.

Smarter Road consultation

Reference	RUC343
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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 doesn't you make a mess. Stop 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?

It doesn't. leave the roads along

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

None – not needed

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

None – not needed

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

Increase the road limit

Written Evidence from Individuals: Part Two

Remove bicycles right of way

Remove scooters enabled on the road

7. Are road user charging schemes best 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 – has no common sense

8. 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 whole concept of smarter road user charging is not a common sense way

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

Just because someone holds a job, does not mean that they have funds. This will put everyone into further financial difficulties

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?

Neither. This is a nonsensical idea

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

London vote

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?

They use the roads properly not come up with nonsense

--

[personal information redacted for publication]

Consultation on Smart Road Pricing

Reference	RUC342
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I am absolutely against pretty much all aspects of this proposal - which lets be frank is just another tax. But with reference to your discussion points, I will address a few of the key issues:

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

No - we have ULEZ, which is proving extremely unpopular and adversely impacts the most disadvantaged members of society. The ULEZ expansion is being rolled out, again extremely unpopular and facing court action. We are facing a cost of living crisis and the scheme proposed just plans to make things even worse.

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

Instead of something new why not fix whats already there. Whilst at it look at improving public transport options particularly in outer borough areas.

Written Evidence from Individuals: Part Two

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

Motorists already pay road tax, fuel tax, congestion charge etc - we don't need more of the same.

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

That's what ULEZ was apparently meant to do, and now you propose yet another taxation. Really enough is 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)?

If you're proposing this sort of radical change, affecting the whole of London, it should be put to referendum.

You should have put the ULEZ charge and subsequent expansion to the same but as flagged up by your consultation (60-80% of respondents were anti ULEZ expansion) you would most probably have lost.

Road User Charging Proposals

Reference	RUC341
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Dear London Assembly Members,

I am writing to express my strong opposition to the proposed road user charging scheme that is being considered by the London Assembly. While I understand the need to reduce traffic congestion and improve air quality in the city, I believe that road user charging is not the best way to achieve these goals.

Firstly, road user charging would unfairly penalise people who rely on their vehicles for work or personal reasons. Not everyone has access to public transportation, and for many people, driving is their only viable means of transportation. Introducing road user charging would place an additional financial burden on these individuals, making it harder for them to make ends meet.

Secondly, road user charging would have a negative impact on small businesses and the local economy. Businesses rely on the ability to transport goods and services, and road user charging would make it more expensive for them to do so. This could lead to increased prices for consumers and a reduction in the number of small businesses in the city.

Thirdly, there has been talk regarding additional charging to traffic crossing bridges to support their up keep. The upkeep of bridges should remain the responsibility of the Local Authority where the bridge is located. Hammersmith Bridge as an example has been poorly maintained by the overseeing authority and if road charging had been used to cover the remedial works, there would have been an unfair cost burden presented to the additional road charge. This proposal would excuse authorities of their maintenance obligations and pass that burden to drivers.

Finally, I believe that there are better solutions to reducing traffic congestion and improving air quality in London. For example, the city could invest in public transportation and encourage the use of electric vehicles. The city could also implement measures to reduce the number of cars on the road, such as carpooling incentives or encouraging employers to offer flexible work arrangements.

Written Evidence from Individuals: Part Two

In conclusion, I suggest the London Assembly reconsiders its proposal to introduce road user charging. While I understand the need to address traffic congestion and air pollution, I believe that road user charging is not the right solution for the city.

Thank you for your attention to this matter.

Yours Faithfully

[personal information redacted for publication]

Road User Charging Consultation

Reference	RUC340
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Pease note: I have mistakenly emailed a partially completed response to this consultation. This is my full response. Please disregard the previous email

Please find below my comments in response to the above consultation.

Q1

- NO ULEZ is impacting people and business negatively.
- MOTORISTS GOING ABOUT THEIR DAILY BUSINESS SHOULD NOT HAVE TO PAY ANY FURTHER CHARGES.
- We are currently in a cost of living crisis and people's funds are badly stretched with high petrol and diesel costs, higher food costs, higher heating and lighting costs.
- We the sovereign people need LESS regulation and monitoring.

Q2

- improve the existing charging systems rather than proposing more
- smarter road user charging will just add layers of complexity and confusion
- this is just a money grab, a further tax on the sovereign people.

Q3

- There should be no charge whether travelling to work, school, hospital, business, pleasure or for a caring role.
- Car owners pay fuel duty, parking charges and road tax, is that not enough?
- As sovereign people of this country we have the right to travel freely around the country and be left unhindered by government to go about our daily business

Q4

- None.
- Strategies and targets are government speak for ever increasing charges and taxes.

Q5

- most of us want LESS technology intrusion into our daily lives and business

Q6

- Firstly, I am of the opinion that climate change is a load of greenwash designed to extract more money from the public by way of taxes. The climate has changed and will continue to change for millions of years. Cooler warmer, cooler warmer. Its part of the natural cycle of the planet
- we are taxed via VED on emissions

Q7

- NO
- There is a national road charging scheme already in place - Fuel Duty and Road Tax. it is grossly unfair and unjust to make any further charges on motorists.
- There should be a system of reducing road tax on older vehicles that have been around for some years as they have paid their carbon dues by remaining in use rather than being replaced by a new car at regular intervals

Written Evidence from Individuals: Part Two

- it would be much better to encourage people to keep the car they already have for longer rather than keep replacing their car every 2 - 3 years which I feel is far more harmful to the planet. New car manufacture is using up resources and energy.

Q8

- It should not be introduced in the first place.
- the current taxes and charges are already too high without further change. Reduce them.

Q9

- I do not want to see a road charging scheme.
- no road charging scheme, no need for exemptions or discounts.
- If exemptions and discounts are applied, the whole system becomes very unfair to everyone.

Q10

- No. Nowhere in the UK is a sensible place for a trial.
- I am asking myself if this is the work of a tyrannical government, (who may I remind you, are in place to serve the sovereign people of this country), who are attempting to bring more restrictions and taxation/punishment upon us.
- these consultations are not well advertised to enable people to give an opinion and are open for a very short window.
- I can assure you that no one in this country wants any of this

Q11

- This is just a tax grab scam and everyone will end up paying much more in the long run.

Q12

- All of these schemes should be put to a public vote if we are the democratic country we are supposed to be. Anything else is a dictatorship

Q13

- I have no idea how any of this is faring in other countries, although I know that 15 minute cities and rolling out the ULEZ scheme to a larger area is proving very unpopular.
- This scheme will also prove to be very unpopular.

[personal information redacted for publication]

My response to London Road charging

Reference	RUC339
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1. I don't know enough about the congestion charge and inner London ULEZ but why gave
2. An outer London charge is wholly inappropriate.
2. No comment.
3. What alternative transport is in place for each service should be considered.
4. Improvements to public transport.
5. No comment.
6. In outer London it won't.
7. Borough level. Local councils know their area best.
8. We already pay road tax. If government want to make that more equitable perhaps it should be abolished and added to fuel duties.

Written Evidence from Individuals: Part Two

9. Disabled, carers, people driving for work, pensioners, families, those living in areas where the air quality is good (using genuine data and not the data used for the ULEZ extension) - including all those coming into the zone from outside.

10. No.

11. You need to separate in error and outer London on the basis of the availability of public transport.

12. Yes, local councils need to be part of the decision making process.

13. Not enough knowledge to comment.

[personal information redacted for publication]

Road User Charging Consultation.

Reference	RUC337
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Name: [personal information redacted for publication]

Email: [personal information redacted for publication]

Individual/ Organisation: Individual

Sector: Hospitality - Musician

Response to Questions as follows:

1).

No, we already have ULEZ and Congestion Charging. We should be allowed to move about freely!

The people require less regulation NOT more regulation.

2).

It would be detrimental. we would ultimately be charged more. Shift workers, hospitality workers/musicians would be charged twice given they moved about before and then after midnight.

3).

You should NOT have to pay any more at all whether travelling to work/ caring for someone/ socialising/ what-ever. We already pay road taxes and fuel taxes that effectively charge us per mile travelled!

4).

Smart User charging could support the Health and Happiness of the road user. This ultimately would result in the existential deminution of smart user charging.

5).

Less technology is needed to allow for freedom of movement and expression.

This question is positively biased towards 'smarter road use charging'. It's unfair!

6).

Inner London ULEZ charging and Congestion Charging are already achieving this. Why want more?

7).

Road Tax and Fuel Duty already achieve this.

Honestly, the questioning put forward for this consultation seems to have been devised by an ungifted 6th former with an obsession for setting poorly formed essay questions. How would any fully formed essay be data inputted? It would not!

8).

It SHOULD NOT! Again this is biased. unnecessarily complicated question!

9).

No one wants an unmandated, additional charging scheme Basically everyone should be exempted from this unwanted scheme!

10).

No! This should not apply anywhere except in 'City Hall'!

Written Evidence from Individuals: Part Two

11).

They would pay more! This is yet another biased question.

12).

We should all be able to vote on these issues. We already do this in relation to the mandate set out by those that we vote for. This 'scheme' was not mandated and is being bull-dozed through in a short time window in order to limit the number of those taking part in the consultation who are opposed to the scheme!

13).

The question is not pertinent to Londoners. How pertinent is it to ask the average Londoner this type of question in order to get a sensible answer?

No matter which city it is, people should be allowed to vote and that their votes be counted correctly in order that their voices be heard and their wishes be fulfilled.

NOTE TO EDITOR!!!!

The more I look at these questions, which are supposed to be balanced and nonpartisan, the more convinced I am that some former (failed possibly!) academic wrote them. The last question, given that it was taken seriously, requires an informed economic geography student to answer it.. These questions are not aimed at being accessible for answering by the average Londoner, NOR for DATA INPUTTING. Is it any wonder that the answers given in such consultations can be misconstrued in order to skew results one way or another.

Road user charging

Reference	RUC336
------------------	--------

Dear sir,

Having travelled to Manchester yesterday I was dismayed to see signs requesting charges (I assume in the future) for travel into Manchester.

It's many years since I have travelled into London and I am concerned about the overreach of the new ulez zones being proposed. I am due to retire shortly and was much looking forward to seeing our capital city having recently purchased a campervan for touring our fine country.

However it would appear that more and more of it will be simply out of my reach due to the cost and the technology involved in the extra finance required to enter these areas.

I live in a rural area where personal transport is essential, there is no public transport whatsoever. I feel the condition of the roads in my local area are abysmal yet I pay full road tax for the pleasure of using them plus the extortionate amount of money required just to fill the tank with fuel.

On top of all this, the one time I could actually enjoy an outing to the city I'm being asked to further contribute to the coffers of the powers that be. Having researched the data on future proposals of low emission zone's etc I find the evidence and rhetoric to be fundamentally flawed and just another example of government greed and overreach.

I truly fear for the future of our liberties and freedom's in our society, you cannot comply your way out of tyranny and there are always more freedom's required from the people.

True honest and INDEPENDENT data on the reasons for ulez zones would be much appreciated.

Obviously any profits from the new scheme being given to the homeless of the city and not some charity that never seems to help individuals would be one step to convince people that this scheme is not just a moneymaker for all concerned.

Kind Regards

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Call for Evidence: the future of smart road user charging february 2023 - reply

Reference	RUC334
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1. Do the current road user charging systems in London require reform?

Since ULEZ was implemented it has affected people financially.

No more charging should be carried out on the public going about their daily lives to pay for the failings of TFL and Sadiq Khan.

The public require less regulation, surveillance and since Covid measures were in place for 2yrs or more they require it even less.

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 Congestion charge stops at midnight on weekends but for example someone who is visiting between 10pm and 2am in a chargeable area pays twice. Address this issue 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 for essential services. the public already pays through fuel duty, which is a cost per mile the more you drive the more you pay. The public do not need any more road charging systems.

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

I would say roads but as demonstrated with Smart motorways causing deaths as well as road conditions being the worst when compared to any of even the poorest roads in the E.U. which are far better than anything in the U.K. money has and never will be spent where needed.

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

The public do not want constant surveillance intruding on their lives or a social credit score on top

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

Since ULEZ was implemented in central London the air has never been cleaner which is what the ULEZ was designed for but has no bearing on outer London with vast green spaces and open land with no high rises unlike compact built up central London. TFL's own impact assessment for outer London proves this fact which Sadiq Khan dismisses.

7. Are road user charging schemes best 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 such as VED and FUEL DUTY.

This is also not within the mayors power to implement this on a regional or national level his

Written Evidence from Individuals: Part Two

power is limited to greater London this is something that concerns the government and should be debated on in parliament

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

Fuel DUTY is not in Sadiq Khans power to abolish this is a government matter as well as VED which needs to be put to a democratic vote.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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. Especially when it is dictated to us by the likes of Sadiq Khan with his own vast carbon foot print jet setting around the world on tax payers money while currently promoting a ULEZ expansion. Taking his dog for a walk being followed by a 3 car convoy, or riding his bike for publicity whilst being followed by his convoy 15 police officers in Range Rovers paid for by the tax payer who supposedly guard him day and night so less hypocrisy, more understanding of the public 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 and trials are never trials they are permanent from the outset

11. If distance-based road user charging was introduced, do 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.

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

With all new schemes that have a huge impact on public life 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?

Firstly, we the people did not have a say on the policy goals or targets just like Smart motorways that have caused deaths. The AA and the Police say they are dangerous but the government still presses on with the them.

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Road charging in London

Written Evidence from Individuals: Part Two

Reference	RUC333
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Once again this will hit the poor and disabled above all others. This has not got anything to do fairness or justice its just a way of controlling peoples movement and their freedom of choice in travel arrangements. Although there is no information as to the amount of revenue raised through these schemes there appears to be a lot of information, and I don't believe freely given but only through necessity, about how all personal details will be linked which in my opinion is a method of control by unjust and unwarranted interference in peoples daily lives. Taken overall this is a system of taxation to give a body which does not listen to the people of London i.e. the recent lack of support for the extension of the ULEZ zone and the compulsory/dictatorial introduction of it. The people of London do not want this much information in the your hands, it smacks of big brother at least as far as freedom of movement is concerned and is a massive invasion of a individuals privacy. If as has the recent restrictions set by local authorities is anything to go by then all the desired effects apart from raising revenue for a profligate body, will not have the desired outcome and peoples right to choose will be severely restricted ----- did I mentation dictatorial above. It is Wrong and should be thrown out now.

[personal information redacted for publication]

Response to Road User Charging

Reference	RUC331
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ROAD USER CHARGING

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. People are stressed a and poor thanks to the state of the economy and the impact of the last few years. We ne need LESS regulation and monitoring.

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

Ins * 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. AND MAKE PUBLIC TRANSPORT FREE

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

Yo * People should not have to pay extra whether travelling for work, for caring or for es essential services. People 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.

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

* That is not your concern. And there are no current 'strategies and targets' that justify this power grab.

Written Evidence from Individuals: Part Two

5. What technology could be used to support smarter road user charging? PLS SCROLL DOWN FOR REMAINDER

We want LESS technology intruding in our lives, not more.

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

It will make no substantial difference, particularly to climate change which is an unproven theory.

THE MOST EFFECTIVE WAY TO DEAL WITH AIR POLLUTION IS TO MAKE PUBLIC TRANSPORT FREE

T7. Are road user charging schemes best 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?

* This scheme should not be introduced. And the desire to force people into compliance of is extreme overreach. MAKE PUBLIC TRANSPORT FREE

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 FREE

W10. 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. 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 * they must be stripped of these powers if they abuse them. This scheme is an abuse of power entrusted by the people it will be ripping off.

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

* These goals do not have the support of the people. _____

[personal information redacted for publication]

Road User Charging

Reference	RUC330
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1, Do the current road user charging systems in London require reform./

Written Evidence from Individuals: Part Two

No. We need less regulation not more charging

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

The current charging needs some attention. For example people pay twice if they do a late night visit leaving the following morning.

3. How might charging for driving in London be varied for different types of journeys,?

We should not have to pay extra for any type of travel into London. We are all ready paying a cost per mile on fuel duty.

4. What strategies and target could smarter road charging support?

Spurious targets are a waste of time.

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

The less technology the better

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

ULEZ is doing this job already and that should be sufficient.

7. Are road user charging schemes best set up as at 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 - road tax and fuel duty, lets stick with those 2.

8. 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 , This proposal would restrict people visiting family. which may be to provide a caring role.

9. What discounts and exemptions would you like to see for any new smarter charging scheme?

We do not want a road charging scheme.

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

No. Nowhere is a sensible place to trial as I do not feel this is a viable approach.

11. Is distance based road user charging was introduced do you think Londoners who drive should pay less in total for vehicle or driving based charges.?

All users would be paying more.

12. Mayors and local authorities currently have powers to introduce new charging schemes. Do you think any further is requires for these bodies to use their powers?

All schemes should be put to public votes as we are a democracy

13. How are other cities and country's working on smarter road user charging an other alternatives?

I do not honestly know what the policy goals are and have certainly not voted for them. I have not voted for a road charging schemes . This presents a s at dictatorship not a democracy,

[personal information redacted for publication]

Consultation - Road user charging.

Reference	RUC329
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Written Evidence from Individuals: Part Two

Afternoon.

I just see this as yet another way of getting money out of the public. Another way of bleeding Londoners dry and making it less attractive to want to work and live in London.

Am I going to get charged when I'm forced to drive into London in the earlier hours? When I'm unable to walk to the station to get the train to Victoria.

It's the only time I drive into inner London. The other journeys I make are very local drives to my parents/in-laws.

With the introduction of electric vehicles to London by 2030 and ULEZ expanding, being charged by the mile on top of this is outrageous.

How about get London in order ready for electric vehicles by putting more charging points in and making the car companies develop more environmentally safe cars more affordable and get the Oil companies to stop investing in more oil and more forms of renewable energy.

Because then you might not be wanting more money to feed off the little person to feed the greedy people sitting in their high tower.

Regards

[personal information redacted for publication]

The future of smart road user charging February 2023

Reference	RUC327
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I reply to your investigation into the future of smart road charging in London.

I strongly disagree with smart road charging schemes.

1. No, we already have the compilations of ULEZ and it's expansion which is causing major problems for people near the M25 area.
2. What is wrong with the old systems we have in place, get those working properly.
3. Charging for different categories of travel eg caring for an old person is immoral.
4. Make loads of money and restrict peoples movements.

Name and address will be supplied on request.

Response to Road User Charging

Reference	RUC323
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To whom it may concern:

Thankyou for the opportunity to respond to this enquiry. I often visit family in London and currently find it very challenging to avoid traffic fines because the one way systems seem to change .

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

No

There should be no charging to use roads. If anything the one way systems need to change and be looked at as a whole rather than "the left hand not knowing what the right hand is doing". The camera charging system is very unfair as the average out of town motorist using a sat-nav cannot keep up with the changes and nor can the sat nav. I think it is this that needs to change rather than putting a charge on use of roads. If the desired result is to

Written Evidence from Individuals: Part Two

reduce car usage in London then improve the public services and make it a nicer experience to travel by bus and train. Nowadays I avoid this because the trains don't run on time and are filthy. The bus service is better thankfully. Employ more people to help at stations, make it a convenience and a pleasure and people will begin to use their cars less.

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

A 24 hour charge would be better and fairer than the current daily charge. It would bring a bit of flexibility into the system for people who wanted to visit in the early hours of the morning.

3. 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 think it is anyone else's business what the journey is for. I do not think that charges should be levied and certainly not varied depending on the purpose of the journey. If this were the case there could be a scenario when only essential services were allowed. We experienced a little of that in lockdown and I never want any whiff of that to happen again. We already pay a lot for our vehicles and our petrol/electricity. There should be no extra charge.

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

I only see them supporting rather nefarious targets and strategies such as controlling the population and limiting freedom. This is not the way to go if your intention is to stop people using their cars so much because of the potential threat of climate change. Far better to focus on improving the lives and working conditions of the population.

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

I do not think smarter road user charging is a good idea and the thought that more technology would be used is ridiculous. We already live in an electro-magnetic smog which research shows already subtly damages our health. We do not need more technology we need less. The cost to our planet of all the technology is colossal and the cost to human beings is even 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 tackling this. People can not afford 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?

I already pay road tax which is a national system. I also pay fuel duty. More charges levied from the government are unjustified for the "average citizen".

In my opinion, the only time road charges should be applied are on a regional level for a toll on a particular stretch of road as we have currently. eg the Dartford Crossing which is expensive to maintain. In that case there is a choice whether or not I use the crossing and pay the charge or go on another route. Freedom of choice is essential in a civilised democracy.

8. 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 think smarter road user charging should not be introduced. If revenue is needed for road maintenance perhaps greater transparency is needed in how local councils and governments spend the money already allotted. I think there is a lot of wasted money in how our taxes are spent. Why not improve the existing system and make it more efficient and cost effective rather than introducing an expensive 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?

Everyone should be exempt. I am not in favour of this scheme at all and I certainly am not in favour of the discrimination of one group or another. We are all human beings. If you genuinely want to make things better for us rather than impose some ideology upon us then clean up the existing system. Get rid of all waste and corruption and put effort into making people's lives better not treating us as cogs and slaves in a great wheel of technological beauocracy which is what this idea is. It's not about saving the planet or giving people a

Written Evidence from Individuals: Part Two

better life. It is about controlling the population and making our lives more difficult, poorer and less manageable.

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. Why submit Londoners to this? Why submit anyone to it? It is not in our best interests.

11. If distance-based road user charging was introduced, do 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 not a good scheme. No one should pay more than they already do because it is 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)?

Our elected leaders and our councils are there to serve us, the people. Obviously local referendums would be necessary in any democratic country. Even if all the other Mayors around the world are pushing for a certain agenda it does not mean it would suit local populations. Our country is full of diversity at all levels including geographic and economic and this needs to be taken into account. There is no one size/solution fits 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?

Although I am aware that other cities and countries are working on these charges I had no say in these policies and I do not agree with them. Why are we just told about them as a fait accompli? I think the public should have a say both in the policy and the strategies to achieve them rather than these things being handed down to us on high as if we were living in a dictatorship. I appreciate the opportunity here to make comments but I have a horrible suspicion that it is a token nod to "we the people" to give the impression that our views matter. I hope I am wrong. I believe those immediately working on it have a good intent and hope that whoever is reading this believes in humanity and its rights and freedoms and can see that the ideology behind it is not in the best interests of humanity.

Thankyou for the opportunity to participate.

My un7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Charges

Reference	RUC322
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I completely refuse this disgusting proposal to charge per Mile.
[personal information redacted for publication]

NO to Road user charging

Reference	RUC321
------------------	--------

1. Do the current road user charging systems in London require reform?
YES, SCRAP ANY SYSTEM THAT MAKES PEOPLE PAY TO USE THE ROADS, THE INFRASTRUCTURE IS NOT IN PLACE FOR THE ALTERNATIVES.

Written Evidence from Individuals: Part Two

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

WE DO NOT NEED THIS. WHERE DOES IT END? TYRANNY AND SO MUCH MARGIN FOR ERROR.

3. 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 BE USED TO CREATE A KIND OF PRISON WHERE PERMISSION WILL EVENTUALLY BE REFUSED FOR SOCIAL TRIPS.

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

HOW ABOUT ALLOWING PEOPLE THE FREEDOM THEIR GRANDPARENTS FOUGHT FOR?

Road charging London

Reference	RUC320
------------------	--------

Absolutely I do not agree with this policy of charging vehicle road users. This is my response before 10th March 2023.

How dare you.

[personal information redacted for publication]

Road User Charging Consultation

Reference	RUC319
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Road user consultation FEB 2023 TO 10th March 2023

Dear Sir/Madam

I am responding to the thirteen questions that you have put out for consultation regarding the London Road User Charging Scheme.

Here are my answers

QUESTION 1

Yes. The present road user charging systems in London do require reform. they should be scrapped.

QUESTION 2

There is no difference between daily charges and smarter road user charging. They are both unnecessary charges the road user cannot afford and should be scrapped.

QUESTION 3

Varying charges for road users based on why they travel is discrimination and infringes on peoples freedom and right to use the roads.

QUESTION 4

There are no strategies or targets that could not be addressed by other means, eg traffic light sequencing, cheaper public transport, removal of ridiculous road restrictions etc. Penalising the road user with even more punitive fines and charges is not required.

Written Evidence from Individuals: Part Two

QUESTION 5

Smarter road user charging technology is not required, as smart road user charging is unnecessary. Any money that is available for such technology should instead be invested in road repairs, better infrastructure, social care, child care, NHS, the list goes on!

QUESTION 6

Smarter road user charging does not assist with tackling challenges such as traffic, air pollution, and climate change, and in some instances can exacerbate issues. It will however cause hardship, deprivation, job losses, business closures, mental health issues and isolation.

QUESTION 7

As I don't agree that road user charging scams (oops schemes) are necessary, how they are best set up is immaterial.

QUESTION 8

There should not be smarter road user charging, therefore no replacement of current taxes is required.

QUESTION 9

Smarter road user charging schemes are not required, therefore neither are exemptions or discounts.

Question 10

We already pay a road user charge through our road tax. therefore, a distance based charge is not required and would impinge on our freedom of movement. As such, no trial would be necessary in London, or anywhere else.

QUESTION 11

See answer to Question 10.

QUESTION 12

Mayor's and local authorities currently have too much power, apparently unilaterally, to impose whatever crackpot schemes and scams they dream up, spending tax payers hard earned money without any accountability. Their powers need to be curbed, and the public listened to.

QUESTION 13

Other cities and countries, realise that smart road user charging schemes are not the way forward, and have scrapped the idea. It is for you to do your due diligence and research on the ideas and innovations that support the scrapping of such schemes, and support freedom of movement, jobs, business, and economic growth.

I trust you will find my input useful, and would appreciate an acknowledgement of my email.

Yours Respectfully

[personal information redacted for publication]

The future of smart road user charging February 2023

Reference	RUC318
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Written Evidence from Individuals: Part Two

Dear Scrutiny

I fundamentally object to any proposal which results in tracking of my individual movement via any mode of transport. The target outcome to log individual movement and the purpose for the journeys made is a fundamental breach of individual freedom and rights. Tracking and logging journeys would be open to abuse, stalking, making vulnerable people even more vulnerable with the aid of a state supplied tool.

This ill conceived, frankly terrifying initiative has been recommended by a body set up by the London Mayor to extend his already money making schemes.

Be transparent – tell the electorate what you are really proposing here!

Key questions

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

No – we are already paying for the congestion charge and ULEZ plus road and fuel duty. The revenue already extracts enough money from us and additional measures will only hit the poorest hardest

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

If 'smarter' is the proposal to track movement of individuals and the modes of transport each individual takes and charge accordingly, I like many others will bin all technology that allows any tracking of any sort

3. 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 my business whether I go into London for work or for pleasure or for hospital trips – this is not central government business.

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

None – do not implement this

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

None we already have enough road charging

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

Use the money you already rake in to fix Hammersmith bridge and actually coordinate road works instead of the grid locked shambles that is West London today because of lack of maintenance and planning

7. Are road user charging schemes best 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 and city 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?

We do not want tracking of our journeys in any way.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 can you penalise road use when no public transport is available?

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 would not support any central government tracking of my movements

11. If distance-based road user charging was introduced, do 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 enough already – no change is necessary

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

Make transparent the Orwellian personal tracking outcomes using the Digital ID, Road Charging and Digital Pound initiatives and hold a referendum. No-one will vote for this if they knew where it was heading.

Written Evidence from Individuals: Part Two

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?
Toll roads are widely used across Europe. Implement that if you want to punish road users on long journeys.

Regards

[personal information redacted for publication]

Road user charging

Reference	RUC317
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My replies to your questions are

1. NO, our current systems do not need reform, what we need is NO MORE CHARGING and leave motorists not try and go about their day without the stress and financial burden you are thinking of putting them under. we need Less regulation and monitoring.

2. Instead of proposing new systems, try and fix the old one, for example why should night shift workers pay twice, once to enter, then again to go home?

3. We already pay Road, tax and heavy fuel duties, we DONT a need any more charging systems, We have no money left

4 NONE, why don't you think about the mental health of the nation instead of targets

5 People want less technology invading their lives, NOT a more

6 People don't want any more charges, you can't keep attacking the same person for more money, climate change needs to be dealt with on a global scale

7 We already have charging at a National level, we have road tax and fuel duty, that's enough

8 the people involved in writing this report should focus on the health of the nation not on more ways to tax motorists

9 the people of this nation do not want road charging . This is being fed to us by hypocrites in power who never pay and abuse the system like Mayor Khan who uses 3 vehicles to take his dogs for a walk.

10 Nowhere is a sensible place for a trial, this is a disgraceful financial attempt to destroy hard working people's lives

11 Everyone will end up paying more and ruin everyone's lives

12 any new schemes should be put to public vote democratically, why are being turned into a dictatorship?

13 nobody has been given a Chance to vote on this policy, do the democratic thing and let people vote not be dictated to

Written Evidence from Individuals: Part Two

Road User Charging Survey Response

Reference	RUC314
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1. Do the current road use charging systems in London require reform?

Yes. Remove both the Congestion Charge and the ULEZ. Both are unnecessary and now proven to be ineffective. Obviously Khan (who is being forced by 4City organisation that he belongs to) is trying to bring in further draconian measures before his term runs out. Currently he is being asked to resign by huge groups protesting against his proposed ULEZ expansion which is nothing more than a huge money grab and so outrageous.

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

Instead of proposing new systems, remove old systems altogether. The cost of monitoring them is a consideration.

3. 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 a huge overreach. None of the above is anybody's business. Stop trying to find ways to further tax the population... we already pay too much tax and are fed up with it.

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

Stop looking for ways to create further misery. Health and happiness of the nation is more important than your strategies and targets.... get another job!

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

Introduce flying cars ... then we would have no road maintenance at all!! I have always wanted to fly in my own vehicle. We want less monitoring and technology intrusion.

6. How could smarter road user charging assist

The introduction of ULEZ was based on 1 death. .. the whole scheme is a ripoff and unnecessary tax on people. Get rid of the lot. Many people work from home now and certainly flexible working hours works well in many countries.

7. Are road use charging schemes

It is already setup as Road Tax and Fuel Duty. Electric cars are unsustainable and a lot of recently caught fire!! So hybrids and diesel and petrol cars will be around for a long time. There are methods of making them less polluting. Don't throw the baby out with the bathwater.

8. If smarter road user charging is introduced....

There will be hell to pay and I can guarantee that the protests will make sure that it does not happen.

9. What discounts and exemptions would you like to see....

The current systems persecute elderly and disabled and the poor. Stop this plotting to inflict more pain on the people.

10. If the Government were interested in a national distance-based...

What sort of dystopian idiots do we have working in government sack them all! Nobody in their right mind would consent to such a scheme of surveillance and monitoring. You know where you can put your trial.

11. If distance-based road user charging was introduced....

None of the proposed. It is a complete nonsense.

12. Mayors and local authorities

I feel we need to have a referendum for all of the above proposals and the "powers" of local councils are currently being challenged and protested in the 15-20 minute cities nonsense. At the moment they act like petty dictators.

13. How are other cities and countries working on smarter road use charging ideas faring.....

Written Evidence from Individuals: Part Two

I could not care less. We need to see the whole policy and require to vote on such a huge impact on our lives. We do not live in a dictatorship yet.

Submit.

Thank you.

[personal information redacted for publication]

Replies to consultation on road user charging

Reference	RUC312
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Dear London Assembly Transport Committee,
Please find my opinions as a concerned road user (and user of public transport) on your key questions regarding distance-based road charging.

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

No.

We already have charging schemes in the city. They make life more complicated in planning journeys and the last thing we need is more schemes, more complex schemes, more intrusive schemes or heaven forbid more expensive schemes.

New schemes will require the expenditure of more public money, and while this may be good news for telecommunications and IT consultants and manufacturers, it is something the government / councils / taxpayer cannot currently afford, and should not be entered into.

Individuals have seen their household bills rocket in recent months and do not need more stealth taxes through another tax on their journeys. We already pay the Road Fund Tax and we are already taxed per mile through Fuel Duty, wherever we go.

We do not need more taxation or more monitoring and surveillance.

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

The existing systems are quite enough.

They could be improved if the public have particular concerns with specific details, without the effort and expense of introducing a brand new 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?

No-one want a big brother government to watch closely where everyone goes and why, let alone fine them for travelling for a reason that is important to them but that some individual, somewhere else, deems optional and disapproves. We are supposed to live in a democracy, not a totalitarian dictatorship. No-one has the right to make decisions about what journeys should be allowed or charged at a lower rate, and what are deemed less valid and subject to a higher charge.

Only individuals themselves in their own circumstances at the time can decide whether journeys are necessary or how important they are.

Has the Committee considered that restricting travel (through charging) will hit the economy in many ways?

Written Evidence from Individuals: Part Two

Has the Committee considered that restricting travel will also have a major effect on the nation's mental health?

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

Smart road user charging appears to be a natty solution looking for a problem. Let aims and objectives and the need arise before imposing a new scheme and investing heavily in far reaching new technology and infrastructure.

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

Smart charging for journeys as suggested here requires GPS tracking of individuals and vehicles, cameras on every street and applications logging intended and actual journeys, plus links to payment mechanisms.

That means detailed surveillance of all individuals living in and visiting London i.e. the whole population. That is not acceptable or reasonable, or compatible with a free country or democracy.

Worse, it can easily be extended by bad actors in local and central government into state terrorism and control of all people, Chinese-style.

That is a nightmare scenario with far reaching consequences, none of which are beneficial to the population and by extension, through limiting endeavour and enterprise, to the economy.

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

It would not assist.

ULEZ is already tackling those challenges, and an expensive extra scheme is not necessary and will not be welcomed by people who need to travel in their daily lives.

The public has other priorities for spending their tax money.

7. Are road user charging schemes best 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 road charging schemes called Road Fund Tax and Fuel Duty which are national, universal, equitable across the country and simple to administer.

There is no justification for adding a much more complicated and expensive scheme when the country's finances are so poor.

8. 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 act to discourage driving as it is.

With public finances in such disarray there is no justification for spending more public money on more schemes.

For 'smart' schemes read highly intrusive and restrictive. No-one welcomes such interference in their daily 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?

The requirement to travel is universal and driven by a huge variety of needs which can change at any time.

Any attempt to categorise or prioritise those needs involves making a value judgement and will inevitably lead to discrimination.

Written Evidence from Individuals: Part Two

We have not asked for such a level of interference and control from local or central government and strongly reject 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?

There is already a national distance-based tax, called Fuel Duty.

We do not need another tax, particularly at a time of a crisis in the cost of living when household budgets are squeezed as never before.

No trial is necessary. Please do not burden Londoners with 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 already are charged by distance through Fuel Duty.

I am against introducing any discrimination, for or against 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)?

Any proposed scheme should be published, consulted on and put to the vote of the community affected.

This is supposed to be a democratic country, so democratic means should be used to decide on such matters.

Anything else amounts to the introduction of dictatorship by mayors.

13. How are other 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 are these policy goals decided? Have they been agreed by the communities affected?

If not, the imposition of policy goals amounts to dictatorship and should not go ahead.

What is needed is smarter public transport with a greater reach, so that people can travel to their destination in a reasonable time and do not need to rely so much on their own transport.

Has the Committee considered similar transport schemes to those elsewhere in the UK, e.g. town mini-busses with variable routes, covering a small area, that passengers can phone and book at short notice, and be picked up from home or nearby?

Answers to your key questions for Road Charging

Reference	RUC311
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1. Does the current road user charging system in London require reform. **NO**

There should be no charging system. The major did not do proper consultation on the ULEZ let alone this road charging system. Residents were given no warning, leaflets were not put in doors, you have not featured it on our tax paid for information channel AKA The BBC. I would say this and the below makes your consultation illegal. I understand that people are going to challenge you on this.

From the Union with England Act 1707 it states this in para 4.

That all the subjects of the United Kingdom of Great Britain shall from and after the Union have full freedom and Intercourse of Trade and Navigation to and from any port or place within the said United Kingdom and the Dominions and Plantations thereunto belonging...

Written Evidence from Individuals: Part Two

2. No to any S.M.A.R.T technology. We do not want it and have not voted on it.
3. No. There should be no charges to use the roads.
4. None

FW: Road User Charging

Reference	RUC305
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Dear Sir,

I write in response to the proposals for road user charging. My answers to the questions raised are as follows:

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

At present there is no need for any reform as people are suffering from the economic environment. There is already ULEZ in the central area which is costing the economy and no further charging of motorists is therefore required.

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

Instead of proposing a complex new system, I would suggest that the present system be modified. There is already sufficient monitoring and controls that interfere with personal liberty and a proposed system to even further control movement is quite unacceptable.

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

There is no reason to charge people extra for travelling to work, for leisure, for any other purposes. The current fuel duty is a charge per mile as the further you drive, the more you pay. Perhaps you should consider removing fuel duty for those involved in essential services.

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

It is simplistic to conflate road charging with strategies and targets. Your responsibility is to the citizens of London to facilitate their independence and well-being not to introduce politically motivated targets and strategies.

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

I do not understand why any sensible citizen should wish to have increased surveillance solely for the purpose of extracting money. Any surveillance as suggested, would be intrusive and a significant infringement on personal liberty.

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

In central London ULEZ is already in operation and may well have some benefit. The VED is already a tax on emissions. To pretend that these proposals would have any effect on climate change is delusional. If the United Kingdom shutdown every single emitter of gas, i.e. self-destruct, at the very most this would make a 4% change to the world situation. The use of climate change in these arguments is dishonest.

7. *Are road user charging schemes best 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 duty and road tax are road user charging at a national level. You should be aware that building new cars has a very significant carbon footprint and it might therefore be better to continue with older vehicles.

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

The case for changing the current systems has not been made. Instead of trying to extract more money from your citizens, you should be concentrating on their health and well-being.

Written Evidence from Individuals: Part Two

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

A road charging scheme is not acceptable. The Mayor of London is promoting an expansion to the ULEZ area based on false and misleading statistics and there is no reason expect that a road charging system would be any more honest.

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

I cannot imagine any area being suitable for such a scheme.

11. *Mayors and local authorities currently have passed introduce new red charging schemes you think anything further is required beyond an electoral mandate for these bodies to use these powers.*

Any such scheme should be put to the electorate. We live in a democracy not a dictatorship.

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.*

I am not aware that any of us have had a say in policy goals. Perhaps you should consider allowing a vote on these goals and then a vote on a charging system.

Singapore has a road user charging system, but is a one-party state where strikes are outlawed. Perhaps this is your ultimate goal?

[personal information redacted for publication]

Pay per mile

Reference	RUC302
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Good morning

I would like to express my complete panic over the extended ulez and pay per mile This would completely send my family under I have a daughter who attends university in [personal information redacted for publication] with very little public transport on offer she could not afford to get there my husband has to drive into London with his work tools to work he is already having to replace his perfectly working van this is without the need to drive myself attending hospital appointments with my elderly father who cannot drive this will send local shops under local tradesman will have to put there prices up this is a complete shambles and no way for anyone to live utter disgrace

Many thanks for reading I hope this will not be given the go ahead as that will be very tough times for all

[personal information redacted for publication]

London Assembly Smart Road Charging

Reference	RUC300
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Dear Sir / Madam,

Written Evidence from Individuals: Part Two

I am writing in protest at the idea that the London Assembly is considering introducing technologies that will allow the tracking of my car for road charging purposes. The implications of smart road charging are enormous for personal privacy. I do not want the state to know where I am going every time I get in my car.

Where is the proper open public consultation on this? Why is this consultation closing so quickly by the 10th March 2023? Once again decisions and reports are being pushed through with no proper public debate. I would like to know who I can contact on this to make sure my opposition is clearly understood.

As a lifelong Londoner I am fed up with this constant car war on normal people by the Mayors' office and local authorities. This is yet again another step in the wrong direction.

[Road User Charging - Call for Evidence 0.pdf \(london.gov.uk\)](#)

Regards

[personal information redacted for publication]

Road user charging

Reference	RUC299
------------------	--------

Re consultation on road user charging , in response to question

No 1

Many residents see ulez as stealth tax and its expansion by local authority mandate not based on public support smacks of profiteering on the climate issue and using technology to automate the process. People forced to drive around these schemes use far more fuel creating more pollution than a direct route.

No2

A charge window could be available 9 pm to 9 am so key workers on night shifts aren't hit twice per shift

No3

In truth we already pay in a cost per mile basis as fuel duty is paid and at 3/4 approx of the pump price going to the state this is in place effectively now.

No4

Targets look like pipe dreams. Net zero with India and China blasting out pollution doubling their coal fired power stations. Smart charging looks like state micro managing the people at first then extending into dictatorship.

No5

I'd rather see technology develop a competitive HVO fuel so lorries buses and private diesel vehicles could be up to 90% carbon clean. This would be far more beneficial to London and the UK cities as a whole. Not so profitable to Sadiq Kahn but nothing like as draconian on residents.

No6

VED taxes by carbon output. Electric vehicles export pollution to power stations anything more is rhetoric to justify added charges many can't afford and look at how many small businesses are ruined by ulez ltn and similar schemes.

No7

Written Evidence from Individuals: Part Two

Road tax and fuel duty has served for years. Like standing charge and cost per kwhr. Carbon emissions should be attributed to plastic production and a throw away society but it's easier to find a motorist using anpr cameras

No8

System we have already works , going smart would cost a fortune which would have to be passed on be like CSA cost more to admin than ever it recovered and drove the people it effected insane. Or the billions wasted in test and trace scheme that proved ineffective. This smacks of throwing money at a problem that doesn't really exist. London pollution could be solved by better fuels. HVO and hydrogen plus mix of electric and regular petrol engines.

No9

Exemption for disabled and key workers fine but it would trigger admin nightmare so we're better off with fuel duty. Let's not say it's about the climate if you combine this with other plans it's about control of peoples movements. Smart charges plus digital ID and cbdc equals control and tyranny

No10

London with ulez and threatened expansion is the experiment but in what fairer charging systems or how rigorous control on personal freedom can be implemented without debate or process and get away with it. In France they'd be rioting at this breach of human rights emerging

No11

The only Londoners for this will be cyclists who don't pay to use the roads the rest hate having schemes dumped on them even when they've contested the value.

No12

Mayors mandate should be removed for anything with 50%plus local objection. Majority within the M25 oppose these schemes and wider proposals

No13

Zones just kill local economies by people driving around them burning more fuel defeating climate goals. We need smart fuels not charging. HVO could clean up diesel so much where EV are practical great but existing grid limits their numbers and carbon footprint in their manufacture is bad.

Not sure if this meets desired reply formate but guess you would suppress objections if current performance is continued.

Regards

[personal information redacted for publication]

Road Charging Objection

Reference	RUC297
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Please see my response below:

1. Do the current Road charging systems in London require reform?
 1. We do not need more charges to the motorist. It's already expensive enough driving a car, we pay road tax for roads that have pot holes everywhere you turn. We have to pay a congestion charge when going into London, we have ULEZ on top of that. On a recent trip into London to the Royal Albert Hall with my family, I had to pay over £30 extra just to drive into London because I had to pay ULEZ and congestion charge (at night I may add when the roads are quieter). I had to drive as Public transport would not have got us near enough to the Royal Albert Hall and my Mum has mobility issues. People are already stretched financially, through no fault of our own, give us a break!

Written Evidence from Individuals: Part Two

2. How might smarter road user charging differ from the current daily charges for driving applied in London?
 1. Instead of proposing yet more systems, adjust the old systems. The daily charge stops at midnight, meaning if you are still in the zone at 00:15, you have to pay twice! Fix that!
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?
 1. We already pay fuel duty, which adds up to more, the more you drive. So is technically a pence per mile scheme already. Again, we are in a cost of living crisis, not caused by the public!
4. What strategies and targets could smarter road user charging support?
 1. Why not let people be happy and have freedom, this isn't needed and wanted by the public. It will affect the economy in many ways as I certainly would avoid paying those charges and not go to place where additional costs will be incurred. I know people who are already talking of moving out of London if ULEZ expansion goes ahead.
5. What technology could be used to support smarter road user charging?
 1. We are human beings, we don't need monitoring 24 hours a day. It's nice to shut off from technology.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
 1. This is the biggest loads of nonsense yet. If no-one in the ULEZ expansion zone changes their car and we pay the £12.50 a day, pollution, traffic and climate changes will still be on the agenda. Paying money does not fix the problem. Electric cars are too expensive, the charging network is nowhere up to scratch to cope, energy prices have now pushed the price of charges vehicles up too and purchasing replacement batteries for cars costs approx. £10k, Electric cars will not fix the problem. Less emissions from the car itself, yes, but to create electric you need energy from elsewhere. Plus the materials used for making batteries is not sustainable!
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?
 1. We already pay fuel duty and road tax. Leave the motorist alone! Because it not only hits our pocket, but deliveries etc will also become more expensive because they have to pass on their charges, you end up with a double whammy.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?
 1. It shouldn't, the people writing this report should focus on peoples mental wellbeing, not pricing them out of their cars to stop them travelling about freely.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?
 1. We don't want a road charging system, especially when it is being forced upon us in the way the Sadiq Khan is going about it, lying about the figures, ignoring consultation results, hiding answers. Especially when he and his convoy drive somewhere to take his dog for a walk. He has a security team because he knows the public don't like him, read the room. His policies are a sham!
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?
 1. Nowhere, do not take away our freedom!

Written Evidence from Individuals: Part Two

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?
 1. Everyone would pay more, it would financially cripple 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)?
 1. Yes, put it to a public vote, this is supposed to be a democracy, not a dictatorship and the public won't stand for 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?
 1. Give us the chance to vote on these things. Pure and simple democracy.

Kind regards,

[personal information redacted for publication]

Road User Charging

Reference	RUC296
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Have you heard of the phrase, Sledgehammer to crack a nut?

Well, with only one death accredited to air pollution from 2001 to 2021 I think this phrase fits perfectly. However, the road network within London has been "mucked about with" for many years. Like a jigsaw puzzle bits of "news road systems" have been cobbled together without anybody looking at the overall long term effect on the city as a whole.

Now, as a result of gross mismanagement over many years you now think this "road user charging" scheme will improve the capital's road network/transport systems overnight. Sorry don't think so!

If this scheme goes ahead it will penalise the inhabitants of London and "scare away" people from visiting London. It will really do great damage to the London economy. Unless that is your aim?

Road User Charging

Reference	RUC295
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1. Current systems do not need reform. The people are already poor due to the current economic climate. We cannot afford more stress and money to go about our day to day lives.
2. We don't need new systems, the current ones need to be fit for purpose.
3. We already pay fuel duty which covers the people who use roads more-again we are struggling to survive the day to day due to the economic crisis why financially penalise is further.
4. Shouldn't we focus on real problems such as poverty and lack of food and the number of families existing below the poverty line?
5. We are sentient beings and we require more human touch and LESS technology. Not more.
6. We already have systems in place to target this. Again further penalties and financial costs will be unnecessarily incurred to a nation already on its knees.

Written Evidence from Individuals: Part Two

7. We already have road user charges on a national level. Fuel duty and road tax.
8. None of this should be a consideration. Stop trying to subjugate the people further.
9. Actually enquire if the people of our nation want this scheme.
10. We are a democratic, free nation that does not want these controls.
11. It would lead to further penalisation and would cost too many people way too much.
12. We are - as already stated above - a democratic society. These huge impactful schemes need to be put to a public vote.
13. As already stated in q12. Give us the chance to vote on policies and then subsequent road charging schemes.

Smart Road Charging Response

Reference	RUC285
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Hi,

Responses to questions.

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

No. We already have a central London congestion charge that discourages driving in central London where there is already a huge amount of public transport options.

ULEZ is in place now and has already impacted people with the daily charge especially on low incomes who are unable to replace their vehicle.

NO more road charging should be considered for London as the autorues should not be allowed to control your right to free movement.

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

It will impact me as I currently don't pay any extra charges since I replaced a 2006 diesel MPV used for a family of 6 and work with a PHEV 7 seater that is ULEZ compliant. This is at my own expense and I had to take out a 5 year loan to pay for it. Any extra charges will impact my whole family especially in this cost of living crisis why on earth are more charges being considered.

3. 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 use the same road for driving so why would there be a need to differentiate between journeys and you shouldn't have to pay anything to travel to work, goto the shops, caring for family or carers jobs, leisure, visiting family and friends etc. Drivers are seen as a bottomless pit of money to fund what? There is no need for a road charging scheme.

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

The London Assembly priorities for the London residents are wrong and instead of looking at strategies they should do more to make sure people are well in the current climate and have good services and perhaps spend money on looking after young people in London as too many have lost their lives too young.

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

We already use too much technology that interferes with our daily life and personal wellbeing. Why should we be online 24/7 and previous decades before 'smart' were a much more pleasant time to live in. You cannot force smart technology on people just so you decide to track and charge them.

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

The Congestion Charge and inner London ULEZ are already in place. No further smart road charging is necessary. To reduce pollution perhaps domestic burning should be banned in

Written Evidence from Individuals: Part Two

cities as they produce hundreds of times more pollution than vehicles and there is enough data to prove this that is ignored.

Smart road charging charges would only apply to the law abiding citizen, anyone using duplicate number plates or illegally driving vehicles will never pay.

The easiest way to reduce traffic congestion would be to increase fuel cost for petrol or diesel vehicles and charge a higher tax on electric cars to combat congestion as they don't pollute locally. This wouldn't cost much money to implement but would be seen to discriminate against people in various societies and wouldn't cost millions to implement and administer and would encourage less driving. 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?

Road charging should not be considered as it will just control the movement of people and cost people a lot of money when they have no choice but to drive. Vehicles already pay an annual car tax charge and fuel duty and why would another tax be seen as a good idea when the car tax and fuel duty are already used for government services.

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

That is not a decision for me or the London Assembly. If the UK Government choose to replace car tax and fuel duty then that is up to them and expect any system will be very expensive as the money provides Government services. Any additional charges are not welcome when families are struggling to eat and afford to pay for a secure place to live in.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 should not be considered to start with as it will charge everyone more even if you did apply discounts to disabled people and those on low incomes. The inaccurate data presented for the ULEZ expansion is frightening that it could be active and cause chaos due people around London and a smart road charging would impact the wellbeing of people in London if another charge is dumped on them for little reason.

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 impact the privacy and freedom of the people it tracks and should not be considered. The cost of running a scheme would cost hundreds millions or even billions versus the current taxes and this would have to be recouped by charging the people more and we anyway pay a lot of tax. Smart costs money and technology would have to be replaced every so many years when it can no longer be supported technically or fails. And the taxpayer again would pay for 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?

No distance based charging should be introduced to start with as it costs a lot to drive to start with and will discriminate especially if people earning more were targeted and had to pay more and if they drove a fraction of someone on a low income doing thousands more miles and who would have the higher environmental and congestion impact? No Smart road charging scheme is fair.

12. Mayors and local authorities currently have powers to introduce new road charging 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 whole London referendum where the turnout has to be over 50% of the voting public. These schemes cannot be forced in by advisors who represent the tiny minority of the public and come up with crazy schemes that increase pollution and congestion based on a

Written Evidence from Individuals: Part Two

consultation that is written in a way to confuse and manipulate the answers where a full disagreements is No where all other answers are demmed Yes. Any advisors should represent all modes of transport not just public transport, walking and cycling ignoring the impact they are having on people's daily lives.

3. How are other 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 only country I know that has a road charging scheme in a city is Singapore and their scheme is basically a congestion charge and does have various time periods for access.

France use a permit scheme to reduce higher polluting vehicles.

London is a very complex city and when roads are closed it causes chaos for people as we don't have grid type city layouts that are easier to manage.

Final comment

I had to replace my family vehicle as I travel into the ULEZ zone and this is already costing me a lot of money as I require a 7 seater for a family of 6 and they cannot squeeze into a small car that has zero luggage space for other journeys like holidays etc. We are a one car family and I purchased a PHEV plug in hybrid and at the time there were only three 7 seat vehicles manufactured that allow electric only running. 90% of my journeys locally are on electric only as well around the town/city.

A smart road charging scheme will not work in London as the investment would be millions to install, operate and maintain that the tax payer would have to fund and what is the point as people will still need to travel and I doubt would see little benefit in the long run. Even ULEZ will takes years to pay for itself when cars are being replaced daily that will reduce pollution continually. Too many not well thought out schemes block traffic causing more pollution and the most pollution comes from domestic burning anywhere that is not policed.

Regards,

[personal information redacted for publication]

Road charging consultation

Reference	RUC284
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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?

There should be no charge for driving in any one particular area, or a London resident's exemption to the current charges if you wish to keep the 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?

No variation, it should all be free

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

People with money will continue to do what they did before. So there is no change.

The poorest with vehicles will be hit the hardest. Those will usually need to use a vehicle to commute to work, or other essential reason, which is why they have the expense of keeping a vehicle.

Most lower paid workplaces either have poor transport links or excessive travel times on public transport. I will use where I work in Hemel Hempstead, which has a lot of warehouses in the area. Travelling from home to the office is about an hour driving. Travelling via public transport is 3 hours. This turns an 10 hour day using a car into a 14 hour day if using public

Written Evidence from Individuals: Part Two

transport. Obviously that makes no allowances for public transport delays. Also the destination is about a 45 min walk from the train station and public transport is not well served once at the station.

One answer could be that some people could find a job nearer to home. However there are only so many jobs to go around. Also what right is it of a council to say where someone should work?

Unless the strategies or targets are an increase in revenues, or an increase in unemployment as people quit jobs because they can no longer afford to go to work there doesn't seem any other increase.

Charging per mile will not bring down emissions in the short term. Long term emissions will go down as vehicles are replaced. Which is happening naturally due to the emissions of newer vehicles hitting the second hand market.

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

If road charging is to become something that happens, there should be some sort of accurate monitoring of vehicles (gps chips etc), however people will not want to be monitored like that. In fact there is real difficulty in the technology for this as there are privacy concerns in the cameras and the retention of data and concerns that the information can be passed around/sold on/held insecurely/hacked.

Currently I cannot ring the centre and find out if I went into the congestion zone or Ulez zone on the day to find out if I need to pay or not, then a penalty charge notice is generated if I don't pay, yet there is no way to find out if it is required. This is a system that could have been updated to be able to give that information out on the day of entering the zones. I do not have confidence that you could manage the data accurately for road charging.

Technology does exist to get this information, you could use GPS trackers fitted to vehicles, linked with cameras and smartphone navigation systems. The problem may be uptake of the technology and the cost of that technology, and then the storage of that information

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

If you are tracking vehicles mileage in real time, you could phase the traffic lights to reduce traffic delays. Frequently we see roads flow better when traffic lights are not working. If roads flow better there is less pollution as vehicles are not piling up in any particular area.

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

Never locally, it should only be done via an act of parliament, where it can be fully and properly debated, and only after a legally binding referendum.

Road charging schemes will infringe on a lot of personal liberty if the charging is per mile.

This is not something that could be brought in against the will of the majority. There is an argument that road charging in this manner would even be illegal under the human rights act as being tracked by cameras as you go about your business could invade your right to privacy.

Also it would be difficult to see who to charge under any scheme. Purely laying it on the registered keeper as responsible for the charge would be unfair, it should be the driver. But again having access to who was driving at the time is again a big invasion of privacy.

Another difficulty lies is cars with foreign registrations/diplomatic vehicles. How would these be charged and how could you enforce these charges. I believe the American Embassy is still refusing to pay the congestion charge.

If you have all this data about where vehicles are driving, how long before requests for information arrive from the police and other interested parties?

Also the difficulty is how you keep and store this huge influx of information. There would be a considerable amount of data being stored, as you are aware there is a power issue in a lot of areas due to data centres, I fail to see how adding to the load would help the environment.

There would be a marked increase in data processing and storage costs. There would also be a requirement for more staff and administrative costs. This is another burden being placed on the public purse. The role of the london assembly is to "develop and apply policies

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to promote and encourage safe, integrated, efficient and economic transport facilities and services to, from and within London.” I fail to see how road User charging fits into this role.

There would then be the privacy implications of keeping information on where anyone is going at any 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?

Road tax, fuel duty, vat on fuel and vehicle services should all be abolished if this is introduced. Also all car parking charges should be 0, for resident permits etc.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 there is any charging there should be full exemptions for

- those on benefits
- pensioners
- disabled
- essential workers (essential as described during pandemic, not limited to just “Key Workers”)
- Rescue/recovery vehicles
- Driving under the direction of emergency services
- Diversion routes
- Areas with limited public transport (either as destination or starting point or point in between)
- ANY day that industrial action affects any public transport in any way. If a one day strike causes issues over 2 days then both those days are exempt.
- ANY day there is no public transport available
- anyone visiting any of the following for any reason
 - NHS facility
 - healthcare facility
 - care home
 - court
 - Police station
 - government building or department or contractors of a government building or department
 - School
 - Nursery
 - Outdoor spaces

due to ambulance pressures people have to drive or get someone to drive them to hospital so a full exemption for any emergency journey

Exemptions should also apply to anyone delivering or working for any of the above exemptions eg (tradesmen)

There should also be monthly mileage allowance of at least 500 miles driving in the zone for non exempt driving, so that people can commute to work etc or plan their journeys around the limit.

Exemptions should be easy to apply for by anyone who needs them and automatically applied where possible.

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 the taxes I mentioned in question 8 were abolished for London residents first.

11. If distance-based road user charging was introduced, do 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 no more than they do now when you add up vehicle tax, fuel duty, vat on fuel and vehicle services and any Ulez and congestion charges.

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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)?

Full legally binding referendum is the only way for this to work in a democracy. The current ulez expansion had no electoral mandate, yet was introduced anyway.

13. How are other 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 have stated your goals is for people to use public transportation more. You need to improve public transport then people will use it more. Also transport strikes put people off using public transport as it is unreliable. Public transport can stop in London whenever the RMT wish to stop it. There should be better working with the unions to avoid strikes or some sort of plan to ensure that services are not impacted by strikes.

Kind Regards,

[personal information redacted for publication]

Road User Charging Consultation

Reference	RUC283
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To Whom it may Concern,

I came across this consultation via a friend. I am saddened that something that would have such a vast impact on the community at large has not been advertised more clearly, and this somewhat feels like a quick way to make more profit for those at the top?!

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

Not really, you already charge an extortionate amount in taxes and insurance, as well as tolls and parking and Petty fining.

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

Maybe just stop charging people for trying to live and focus on improving public transport which will encourage people to drive less (oh wait... that doesn't make you any money).

3. 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 because public transport isn't suitable or reliable.

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

Better public transportation systems.

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

This is a silly question, you already know it will be mainly cameras.

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

Now I agree, we need to tackle pollution and climate change. How about car manufacturers have to provide better cars with less emissions at affordable prices. Maybe there could be a government initiative there that might actually help 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?

They are best not set up at all. You are going to isolate many 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?

Have one charge, and then stop all the LTNs and congestion charge and remove road taxes and 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?

Written Evidence from Individuals: Part Two

Who knows. You won't listen and either way it will be unaffordable especially probably for those of us in the middle that will neither qualify for help, nor have the spare money to pay for these ridiculous money making schemes.

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 always London. Pick somewhere else to be your Guinea Pig!

11. If distance-based road user charging was introduced, do 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 remove all other road charges so we only pay one fee. This shouldn't be a cash cow!

12. Mayors and local authorities currently have powers to introduce new road charging 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 changes are hushed up and hurried through because the mayor is sneaky. This should be widely advertised/ televised so people are clearly made aware. All DVLA license holders should be sent a written / online consultation. I shouldn't find a dodgy YouTube video and poor PDF document online.

13. How are other 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, all governments are looking for profit, and don't actually have the best interests of the public at heart.

Kind Regards,

[personal information redacted for publication]

London Resident (although I shouldn't be as I live in Essex)

Low/ middle income earner that seems to always suffer the brunt of these issues as I don't qualify help, but don't earn enough to keep up with inflation and ridiculous charges that government think up daily and greedy energy suppliers.

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

Reference	RUC282
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Please see below the answers to your consultation questions: -

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

No. We have a flat fee road fund licence system where all vehicles (irrespective of how they are powered) pay a road fund licence fee. This fee is can either be paid all at once, monthly, or even for a period of up to six or twelve months. This allows the drivers of their cars a predictable contribution to road/highway maintenance. The ULEZ was specifically created to tackle poor air quality within the localised area of central London, proposals of expanding this out to areas in the outer boroughs that cannot demonstrate the same need should be scrapped.

Also, there is further legislation that by 2030, all new pure internal combustion engine (ICE) vehicles will be unavailable for sale in the UK (plugin hybrids will continue to be sold up to 2035) which reduces the air pollution by a substantial margin with wider Battery vehicle adoption. Within central London, there is also a congestion charge zone which has also been setup to tackle the most congested part of the city, this has a defined area which has clear signage to warn drivers that charges apply. These road charging systems have been in place for years where they are predictable and understood and provides the road user the choice of transportation that fits their needs. To reform charging systems in London or

Written Evidence from Individuals: Part Two

anywhere else in the UK would confuse matters further for the driver going about their day to day journeys.

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

Instead of proposing new systems that would introduce further penalties to drivers, amend the old systems, for example the daily charge stops at midnight, meaning someone who is visiting between 10pm and 2am pays twice, this should be changed to a rolling 24 hour period where a driver who has entered a chargeable zone within any 24 hour period pays once.

3. 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, caring responsibilities or for essential services. It would be unethical to ask someone to prove why they are making any journeys as this would constitute priority road use for specific journey types over others.

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

None, there is a structure for road pricing currently which is understood and predicable (road fund licence, fuel duty). There isn't a need for targets/KPIs to be created for this as it won't serve to tell you anything new about road usage. People use the roads; they have the freedom to do so if they pay their yearly road tax and pay more at the pumps when they driver further or more often.

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

People want less technology intruding in their lives whether it be around their movement or personal data etc,

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 on emissions, electric cars have been incentivised, but from 2025, even electric vehicles will pay some form of road 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?

We already have a road user charging at a national level, Vehicle Excise Duty 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.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 British public 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?

Written Evidence from Individuals: Part Two

No, there isn't a place in the UK where a trial is wanted nor needed that hasn't already been covered by road fund licence or fuel duty, switching to a distance-based road user charging isn't wanted by anyone

11. If distance-based road user charging was introduced, do 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 wants distance-based road user charging; they want to pay a flat fee which is predictable and affordable for their driving needs.

12. Mayors and local authorities currently have powers to introduce new road charging 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 schemes should be put to a local 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

The public 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

Call for evidence road user charging

Reference	RUC280
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In answer to your questions regarding new 'road user chargers '

Question 1 Absolutely not, we already have Ulez and inner city charges, plus toll roads and bridges. The threat of this and the cost of living is having such a negative impact on working class families.

Question 2 the only difference should be the retraction of the ULEZ zone out to the m25, nothing more than a money raising farce.

Question 3. Different charges for different journeys only shows how money oriented this is. Why should you pay more to get to work, visit relatives or anything else. I believe we already pay 'per mile' with the astronomical price of fuel and tax.

Question 4 always believed the targets of road tax and fuel duty was to keep our roads 'fit for purpose' ! They are now worse than ever, causing mass damage to vehicles and a danger to all.

Question 5

We DO NOT need anymore technology!!!

Question 6

Believe that was the purpose of Ulez ?

Written Evidence from Individuals: Part Two

Question 7 Don't we already have a national level charging scheme? Called road tax ?? And why are new cars now over a certain price taxed at £520 regardless of emissions ?? How is that related to any sort of Green Agenda ?

Question 8. It shouldn't be implemented at any cost. After the last three years people need the freedom to travel where they want without hinderance (as I believe it says on the first page of our passport)

Question 9. You cannot sell it us on 'discounts, awards or incentives' ... leave the motorist alone, leave the people alone. I / we have had enough, and can't see how the mayor of London has any jurisdiction outside the capital anyway ?

Question 10. London is already on trial with the ULEZ ! Please realise government are Civil Servants; and as such are there to serve the people. To do this without referendum surely is illegal? Sorry but an unadvertised, 8 week questionnaire does not constitute appropriate information or due diligence.

Question 11. Refer back to my earlier answers.... WE PAY ENOUGH !

Question 12 Any new rule, law or mandate should be put to the people. As stated before... CIVIL SERVANTS

QUESTION 13 Until we drive in other countries we shouldn't have to worry about their road charges. Again, these plans should in no way be brought in without referendum.

Regards

[personal information redacted for publication]

Proposal for 'Road User Charging'

Reference	RUC279
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Dear Sirs,

The plans outlined in Road User Charging consultation are worse than anything any Londoner could have dreamt of. Not only is it anti-democratic, it is against the interest of Londoners who want to live, work and enjoy London in a free and fair system. I do not believe it should be entertained as it has not been voted upon by Londoners.

By tracking and charging for every journey, it will introduce unwarranted oversight and intrusion on every action of every citizen.

By tracking and charging for every journey, it will make London unaffordable to its already beleaguered citizens who are suffering from the cost of living crisis.

By tracking and charging for every journey, no matter when its undertaken and for whatever its purpose, it is essentially anti-democracy and against the freedom of movement.

By tracking and charging for every movement, this scheme is basically insidious, nefarious and can be misused against the citizens in the future.

Please scrap this idea as it is against the interest of Londoners. Science used behind this idea is dubious at best and figures are unverified. I would urge abandoning this anti-people scheme.

Yours,

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Response To Road User Charging

Reference	RUC278
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1. Do the current road user charging systems in London require reform?

No. This is some scheme dreamt up on a bad premise, with little scientific facts to back it up. An attempt a social engineering and control. People have the right to freedom of movement and that includes using their cars or what ever mode of transport they choose.

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

The current road charging in London is excessive enough. There is no need for anything more. I would suggest reducing the level of road charging in London or risk killing off the city. I can see that people who can leave the city would. And those that would visit businesses in the city would think twice dur the excessive 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?

Freedom of travel is a basic human right. This question assumes that there should be charges for different types of journeys. I completely object to that premise.

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

I see nothing that these strategies and targeting of road users support. Except the mayoral coffers.

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

None. I do not agree to the premise of charging for road usage or for other modes of travel.

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

I don't believe it does. It's a complete misnomer that anything that is done in London affects climate change. Improving the road infrastructure will help with traffic. And current and future car technology will assist with air 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 a system called the road tax. It's a social experiment to attempt to set up restrictive practices on people's freedom of movement.

I think reducing the road tax on older vehicles is a great idea. The carbon used to make them in the first place is already used. Encouraging people to use what they already have is far better for the planet than scrapping older vehicles and using energy to create new cars. And don't get me started on the exploitation of the 3rd world peoples to mine metals for electric vehicle batteries. Where is the love for your fellow man and the planet there?

8. 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 agree with the premise of this question. I object to '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?

Written Evidence from Individuals: Part Two

I disagree with smarter road charging. Without it, there will be less need to put in special help for those on low incomes. You are creating the problem. Then veil over with some lame attempt at making us believe you are interested in helping those on low incomes.

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 should be chosen for a trial. Freedom of movement is a basic human right. Why are you trying to take it away?

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based
I disagree with distance-based road user charging.

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)?

Yes, before anything like this is introduced a local referendum should be held. Anything else is undemocratic.

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?

This is certainly sounding like a global conspiracy and what does achieving policy goals mean? You are making the assumption that there is something broken with the current system. I don't agree there is.

Yours faithfully,

[personal information redacted for publication]

Road user charge

Reference	RUC277
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1. Do the current road user charging systems in London require reform?

No they need scrapping altogether. It has always been about getting more money out of motorists. The only people of London it will affect are the poorer members of society. People who are better off will have the vehicle to avoid the charge or have the income to pay the charge.

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

Make them cheaper and have a cut off time say 2200 to 0700 so drivers aren't paying more than they need to

3. 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 Two

Drivers shouldn't have to pay to drive at all. Most journeys are not for pleasure but important to the individual even if it is going to the shop for milk. Drivers already pay enough through fuel duty and road tax of which the majority is not spent on the road network.

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

TfL has had enough money to make public transport a lot better than it is. If the Mayor wants more people to use public transport make it better without fleecing drivers again.

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

Non there are enough cameras and technologies that are monitoring the public as it is without having any more.

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

It couldn't. Stop making areas LTNs forcing traffic into an even smaller area. Again make public transport better and people will use 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?

Non of them. There are few benefits, apart from revenue raising and causing hardship for drivers, particularly now in a Conservative caused cost of living crisis.

8. 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 and current taxes and charges would ideally be reduced to help drivers out who need and rely on their vehicle.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 need to give discounts and exemptions it tells me you know how importantly people rely on their car. Everybody relies on their car for whatever reason they need to drive. Most people would say keep your discounts and exemptions.

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 all cities are unique and have their own transport issues. Whatever system is used in London does not make it suitable for all cities across the U.K.

11. If distance-based road user charging was introduced, do 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 shouldn't have to pay anything. Again drivers are charged enough in fuel duty and road tax.

Written Evidence from Individuals: Part Two

12. Mayors and local authorities currently have powers to introduce new road charging 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 am starting to believe that anything Government or a local authority wants to do should be put to referendum because the things that are being imposed on communities recently are not what people voted for and definitely not what a lot of 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?

I don't care what other countries and cities are doing. What bothers me is what is being imposed on our country and cities and the population. I think the Government is being dictated to by the WEF and this filters down to Local Authorities and Mayors. It's about time our leaders made a stand, unless they are benefitting from these dictats.

Road User Charging Consultation

Reference	RUC276
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Dear Scrutiny,

You have asked for responses to the following Key Questions:

Note: You have not defined "road user". I understand that this applies to cars and motorcycles (ICE and EV), bicycles (pedal and electric, private and hired), electric scooters (private and hired), all commercial and public transport, pedestrians etc?

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

A: No. The current Congestion Zone and daily charges have worked to date and although the central zone is still busy it has provided much revenue to its operators and to the Mayor's office, proving that central London is a wealthy place and that those that can afford to pay will continue to do so, while those who need to pay for work/business simply pass the additional cost to customers (the rest of us).

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

A: They will make no difference in that those who can pay will, those who need to travel for business will pass on the charge and those who cannot afford it will abandon London - this includes those who currently travel into the proposed zone for work and who will simply relocate elsewhere outside the proposed zone..

3. 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: They won't be without massive personal intrusion: "Why are you travelling?" "Where are you going?" "When are you going?". It'll be a minefield and those who are good at gaming the system will soon learn to do so - see Disabled Permit Badges.

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

A: None as far as I can see, beyond social control of individual mobility.

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

A: A chip in everybody's arm, personal tracking, facial recognition cameras, cameras everywhere.

Written Evidence from Individuals: Part Two

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

A: It will not assist with any of this - see the London Congestion Charge. It will simply make things more inconvenient and more expensive. And raise revenue for its operator and for the Mayor's office

7. Are road user charging schemes best 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: None of these. Regions have edges and all that will happen is that those boundaries will become more defined. If this scheme (or even the ULEZ Expansion) is adopted within the M25, the area within it will tend to become less attractive / competitive and will decline and the area outside it will tend to be seen as more attractive and will flourish. St Albans or Milton Keynes may become the new financial/law/business hubs. Why put up with the London hassle and added expense when Brighton/Bristol/Southampton are so much more convenient and attractive both for businesses and staff. WFH has demonstrated that - just look at the City rush hours 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?

A: None. Give everyone a break.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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: None. Give everyone a discount.

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. Greater London is too complex and not representative of the rest of the nation. Try the Highlands and Islands - see what they think of 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?

A: Londoners do not currently pay a distance-based charge and relatively few go into the Congestion Zone - so this question is non-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)?

A: Yes. Despite the powers vested in the Mayor, the introduction of something this sweeping and which will financially impact so many (8 million + the surrounding counties) requires a full public consultation, public debate and a referendum. It should not be implemented on the basis of a half-hearted consultation and the Mayor's nod.

13. How are other 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: C40 Cities - Climate Leadership Group of which the Mayor, Sadiq Khan, is chair. It is a self-appointed organisation of global 'city leaders' sponsored by the green industrial sector and its consultants. C40 Cities has a specific policy goals of halving car ownership, with a stretch target of zero car ownership.

The Mayor and his team will be well aware of how *"other cities and countries working on similar smarter road user charging ideas are faring"* as well as *"what alternatives are they looking at for achieving similar policy goals"*. They must discuss it at every meeting and summit (Copenhagen, Glasgow, Buenos Aires etc etc).

This questionnaire has all the flavour of a faux consultation regarding something that has already been decided. If the ULEZ Extension is implemented the hardware will be in place to enable the monitoring, control and monetizing of self-determined individual movement within the M25. Once installed it requires only a tweak of the software to change its parameters.

Written Evidence from Individuals: Part Two

The shame for democracy is that all of this being undertaken while the vast majority of Londoners are blissfully unaware of it or of its consequences and on the implementation of which they will have no say. The don't know it yet, but they are heading back to a time when only the wealthy and/or privileged could travel at will - and with the convenience of roads uncrowded by the little people and their dreadful little cars.

Yours in despair,
[personal information redacted for publication]

Road User Charging Consultation Form Response

Reference	RUC274
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Key Questions & Answers (All questions answered are relevant for myself and my experiences. Questions that have not been answered may have been included within other answers):

1. Do the current road user charging systems in London require reform? – Simply put, No. ULEZ and other current low emission and congestion charges already punish the people for getting through their day to day. Additional charging systems would only hurt the already struggling British people further. Let people be.

3. 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 vary depending on the reason for travel, everyone pays to drive in the form of VAT on fuel as well as road tax. If any, only a charge should apply for those coming within the city with a vehicle registered beyond the city.

4. What strategies and targets could smarter road user charging support? – Posing as less as a cash cow for TfL and for the investment of encouraging affordable cleaner modes of transport within the city so that people feel like they don't need to drive as much because there is a more convenient/better way of transportation. Stop punishing the working man for living.

5. What technology could be used to support smarter road user charging? – LESS technology to track and monitor people, technology is becoming more and more an invasion of privacy.

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 and traffic will remain unless a feasible, reliable and AFFORDABLE system is in place to encourage drivers to use these alternative. Air pollution within the city can be reduced by encouraging people to not use the tube due to the high level of air pollution found within the air. This scheme will have no effect regarding climate change, focus on the large amount of natural gas that the UK relies on to power our electrical grid.

7. Are road user charging schemes best 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 and ULEZ exist already, charging road users more than enough. I propose not at all, no benefits for everyday people but some for lining the pockets of the government for the everyday working man's graft. No one wants this system, nor do most know that this system is being proposed. Less government intervention and, if you must, pose a vote for where it is proposed for the people it effects to decide.

Written Evidence from Individuals: Part Two

8. *If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?* – Charges stay the same, pay the appropriate road tax for each specific vehicle depending on its environmental impact don't punish everyday people for the fuel needed before a real affordable alternative is available. There is nothing smart about 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, the results would not reflect the entirety of the nation unlike the current 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, local referendums and similar would absolutely be mandatory.

Many thanks,

[personal information redacted for publication]

Road User Charging - Call for Evidence

Reference	RUC273
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For the attention of the Transport Committee

I do not understand whether the aim is to meet nett zero by 2030, reduce congestion, reduce pollution by some measurable parameter(s), reduce traffic danger by some measurable parameter relating to, say, road accidents, replace the Congestion Charge, replace the ULEZ charge, improve health by some measurable parameter(s) relating to health benefits, raise money? Don't say all of these, we need definite answers with high degree of certainty.

If charging is by vehicle mile, will it be by vehicle mile, on a sliding scale relating to the existing travel zones as shown on public transport maps, with for example a higher charge in more central zones? Further will the charge vary with time of day?

If charging is by person mile based on GPS tracker on say a mobile phone how does the charge levied differentiate between different modes of transport eg car, bus, bike, walking?

If there is some combination of all these, future Satnav systems may be able to optimize on distance/time/zone/cost and the charge that my Satnav calculates might be different from the charge levied by the new charging system in which case I would reserve the right to appeal the difference in charge.

The Mayor's goal is to reduce traffic by 27%, based on a "clear calculation" (please could we see the calculation?) and he may go ahead with some scheme to achieve this regardless of evidence/comments submitted under this consultation.

How serious is the London Assembly in meeting climate change targets? How does this charging proposal reduce CO2 emissions? Surely CO2 emissions as well as NOx emissions can be reduced by ensuring the introduction of hydrogen fuel cell vehicles. Much of the energy consumed to produce power for electric cars involves the emission of CO2

Written Evidence from Individuals: Part Two

somewhere else whereas hydrogen can be generated from sea water by powered from wind turbines.

What plans exist to increase the number of hydrogen bus routes in London?

What plans exist to provide HGV hydrogen fill points in and around London bearing in mind that there is a movement (see gov.uk website) to convert the UK HGV fleet to hydrogen powered?

What plans exist to provide car and small van hydrogen fill points in and around London?

CO2 emissions in London are not limited to those from transport, which other CO2 emissions is the London Assembly considering eg emissions from natural gas consumers domestic and business?

These are my concerns/evidence.

[personal information redacted for publication]

road charging

Reference	RUC272
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from [personal information redacted for publication]

Dear sir or madam

Having narrowly escaped Nazism [I was born in 1945] I have no wish for myself or my children and grandchildren to live in a dystopian Orwellian society. Road charging was roundly rejected by the citizens of the UK 20 years ago when New Labour attempted to introduce it. The same applies today. The lies and frauds of the last 3 years have made it even more important to reject centralised control of the people of the UK.

NO to road charging and digital IDs and currencies.

Yours sincerely

[personal information redacted for publication]

Smart vehicle charges

Reference	RUC271
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To whom it may concern.

Questions 1-11

I do not believe that vehicle charging cleans the air

I believe that this is a Tax that hurts the working-class mostly

Most vehicle's will be electric or hydrogen in 10 -15 years

If you want net zero can you tell me when you are going to close the airports the biggest polluters in GB

Or are you going to be honest and tell the electorate what you are planning

Written Evidence from Individuals: Part Two

Question 12

Mayor's and local government

Should have to declare their intent to bring in charging zones ,LTNs before they are elected and not after

Or a referendum should be conducted

Question 13

Everyone across Europe including GB is in uproar at the unfair,unjust,Tax on the working-class that you are trying to introduce and you will feel the pain when the elections come round

[personal information redacted for publication]

The future of smart road user charging February 2023

Reference	RUC268
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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?

Abolish road charging of any kind. It has been proven not to work and penalises the ordinary, vulnerable and poor who cannot buy new 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?

Don't vary them, simply allow people to move around the capital as they wish.

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

It's a misguided policy, based upon data that has not been collected within the last two years. You are expanding the ULEZ charge, because you have proven it doesn't work and that dirty air doesn't stop at arbitrary boundaries.

It's Euro 6 diesels that have cleaned up London, not CC or ULEZ charges. Many modern vehicles expel cleaner air than enters the cars engine. However, their is no allowance made for this in the mayors flawed policy.

Kind Regards

Mike Spindle

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Consultation on Proposed New Road User Charging

Reference	RUC265
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To whom it may concern,

I very strongly object to any imposition of further charging to use roads and the impact it would bring on people trying to live their everyday lives.

The proposal is leading this country down the road to tyranny, no better than Russia. Ours is a democratic country and I am certain NONE of us voted for these proposals. Things like this must be subject to a longer consultation period and advertised extensively so that people at every level of life are able to question and discuss at village and town meetings attended by their local councillors, Assembly Members and Members of Parliament, followed by a national votenot the underhand way you are trying to slyly get it through!

So I say again NO! NO NO!

[personal information redacted for publication]

Call for Evidence: Consultation on the future of smart road user charging February 2023

Reference	RUC264
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Please find herewith my responses to your consultation:

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

Absolutely not. The existing ULEZ system is already costing far too much to Londoners and those who need to travel in and out of the metropolis

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

No new systems are needed, but existing ones must be improved - currently the ULEZ system charges twice if someone stays overnight in London. 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?

Nobody should be charged more than they are already paying to drive in London (road tax, fuel duty, parking costs etc.) and nobody should be financially penalised for driving to and from work, schools etc. To suggest such a thing is grossly undemocratic and discriminatory.

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

We do not need or want random strategies and targets imposed upon us. Let the public enjoy a good quality of life and freedom from stress instead.

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

We have more than enough technology imposing upon our lives. We do not need or want any more.

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

This is already being achieved through ULEZ and the use of electric vehicles. There is absolutely no need for further interference in the lives of the public.

7. Are road user charging schemes best 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 charging schemes which include road tax, MOTs, insurance and fuel duty. We do not need or want any further charging schemes whether national or regional.

Written Evidence from Individuals: Part Two

8. 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 mental health of the public is really the most important factor which government needs to be focussing on: we saw a massive rise in serious mental health problems throughout society during the "lockdown" periods in 2020 as a result of people not being allowed to socialise with family and friends. Further restrictions to travel would produce the same effect and this would be absolutely unacceptable.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 public do not want any form of road charging scheme. It is not needed or wanted and therefore is just an attempt to control us, which is authoritarian and anti-democratic.

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. The government needs to focus its interest on relevant matters like letting people live their own lives in the way they choose. It should not be dreaming up dystopian scenarios and trying to corral us into accepting them.

11. If distance-based road user charging was introduced, do 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 be charged any extra if they travel further than other people. We all already pay road tax, fuel duty, hefty insurance costs and parking charges. The very idea is preposterous.

12. Mayors and local authorities currently have powers to introduce new road charging 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 public must be consulted every time! There must be dissemination of all the details, we should be able to vote on every proposal and our policy must reflect the public's view. That is what democracy means. Not to do this would mean we were living in an authoritarian dictatorship and this would clash with our democratic British values.

13. How are other 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 must be given the opportunity to vote on such policies as should be standard in a democracy. Anything else would amount to dictatorship, which is something nobody in our country would ever support.

Regards

[personal information redacted for publication]

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. Anything else is a dictatorship

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 February 2023

Reference	RUC262
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1. Do the current road user charging systems in London require reform

No. We have the ULEZ which has already impacted people enough. Less regulation and better alternatives are needed. Instead of banning things, improve the alternatives

Written Evidence from Individuals: Part Two

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. The daily charge stops at midnight, meaning someone who is visiting between 10pm and 2am pays twice. Why cant the system start timing a 24hr slot from when the vehicle enters the zone?

3. 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. What more so we need?

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

How about making us all more prosperous and happy?

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

Less Technological intrusion, not more

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

ULEZ achieves this, as does VED. We are already taxed by 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?

NEITHER! I pay VED based on emissions, and i pay FUEL DUTY, with VAT on top.

8. 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 system we have is fine, it doesnt need changing.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 creation of a two or three tier society? No thank you. No discounts, no exceptions. The current system does not discriminate, so leave it alone!

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 not a sensible sceme. So 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?

everyone should not have to pay more, not just Londoners. There is a whole economy based around motoring. This is a ruinous policy for everyone involved in the motor trade, and its ruinous to motorists

Written Evidence from Individuals: Part Two

12. Mayors and local authorities currently have powers to introduce new road charging 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 live in a democratic country. A lengthy public consultation, and a referendum at least. These ill conceived, and ruinous schemes cannot be introduced on electoral mandate alone. Is this a dictatorship?

Road charging

Reference	RUC261
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Under no circumstances would it be acceptable to introduce road charging. Car users already pay per mile in effect through fuel taxes and adding yet more charges in this way would be utterly unfair. I honestly believe there would be massive civil disobedience if you attempted this.

[personal information redacted for publication]

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

Reference	RUC259
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21st February 2023

Firstly, All Londoners should have been notified of this call for evidence. It affects everyone. **Mayor's away from private car use towards more active travel and public transport.** Firstly we know the overall UN 2030 agenda is to have zero cars by 2050! So this smoke and mirror 'smarter' charging is just an expensive interlude and a waste of time of money towards that goal.

The Mayor's updated Transport Strategy has added more definition to plans for the future development of smarter road charging to:

"address the triple challenges of

Toxic air pollution - the air maybe toxic, but it's being caused by dimming or cloud seeding, not cars. London is something like 1300th on the list of the world's most polluted cities!

the climate emergency- there is no climate emergency, it's made up. See below.

Traffic congestion." - caused by ineffective road planning; including the creating unnecessary cycle lanes, and LTNS, and soon to be 15 minute cities, another absurd idea.

If the mayor wants cars off the road, he needs to improve public transport and make it inexpensive. I note you've not dealt with this in the 'research' at all. Yet I have visited **92**

Written Evidence from Individuals: Part Two

countries in the world, many of whom have **outstanding, reliable, frequent & cheap public transport**.

Further more:

Congestion has been growing in London, due to the reallocation of road space, population growth and a recent reversal of the longer-term decline in overall vehicle usage.

Road users are not responsible for these outcomes! Govt. is.

Re allocation of road space is determined by the London Mayor following his ridiculous policies, with the help of research modellers, highway & city planners, that determine things like cycle lanes and LTNs will help, when they cause congestion.

Traffic-related air pollution has remained consistently above legal limits, harming the health and wellbeing of all Londoners, particularly children.

This is simply not true, there has been one death only, attributed to air pollution in the last 20 years! As already stated we're 1300th on the world list of polluted cities.

Car dependency has led to a decline in physical activity and social connectivity.

No it hasn't. People do what they want. If they are inactive, it's by choice, and decline in social connectivity has likely been caused by social media. The now over zealous health and safety brigade has also helped to reduce kids activities in schools. City planners are removing parks and playgrounds for housing!

The number of people killed or seriously injured on London's roads remains high.

This may well be true but it isn't as high as it was before the introduction of seat belts.

Perhaps if many of the people driving in London, actually passed a test it would help. It should be mandatory for every non national arriving into the UK (if they are living here) to take driving lessons and a test. They must be able to read English, therefore the signs and understand the road rules. Ditto the same with cyclists, should have to take lessons and tests as car users do. BTW The new 'smart' motor ways I feel sure haven't help reduce this figure either, if ever there was a daft idea, this has to be the most hazardous idea imagined. Nowhere for cars to go when they break down, or if there is an accident. No hard shoulder. Does anyone ever do risk assessments or is it all guesswork?

The dominance of cars and other vehicles on London's roads blights the public realm and deters people from enjoying active lifestyles.

Should have thought of this before cramming everyone into London! However, part of the blight is now the number of car parks closed, even those by large London parks or outdoor spaces like wildlife reserves, and because of this net zero nonsense. Too many road restrictions, too much permit parking. I know, I live in a London borough that does this,

Very little of the driver taxation collected by central government is spent on London's roads, creating an imbalance between the relative financial contributions of drivers and public transport users to overall transportation system costs in London, as well as a poor-quality road network.

Then it's time the Mayor effectively lobbied the Govt instead of increasing taxes on road users.

The current charging scheme does not fully compensate for the negative impacts of vehicle usage, which harm the poorest and most vulnerable in society the most.

Who is being compensated? No one I suspect. What is the real meaning of this statement? it doesn't make sense.

New technologies and changing public attitudes now present an opportunity to replace the current patchwork of road user charging schemes with a more

Written Evidence from Individuals: Part Two

sophisticated system that captures the true cost of journeys. The following design principles should form the basis of such a scheme, which the report calls City Move. Don't like the sound of any of this dystopian plan. Journey verification and mobility credits, no I don't think so. I live in the UK not China.

Our modelling shows that if drivers on the most congested roads are charged the equivalent of a cup of coffee or a bus ticket, emissions and air pollution could be reduced by up to a fifth. - I didn't see any evidence of this statement?

We believe, in short, that the approach we set out would be better for the driver – simpler, smarter, fairer – and better for the city – healthier, greener, and more efficient.

So you **believe**, but you don't **know**? Because, you haven't asked any Londoners what they want. Research should always be with the customer/user/receiver. Not some model on a computer.

More of us are concerned about air pollution and road safety. Fewer of us own cars and those that do are driving less. Developers report that both residents and workers are placing greater value on local quality of place; they want wider pavements and more green leisure spaces. Many of us are using smartphone apps to find our way around the city, make transport choices and pay for them, and we have become used to the principles of congestion and pollution charges and 'surge pricing'.

You provide absolutely no evidence of any of this, it appears to be an assumption. I was concerned about road safety in the 50/60/70's I never think about it now. I don't think about air pollution, and when I do it's in the context of the 'spraying' I see every day of this 'dimming or cloud seeding' that is going on, and when it rains, whatever the chemicals are coming down, are now killing the plants and trees - this is not car pollution. Have you noticed?

Londoners' transport habits have been changing, and we are travelling less for both work and leisure. Technological innovation has enabled more remote and flexible working, while online retail and entertainment enable goods to be delivered to people's doorsteps.

This being the case then, why bother with road user charging at all?

On that measure, London now ranks as the sixth most congested city in the world and the most congested in Western Europe. The problem is particularly pronounced in central London.

This is about poor planning, not road users. One way systems introduced, LTNS, bus lanes, cycle lanes, too many traffic lights or they are not in the right place or not timed efficiently, on and on...this is caused by highway/city planning. I actually believe the people who plan some of the routes, have never driven!

In London, air pollution is responsible for 141,000 life years lost annually, as well as over 3,400 hospital admissions, and costs the economy an estimated £3.7 billion a year.

If this is true...I'd like the proof, and I'd like you to find out what all these planes are spraying in the atmosphere, you know the ones the Govt. pretend isn't happening.

Car owners in London are half as likely to undertake the government's recommended 30 minutes of activity a day than those who do not own cars.

Says who? Where's the evidence? Perhaps Govt. ministers need to lead by example, they can't walk from NO 10 - Parliament! People who don't own cars have to walk more.

Currently only an average of 16 per cent of travel time in London is spent walking or cycling.

Written Evidence from Individuals: Part Two

How do you know? Where's the evidence?

Yet, nearly half of car trips made by London's residents could be cycled in around 10 minutes and more than a third of them could be walked in under 25 minutes.

Sounds ominously like a 15 minute city is underway!

While London's roads have got safer, 3,750 people were seriously injured and 131 people killed in collisions on our roads in 2017, with vulnerable road users (pedestrians, cyclists and motorcyclists) comprising the vast majority of casualties. This is a level of harm that would never be tolerated in other areas of life.

This is certainly not true, have you seen how many have died or been injured by the recent Covid jab, now medical health disaster?

Leading developers invest heavily in creating an attractive, car-free or car-light public realm, because they understand that this is what businesses, shoppers and residents want.

NO, they don't, because they don't ask anyone. In my London borough, actually at the end of my road, a new development of 850 flats will be built, with only 130 car parking spaces but a 1000 cycle racks, when I asked why?, I was told and this is a direct quote from the Project Manager... "It's government policy, no developer is allowed to offer car parking spaces for every flat. In fact, people who live in these flats will not be 'permitted' to own cars, nor will they be 'allowed' to get parking permits if they live at this address, & this is true of every development anywhere in the country". Very China!

However, TfL's budget has come under increasing pressure, from cuts to government grants, falling fare revenues (due to declining usage) and the delay in opening Crossrail.

Agreed there will have been falling revenue due to the ridiculous response to the pandemic, but the rest is down the Mayor's inept handling of the budget, and his ever increasing expenses on things like over paid personnel, moving from City Hall, and his love of self serving PR campaigns, and spending money on doing things that are not his job. Ditto, Crossrail over budget and still not fully open, last September it was 3.5 years late and at least £4bn over-budget!

Economists and environmentalists have long made the case for the principle of charging drivers for the use of roads.

As I stated, no one asks the road users. No one ever challenges the Govt about their spending of the road funds on things other than roads. It's wrong, and road users should not be 'taxed' again because of it. BTW I expect all these economists and environmentalists drive too.

As more and more evidence of the health impacts of pollution has emerged, concerns have grown among the general public.

I doubt it has, only that which the Govt's & Mayors ongoing propaganda makes them believe, just like the fear mongering about net zero & climate change claptrap. There's plenty of proper scientific evidence that proves there's no climate crisis.

In London, more than half of residents believe that their health has been impacted by air pollution, while the proportion of Londoners who said they had suffered symptoms from poor air quality increased from 54 per cent in 2016 to 67 per cent in 2018.

More likely the dimming/cloud seeding than ever car pollution.

A 2016 survey found that 50 per cent of Londoners supported (and only 20 per cent opposed) charging based on how much you drive (for instance per mile, or per hour) as an alternative to the flat Congestion Charge, and 60 per cent agreed that

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introducing a mileage or time-based charge in congested parts of the road network in London would be fairer (13 per cent disagree).

Why is it, I'm never asked to participate in any such surveys, who does them? How many people were actually surveyed?. I've lived in London my entire life, even survived the pea soupers of the 50's, now that was toxic air, where you couldn't see your hand in front of your face.

A new user platform

The multimodal account should be individual, rather than attached to vehicles. NO, no, no.

We recognise that some users may be concerned about the privacy implications of linking GPS tracking to a personal account. However, most consumers now use a variety of GPS-enabled smartphone applications, and countless private companies are already collecting such data with user permissions. People also tend to trust public authorities such as TfL Incorrect. I don't trust any Govt minister or department, and after this Covid debacle it's unlikely many will ever trust Govt. again.

The multimodal user platform could also create a system of Mobility Credits – credit that can be used to pay for a number of travel options, including public transport, bike hires, car clubs, private hire, etc. as well as road user charges.

As I thought...more control. China already has a social credit system (includes transport). Too authoritarian.

Upgrade GPS accuracy and 5G network connectivity. Before implementing the scheme, TfL needs to ensure that there is sufficient coverage and capacity within the satellite networks and the 5G connectivity required for operating the system – across the areas that the scheme covers in any given period of time.

Now to the crux of the matter of health and safety. So this whole charging idea is to **reduce air pollution** for the 'benefit' of the **public's health** and yet you will be recommending the Mayor use **something more damaging to the public's health?** This doesn't sound like any kind of benefit.

In order to do this entire scheme requires that Govt has **5g networks** across the entire country, not just London. YET this same govt. has done **no review of the dangers of electromagnetic fields (EMFs).**

Added to this, earlier **this month** Michael Mansfield QC lead a team of barristers in a judicial review hearing **contesting the manner in which 5G technology is being introduced throughout the UK.**

They are questioning:

1. The failure to provide adequate or effective information to the public about the risks of 5G, and how it might be possible for individuals to avoid or minimise such risks;
2. The failure to provide adequate and sufficient reasons for not establishing a process to investigate and establish possible risks to health;
3. The failure to consider evidence which points to adverse effects on health;
4. The failure to meet the standards of transparency and openness required of a public body.

Emeritus Professor Pall not only lists more than 170 peer-reviewed studies illustrating the eight distinct types of harm in question; in addition, he tackles the charge that there is no mechanism which would account for these diverse harms, offering persuasive evidence that

Written Evidence from Individuals: Part Two

they are all related to the activation of 'voltage-gated calcium channels in the cell, allowing calcium ions (Ca²⁺) to flow into the cell'. Pall's warning regarding the non-thermal health effects of microwave frequency EMFs is backed up by no fewer than 258 EMF scientists from 44 nations, plus 15 scientists from 11 supporting nations, who are petitioning the UN on behalf of the public for 'Protection from Non-ionizing Electromagnetic Field Exposure'. Needless to say it's falling on deaf ears because it doesn't suit the UN2030 agenda.

What we need is a proper investigation into the harms, and protection against the effects, of the EMF technologies which, in the opinion of Professor Pall and the signatories of the petition to the UN, are already undermining the health and the reproductive ability of ourselves and our families.

So, not only should **the public be asked** about this new road charging scheme, they need to be informed about whether the so called **air pollution and made up climate crisis, is more or less risky than being zapped every day by 5G!**

What a surprise. Lots of research no true investigation on real health matters.

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? No difference, unless you make them 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? It shouldn't be any difference. Whole thing should be scrapped.
4. What strategies and targets could smarter road user charging support? The only purpose to charge for the use of the road is to repair and maintain it, which is already, (supposedly) done via road taxation and fuel duty. Neither of which get used for maintaining roads, which is why they are in a dreadful state. The Mayor needs to make a better case and lobby the Govt. for the funds already collected instead of inventing a new charging system. A new tax.
5. What technology could be used to support smarter road user charging? None. Already have existing systems in place, if it's not broke don't fix it!
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? The 'smarter road user' won't be in charge of the policy, so it's a senseless question.

The current problem with 'traffic' is the people who plan the roads, then use the road for other purposes like unnecessary cycle lanes, when aside from perhaps in a few areas of central London, these lanes are not used. So they serve absolutely no purpose.

In my borough the few people that cycle, still ride on the pavements! Air pollution likely comes from the constant dimming, or cloud seeding that goes on virtually every day now, that the UK Government, refuses to admit they are doing. Spend more time looking up, see for yourself.

Climate is the only constant, the climate has always changed, will forever change, man cannot control it, and the current crisis known as 'climate change' was made up by Maurice Strong at the UN. "To this day, global climate policy is still shaped by the agenda of Maurice Strong, a Canadian multimillionaire." He was Secretary General of the first United Nations Conference on the Environment and Population in 1972, President of the Rockefeller Foundation, head of the World Bank, head of the United Nations Environmental Program, a member of the Foundation Board of the World Economic Forum and a committed socialist and globalist. In 1990 a Canadian reporter, Daniel Wood, interviewed Strong. Strong's

Written Evidence from Individuals: Part Two

remarks included: "Isn't the only hope for the planet that the industrialised civilizations collapse? Isn't it our responsibility to bring that about?"

Well, just look at where we are now, the UN 2030 in the making!

7, Are road user charging schemes best 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 up with the democratic inclusion of the people who use them and the Mayor intends to charge, whether it is city, regional or national. Since the existing one isn't broken, meaning the road tax and fuel duty already charged, why start anything new at all, smart or otherwise?

8, 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, it's unnecessary, just duplicating a system that is in place. Nothing wrong with the existing tax system, if the money collected is actually used for the roads & maintenance, but the woefully inept Govt. uses the funding elsewhere. We need to fix the real problem which is the Govt. and the people that run it, & their policies. You're proposing a solution to a problem that doesn't exist. Unless of course the goal is control.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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'd like to see the entire idea scrapped, so the money wasted on creating it, when it's unnecessary, could be given to all these groups you mention for better infrastructure and inexpensive, reliable, frequent public transport services.

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 Govt. mis manages the current tax payers money, we should get that fixed instead of more charging! Smaller Govt. & less quangos. Reduced spending and wastage. Look at the source of the problem for the lack of funding for roads and so called air pollution, not tax more so they waste 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? I don't think there should be distance-based charging at all, anywhere, and especially 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)? It's the only thing I agree with, there should be a referendum on this entire green/net zero/carbon/ call it what you will and for this road charging policy. It's complete nonsense.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? Of the roads, I have driven on that require a toll most are already in countries where people are used to paying or being taxed for everything they buy...the USA is a prime example. I saw in the research you cited Florida and California and their charging. Firstly, their highways are much larger, and better maintained. In Florida specifically, there's no personal taxation but they have state and sales tax, so people are used to 'paying tax' for what they purchase. Only a few of the highways are toll roads, and since I drove many of them, I would find that the heavier traffic always on the roads where charges weren't applied. California roads are busy, and the car pooling and sharing and toll roads makes no difference to the smog you still see across LA, because charging hasn't reduce car usage at all.

Ends.

Written Evidence from Individuals: Part Two

Road Pricing

Reference	RUC258
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Hi!

No, the current system does not need reform, I pay road tax. I drive only when I need to because TfL are frankly not fit for purpose. This will further hurt small businesses. Unless someone is suggesting that roofers and glaziers can use buses.

People who need to use cars are already being penalised by TfL, the 15 minute city plan which will make us choose between our jobs, our relatives and trips to the country are draconian enough without further curtailment of our freedoms.

[personal information redacted for publication]

Fwd: Smart Road Charging

Reference	RUC256
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Dear Sir / Madam,

I am writing in protest at the idea that the London Assembly is considering introducing technologies that will allow the tracking of my car for road charging purposes. The implications of smart road charging are enormous for personal privacy. I do not want the state to know where I am going every time I get in my car.

Where is the proper open public consultation on this? Why is this consultation closing so quickly by the 10th March 2023? Once again decisions and reports are being pushed through with no proper public debate. I would like to know who I can contact on this to make sure my opposition is clearly understood.

As a lifelong Londoner I am fed up with this constant car war on normal people by the Mayors' office and local authorities. This is yet again another step in the wrong direction.

[Road User Charging - Call for Evidence 0.pdf \(london.gov.uk\)](#)

Regards

[personal information redacted for publication]

Feedback

Reference	RUC255
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Key questions

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

NO, they should be removed altogether and they are based on flawed and unproven assumptions

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

Simply abandon all user charges for using roads that our taxes pay for,

Written Evidence from Individuals: Part Two

3. 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 potential charging systems need to be withdrawn regardless of type of travel

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

We do not need strategies that threaten individual choice decided by unelected committees that seek to limit personal freedom and impose restrictions that are against the principles of life in a democracy. To try to implement any version of these plans risks widespread public discontent that will boil over into civil unrest

I will stop here and just finish off by saying that changes of this magnitude MUST be put to the public as a whole and a national campaign similar to Brexit should be put in place.

To decide the future of our country and generations to come this cannot be decided by individuals who clearly have an ulterior motive. Whatever that agenda is, it wont end well.

[personal information redacted for publication]

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

Reference	RUC251
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Hi there.

I hope you are well.

As a summary point before I move on to the questions:

There should be NO new charges imposed on Londoners or anyone else for that matter.

There should be NO restrictions of private vehicle use - and all current restrictions should be removed.

This includes the scrapping of the ULEZ expansion - which was overwhelmingly opposed in consultation, despite 5,000 votes not being counted - which is unbelievably dodgy - & all LTNs, 15 minute cities etc etc etc, scrapped immediately.

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?

- They should be removed and people allowed to go about their business without being penalised.

3. 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. How would this enforced? Yet more surveillance? No.

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

The quicker they're removed - the better. This could be the target - how fast could it be achieved.

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

-Absolutely none.

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 a complete red herring - what difference will it make with the amount of coal power stations being built elsewhere? Absolutely none. It's virtue signalling gone mad.

- Air pollution - well what's the point of the push for electric cars then? The air quality is the best it has ever been and gets continually better.

Written Evidence from Individuals: Part Two

7. Are road user charging schemes best 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.

8. 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 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?

- Just scrap the idea.

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

- And what would the purpose of that be? To stop people travelling long distances?

11. If distance-based road user charging was introduced, do 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 never 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)?

- Yes, 100%. Local referendums in every case.

13. How are other 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 need to forget about these crazy ideological ideas.

Kind regards.

Road user charging

Reference	RUC249
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Response to key questions for proposed Road user charging.

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

No. ULEZ has made a significant impact upon the people already, more charges would create more problems for the people ie stress due to financial difficulties.

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

There are improvements which should be addressed first before any new systems.

Daily charges should stop at 12 midnight to avoid 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?

The people already pay fuel duty and Road tax !

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

The peoples happiness is far more important.

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

Technology is already far too intrusive already.

Written Evidence from Individuals: Part Two

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

ULEZ is already doing this, there are now more electric cars, cycling, emissions tax is enough, 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?

Road Tax and Fuel duty is already too expensive without any other 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?

It should not be introduced! The people are already struggling with motoring costs as well as many other things!

9) What discount and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 any other road charging schemes.

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

No, nowhere needs or wants this, let the people move freely and happily !

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?

They would pay more, far 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) ?

Any new proposed schemes as such should ALWAYS be put out there in public (not just online) for the people to have their say and make their own choice.

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 ?

Give the people the chance to vote on these policies, then the chance to vote on the road charging scheme, this is how it should always be and always have been !

Road User Charging Consultation Answers.

Reference	RUC248
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Dear Sir/ Madam,

this is my enclosed evidence/ response to the Road User Charging consultation:

QUESTION:

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

ANSWER:

No. Ulez is already in place and impacting people enough without even more charging.

We do not want or need any further charges on motorists to be able to work or carry out their daily requirements/ duties.

Written Evidence from Individuals: Part Two

There has been a pandemic and currently a cost of living crisis. People are faced with ever increasing taxes and bills to pay, which has resulted in more poverty and hardship. For these very reasons, this is most definitely the wrong time for more charges, regulation and monitoring.

People need a chance to recover from all of this.

QUESTION:

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

ANSWER:

Instead of improving any new charging systems, changes should be made to the existing ones.

A prime example- Charges should not be made from midnight to midnight but for the 12 hours from when the charging actually starts.

People who enter London before midnight and leave after midnight are charged twice. This is unfair and needs to change.

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?

ANSWER:

One should not have to pay extra for any of these, travelling to work, caring responsibilities or for essential services.

People already pay fuel duty which is cost per mile, as one pays more if they drive more.

People are already struggling as it is without even more charges forced on them.

QUESTION:

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

ANSWER:

Instead of further targets, we should be concentrating on the health, safety and prosperity of our nation at this critical moment in time.

QUESTION:

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

ANSWER:

None. People do not want technology to interfere with their lives, they should have the freedom to choose which technology they want or need.

QUESTION:

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

ANSWER:

ULEZ is already in place to do this. There is no need for any more, enough is enough.

People have been given the incentive to buy electric cars, and we are already taxed on VED emissions.

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?

ANSWER:

We already pay road tax and fuel duty, which is road user charging at a national level. There is no need, not do we want to pay any more tax.

Written Evidence from Individuals: Part Two

It would instead be more beneficial to reduce the tax on older cars, which still have a lot of life left in them and have paid taxes for longer, which is common sense and much more fair. Building new cars is not saving our planet's carbon resources, especially when it comes to electric ones and scrapping older cars when they can still be driven for many years is adding to this problem.

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?

ANSWER:

It shouldn't be changed. I reiterate once again that there should not be any change and the focus should be on the health, safety and prosperity of our nation, not making it impossible for people to work, visit family members, get to hospital appointments etc.

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 to work, or people who live in areas with low levels of public transport?

ANSWER:

We, the people of the UK, do not want ANY road charging schemes. We pay enough already to drive.

ULEZ has been implemented by our London Mayor Sadiq Khan, who uses a convoy of cars just to walk his one dog. He doesn't even walk his dog locally on his own nearby common, a distance he could walk to and as he expects everyone else to do. Instead he and his entourage drive many extra miles to use parks elsewhere.

If we are all to be limited with our driving, then surely the very person who is promoting ULEZ should be setting an example, not one rule for him and another for everyone else.

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?

ANSWER:

No. Nowhere would be sensible for a trial.

It would cause deprivatization and poverty and make our current economic, health and safety situation even worse.

People should be left alone and free to get on with their lives.

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?

ANSWER:

We do not want road user charging in London full stop. They should not have to pay to drive at all.

They would obviously end up paying more if it was introduced, London is always targeted to pay more in most things.

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)?

ANSWER:

Written Evidence from Individuals: Part Two

We are a democratic country and all of these schemes should be put to public vote. Anything else would be the work of a dictatorship.

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?

ANSWER:

We the people of the UK did not have any say at all on policy goals.

Give the people a chance to vote on the policy as well as the road charging scheme. The alternative is dictatorship.

We live in the UK, so it is not our business to comment on what happens in other countries. It is for them to decide how they want to implement their own ideas, policies and laws for their own people.

Regards,

[personal information redacted for publication]

Road User Charging Consultation Answers.

Reference	RUC247
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Dear Sir/ Madam,

this is my enclosed evidence/ response to the Road User Charging consultation:

QUESTION:

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

ANSWER:

No. Ulez is already in place and impacting people enough without even more charging.

We do not want or need any further charges on motorists to be able to work or carry out their daily requirements/ duties.

There has been a pandemic and currently a cost of living crisis. People are faced with ever increasing taxes and bills to pay, which has resulted in more poverty and hardship. For these very reasons, this is most definitely the wrong time for more charges, regulation and monitoring.

People need a chance to recover from all of this.

QUESTION:

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

ANSWER:

Instead of improving any new charging systems, changes should be made to the existing ones.

A prime example- Charges should not be made from midnight to midnight but for the 12 hours from when the charging actually starts.

People who enter London before midnight and leave after midnight are charged twice. This is unfair and needs to change.

Written Evidence from Individuals: Part Two

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?

ANSWER:

One should not have to pay extra for any of these, travelling to work, caring responsibilities or for essential services.

People already pay fuel duty which is cost per mile, as one pays more if they drive more. People are already struggling as it is without even more charges forced on them.

QUESTION:

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

ANSWER:

Instead of further targets, we should be concentrating on the health, safety and prosperity of our nation at this critical moment in time.

QUESTION:

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

ANSWER:

None. People do not want technology to interfere with their lives, they should have the freedom to choose which technology they want or need.

QUESTION:

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

ANSWER:

ULEZ is already in place to do this. There is no need for any more, enough is enough. People have been given the incentive to buy electric cars, and we are already taxed on VED emissions.

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?

ANSWER:

We already pay road tax and fuel duty, which is road user charging at a national level. There is no need, not do we want to pay any more tax.

It would instead be more beneficial to reduce the tax on older cars, which still have a lot of life left in them and have paid taxes for longer, which is common sense and much more fair.

Written Evidence from Individuals: Part Two

Building new cars is not saving our planet's carbon resources, especially when it comes to electric ones and scrapping older cars when they can still be driven for many years is adding to this problem.

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?

ANSWER:

It shouldn't be changed. I reiterate once again that there should not be any change and the focus should be on the health, safety and prosperity of our nation, not making it impossible for people to work, visit family members, get to hospital appointments etc.

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 to work, or people who live in areas with low levels of public transport?

ANSWER:

We, the people of the UK, do not want ANY road charging schemes. We pay enough already to drive.

ULEZ has been implemented by our London Mayor Sadiq Khan, who uses a convoy of cars just to walk his one dog. He doesn't even walk his dog locally on his own nearby common, a distance he could walk to and as he expects everyone else to do. Instead he and his entourage drive many extra miles to use parks elsewhere.

If we are all to be limited with our driving, then surely the very person who is promoting ULEZ should be setting an example, not one rule for him and another for everyone else.

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?

ANSWER:

No. Nowhere would be sensible for a trial.

It would cause devaluation and poverty and make our current economic, health and safety situation even worse.

People should be left alone and free to get on with their lives.

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?

ANSWER:

Written Evidence from Individuals: Part Two

We do not want road user charging in London full stop. They should not have to pay to drive at all.

They would obviously end up paying more if it was introduced, London is always targeted to pay more in most things.

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)?

ANSWER:

We are a democratic country and all of these schemes should be put to public vote. Anything else would be the work of a dictatorship.

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?

ANSWER:

We the people of the UK did not have any say at all on policy goals.

Give the people a chance to vote on the policy as well as the road charging scheme. The alternative is dictatorship.

We live in the UK, so it is not our business to comment on what happens in other countries. It is for them to decide how they want to implement their own ideas, policies and laws for their own people.

Road user charges

Reference	RUC246
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Dear sir/madam,

In my view all these schemes (ULEZ, LTN and now this proposed road charging) are really the wrong way to try and get people to stop using the car.

First of all, with these sweeping measures you will disadvantage a substantial number of people. It won't work for all.

Secondly, in my opinion you would be much better to create an environment where people would want to use alternative modes of transport. Create 'village neighbourhoods' and more people will enjoy walking to the shops. Create excellent, safe, clean, affordable and frequent public transport and people will use it.

And people will be happy doing so.

What you are doing is creating a lot of disgruntlement, asking people to pay for something that is already paid for in road taxes and restricting people's freedoms.

Listen to the people, have a debate.

Kind regards

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Road User Charging Evidence/ Response

Reference	RUC245
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Dear Sir/ Madam,

this is my enclosed evidence/ response to the Road User Charging consultation:

QUESTION:

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

ANSWER:

No. Ulez is already in place and impacting people enough without even more charging.

We do not want or need any further charges on motorists to be able to work or carry out their daily requirements/ duties.

There has been a pandemic and currently a cost of living crisis. People are faced with ever increasing taxes and bills to pay, which has resulted in more poverty and hardship. For these very reasons, this is most definitely the wrong time for more charges, regulation and monitoring.

People need a chance to recover from all of this.

QUESTION:

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

ANSWER:

Instead of improving any new charging systems, changes should be made to the existing ones.

A prime example- Charges should not be made from midnight to midnight but for the 12 hours from when the charging actually starts.

People who enter London before midnight and leave after midnight are charged twice. This is unfair and needs to change.

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?

ANSWER:

One should not have to pay extra for any of these, travelling to work, caring responsibilities or for essential services.

People already pay fuel duty which is cost per mile, as one pays more if they drive more.

People are already struggling as it is without even more charges forced on them.

QUESTION:

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

ANSWER:

Instead of further targets, we should be concentrating on the health, safety and prosperity of our nation at this critical moment in time.

QUESTION:

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

Written Evidence from Individuals: Part Two

ANSWER:

None. People do not want technology to interfere with their lives, they should have the freedom to choose which technology they want or need.

QUESTION:

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

ANSWER:

ULEZ is already in place to do this. There is no need for any more, enough is enough. People have been given the incentive to buy electric cars, and we are already taxed on VED emissions.

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?

ANSWER:

We already pay road tax and fuel duty, which is road user charging at a national level. There is no need, not do we want to pay any more tax. It would instead be more beneficial to reduce the tax on older cars, which still have a lot of life left in them and have paid taxes for longer, which is common sense and much more fair. Building new cars is not saving our planet's carbon resources, especially when it comes to electric ones and scrapping older cars when they can still be driven for many years is adding to this problem.

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?

ANSWER:

It shouldn't be changed. I reiterate once again that there should not be any change and the focus should be on the health, safety and prosperity of our nation, not making it impossible for people to work, visit family members, get to hospital appointments etc.

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 to work, or people who live in areas with low levels of public transport?

ANSWER:

We, the people of the UK, do not want ANY road charging schemes. We pay enough already to drive.

ULEZ has been implemented by our London Mayor Sadiq Khan, who uses a convoy of cars just to walk his one dog. He doesn't even walk his dog locally on his own nearby common, a distance he could walk to and as he expects everyone else to do. Instead he and his entourage drive many extra miles to use parks elsewhere.

If we are all to be limited with our driving, then surely the very person who is promoting ULEZ should be setting an example, not one rule for him and another for everyone else.

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?

ANSWER:

Written Evidence from Individuals: Part Two

No. Nowhere would be sensible for a trial.

It would cause deprivatation and poverty and make our current economic, health and safety situation even worse.

People should be left alone and free to get on with their lives.

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?

ANSWER:

We do not want road user charging in London full stop. They should not have to pay to drive at all.

They would obviously end up paying more if it was introduced, London is always targeted to pay more in most things.

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)?

ANSWER:

We are a democratic country and all of these schemes should be put to public vote. Anything else would be the work of a dictatorship.

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?

ANSWER:

We the people of the UK did not have any say at all on policy goals.

Give the people a chance to vote on the policy as well as the road charging scheme. The alternative is dictatorship.

We live in the UK, so it is not our business to comment on what happens in other countries. It is for them to decide how they want to implement their own ideas, policies and laws for their own people.

[No subject]

Reference	RUC244
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As a tax paying long time resident of Kingston upon Thames, I do not consent to ULEZ, LTNs, smart road user charging, the further destruction through mass over development, conforming to government policies and the endless amount of special interest groups policies that directly infringe on the freedoms and civil rights of its residents. Needless to say, we all know there is no such thing as democracy and no doubt this consultation will come back as overwhelmingly in favour of. (a la the London Mayors survey for ULEZ). However, I do have hope that the good, honest and true men and women will prevail. The Seven Principles of Public Life (also known as the Nolan Principles) apply to anyone who works as a public office-holder. This includes all those who are elected or appointed to public office, nationally and locally, and all people appointed to work in the Civil Service, local government, the police, courts and probation services, non-departmental public bodies (NDPBs), and in the health, education, social and care services. All public office-holders are both servants of the public and stewards of public resources. The principles also apply to all those in other sectors delivering public services.

Written Evidence from Individuals: Part Two

Resident of Kingston upon Thames

Road user charging

Reference	RUC243
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1. Do the current road user charging systems in London require reform?

No. We have ULEZ which has already impacted people enough. There must be NO MORE CHARGING MOTORISTS TO GO ABOUT THEIR DAY. Day to day existence is stressful as is and a struggle to make ends meet 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 driving applied in London?

Instead of looking at new systems, adjust the existing systems. The daily charge stops at midnight, meaning someone who is visiting between 10pm and 2am pays twice. Put that right 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 whatever the reason 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.

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

Why don't we look at the general wellbeing of the nation instead of introducing suspect targets?

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

We are being turned into robots working for the state, being computer controlled in all aspects of our lives, less charging not more or smarter 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. Why should motorists living in ULEZ's be extra financially burdened to pay for China and India's pollution? 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 as a national system, and what benefits or difficulties would you expect with either approach?

The government are already raking in billions via road tax, fuel duty, VAT on tyres, oil, servicing, insurance, breakdown cover, MOT's, vehicle repairs, all revenue into the treasury.

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

how should the current taxes and charges be changed?

Car ownership is a necessity in the majority of peoples lives. Getting to an essential appointment

Via public transport doubles or triples the time travelling. Stop penalising car owners. Smart charging

Is an excuse to feed the treasury.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 Two

These questions keep putting forward smart road tax/charges as a plus, to help the working masses

pay less to commute. The opposite is the case, tell the truth, cut the 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. this smart tax scheme is a non-starter, I don't believe anyone wants it in their 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?

Londoners who drive would all pay more. This is just a scam.

12. Mayors and local authorities currently have powers to introduce new road charging 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.

13. How are other 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 UK has the lowest carbon emissions in the world. Leave things as they are, they are working.

The future of smart road user charging

Reference	RUC242
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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?
It will cause a lot of stress to poorer people who already have enough to deal with
3. 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 be, people should be able to go to work, visit a friend/relative, go to the park or whatever and not have to input the reason into an app. Its the next thing to being microchipped
4. What strategies and targets could smarter road user charging support?
It could gather vast amounts of data which can be sold on to the highest bidder
5. What technology could be used to support smarter road user charging?
There's enough tech already in our cities
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
We're already charged enough via ved and fuel tax on fuel use.
7. Are road user charging schemes best 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 called VED, any local extra charges penalise free movement, if there's a reliable public transport system which people can use anonymously then the wellbeing and mental health of the public will be greatly improved'
8. 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 Two

It shouldn't replace any existing taxes, we already pay way more than we should, VED is used for many things other than maintaining the 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?

I don't want any new kind of charge/mile scheme of any kind. This is already in place, the more I drive the more I pay in fuel duty. I'll avoid city centres or use 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.

I don't want a trial anywhere, it'll be fixed anyway if it did get trialled.

11. If distance-based road user charging was introduced, do 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 approve of any distance based charging, it's a way of restricting free movement, lockdowns proved that staying in one place causes massive anxiety and depression.

12. Mayors and local authorities currently have powers to introduce new road charging 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 it's such a huge change in everybody's lives I think it should go to a vote. It's too big a decision to be made by a handful of out of touch corrupt politicians.

13. How are other 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 are the policy goals?. Many people don't believe the figures of deaths directly caused by city traffic. Make the city's traffic flow freely, put on good, clean, reliable public transport. I don't care about copying other cities.

Smart road USER CHARGING

Reference	RUC241
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To whom it may concern

I object to London's roads becoming SMART.

As you are probably aware, SMART stands for

Self-monitoring Analysis Reporting Technology, and as such Londoners and those within the South East are being pushed towards complete surveillance of their movements in their own private vehicles. This is not the London people want to live in.

This is being sold as "aiding" the climate and improving air quality, but many residents are now set to shoulder the burden of switching to an electric vehicle to avoid the charges, at least in the short term. But what analysis has been done about the polluting affects globally of these "cleaner" cars? The conditions in mines in Africa for the lithium for large batteries, the amount of National Grid electricity to charge these cars?

The average Londoner in a public sector job will be pushed further into the cost of living crisis by this surveillance and ULEZ expansion. How many carers, night shift workers, nurses etc rely on their cars to attend work each day? And how much of their hard-earned pay packet will now be spent on driving charges? It is despicable.

Full objection to be noted please.

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Smart Road Charging

Reference	RUC240
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I am writing to object to your smart road charging plans.
This is putting more and more expense on Londoners with little real evidence to support it.
Your ULEZ plans are already forcing me to buy a new car!
[personal information redacted for publication]

Road User Charging - call for evidence

Reference	RUC239
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Dear Sir or Madam

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? I DON'T BELIEVE THERE SHOULD BE ANY CHARGES FOR DRIVING IN LONDON. DRIVERS ALREADY PAY ROAD TAX
3. 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
4. What strategies and targets could smarter road user charging support? STOP ALL CHARGES IMMEDIATELY
5. What technology could be used to support smarter road user charging? NOT NEEDED
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?.I DON'T BELIEVE THAT THERE IS AN AIR POLLUTION ISSUE IN LONDON. TRAFFIC WAS FINE UNTIL COUNCILS STARTED INSTALLING CYCLE LANES (WHICH ARE BARELY USED). AS FOR CLIMATE CHANGE - I FAIL TO SEE HOW PAYING TO DRIVE IS GOING TO AFFECT THE CLIMATE - OUR EARTH IS MORE THAN CAPABLE OF LOOKING AFTER ITSELF
7. Are road user charging schemes best 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 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? GET RID OF ALL ROAD CHARGES 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? NOT 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
11. If distance-based road user charging was introduced, do 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 LEVIED
12. Mayors and local authorities currently have powers to introduce new road charging 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 TO HAVE REFERENDUMS TO SEE IF THE PEOPLE WANT TO HAVE A MAYOR. I AM SURE YOU

Written Evidence from Individuals: Part Two

ARE AWARE THAT IN BRISTOL THEY VOTED TO REMOVE THE OFFICE OF MAYOR. I THINK A SIMILAR REFERENDUM WOULD REMOVE THE OFFICE OF LONDON 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? I HAVE NO KNOWLEDGE OF THIS AND SO CANNOT COMMENT

With kind regards

[personal information redacted for publication]

Road User Charging Consultation Response (21-02-2023)

Reference	RUC238
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1. Do the current road user charging systems in London require reform?

No. The planned expansion of ULEZ into the outer London is a waste of funds. As all research shows that air quality within these boroughs is generally good. Instead a more targeted approach, identifying and addressing the issues at remaining hotspots of poor air quality within central and inner London, should be taken.

Additionally, provision of public transport links in many of the outer boroughs is poor.

Particularly in directions other than directly toward the centee of London. Funds should be spent on improving this situation significantly BEFOREHAND, rather than pricing people off the roads and onto a public transport network currently ill equipped to meet their needs without sacrifice of considerable time and discomfort.

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

I see no need to move away from the current daily charge to a smart system. The cost to implement and maintain this would consume funds better spent directly tackling local air pollution and improving public transport links.

3. 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 see no practical way the purpose of any individual journey could be easily ascertained.

Such a system would likely present a huge administrative burden, invasion of privacy and be open to abuse.

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

I see no desirable new strategies or targets would result from smarter road user charging.

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

Any use of technology for this purpose must not be detrimental to the basic human right 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?

This appears to already be implemented within the existing ULEZ. Perhaps link the cameras to air quality monitoring systems, to facilitate collection and analysis of this data against traffic flow and type. In this way both the effectiveness of the smart system and health of the area could be established towards the production of valuable KPIs.

7. Are road user charging schemes best 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 Two

This is a decision best made at national level. This allows an overall coherent strategy to be formed, allowing for a targeted approach where required. Rather than blanket approach, with the potential to squander funds by unnecessary implementation.

8. 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 fuel duty, which is dependent on both the distance travelled and efficiency of the vehicle and manner in which it's driven. This should not be changed and makes smart road charging unnecessary.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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.

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 mentioned in point 1, the public transport system would need vast improvement across the whole of London first. Particularly the outer boroughs. An additional cost of living cannot be forced on people without alternatives provided, which offer the absolute minimum of sacrifice to the rhythm of their daily lives.

There would also be a significant financial and social impact brought about by the inevitable unwillingness of those outside London to travel even a few miles into its fringes and incur a 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?

This question is unclear. Distance-based charging, by definition, would inevitably result in Londoners paying a different rate to what 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)?

In a democracy it should of course be for the people to decide whether implementation of road charging is a desirable within the area they live. Failing an elected official clearly stating an election campaign was run with the intention to bring in a new road charging scheme, a local referendum would be preferable.

Best Regards

[personal information redacted for publication]

21-02-2023

Road User Charging Consultation

Reference	RUC237
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A really nasty Orwellian idea to track movements and force people to use apps and waste their time filling in stuff so that they can be ripped off with charges to use their cars. ULEZ is being introduced without any evidence of deaths or disease due to traffic fumes – fumes being far less than ever given cleaner emissions from vehicles. Congestion in London is

Written Evidence from Individuals: Part Two

caused by roads being blocked off forcing people onto single routes to get to where they want to go instead of using multiple alternative routes. Traffic mismanagement – red traffic lights left on too long and green for too short a period, narrowing of usable roads for underused bus and cycle lanes, obstructive street furniture and one way systems all contribute to slow traffic causing more fumes than necessary.

As for charging – it will hit the poor like ULEZ – the rich will simply pay up and carry on as usual while the poor will have to spend their unpaid time planning complex journeys to minimise charges to go to the supermarket, visit a hospital or see friends and relatives. This is not a solution – it is being offered as a solution to a problem created by planners – the ULEZ, Congestion Charge, all manner of restrictions allegedly introduced to calm or reduce traffic flow are the problem, not the solution. Replacing a bunch of failed solutions with an even more complicated “solution” is doublespeak when alleged to “simplify” complicated systems now in place.

Bin this idea as it is a tax on the poor and does nothing for Londoners except make them want to leave to parts of the country where sanity still prevails.

[personal information redacted for publication]

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

Reference	RUC235
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Dear Sir or Madam

In response to your call for evidence, please find below my responses to your questions:

1.

No, the current systems are straightforward and already exert unnecessary financial stress on individuals and businesses. The only reform that would be beneficial would be the reduction in charges or restrictions, but that isn't aligned with your aims so seems unlikely to happen.

2.

The 'smarter road user charging' propositions require new technology, additional investment and an overall additional commitment of time and money that would be far better spent in other areas to benefit the public. This is a case of inventing a solution to a problem that doesn't exist. They also require yet further sacrifice of privacy and security from individuals unnecessarily.

3.

This feels unnecessarily discriminatory. How would one rank the examples you have provided? For example is a journey to care for an elderly relative more or less important than journeys to work? Unless you put that to a vote which the people decided upon, it would be remarkably dictatorial to tell someone that visiting their sick mother should cost them more than dropping their children at school for example. Motorists are already financially squeezed so incredibly hard that having another layer of cost added depending on the type of journey they take is reprehensible.

4.

It's hard to see what strategies and benefits would benefit the average citizen through smarter road user charging, vs systems that already exist. In fact the disadvantages are obvious. Even if we just look at the opportunity cost of spending public money on these proposals rather than spending that money on far more beneficial things that the public actually want. There are a number of ways that this road user charging would benefit an over-reaching government though. The plan is pitched that it would be "more convenient" for road users, but it's actually more convenient for the government to track, monitor and extort it's citizens for exercising their waning right to freedom of movement.

Written Evidence from Individuals: Part Two

5.

None. We want less intrusive technologies not more. Investing in such technologies is a waste of public funds.

6.

I don't really see that it does help tackle those things. The fact that you are presenting them as solutions just shows how detached you are from how people think and operate in the real world. If you want people to use their vehicles less, then beating them with the rod of taxation is far less effective than simply providing them with better substitutes. I rarely use public transport because public transport is awful - particularly compared to our European friends and neighbours. It won't make any difference how much you charge me, I'll still drive. If however you made the public transport network affordable, reliable and convenient, then I'd merrily leave my car at home. The answer is to invest in the public transport network to make it better, not invest in convoluted and flawed systems to surveille and extort motorists. It's misappropriation of public funds to tackle the issue in completely the wrong way.

7.

Road user charging systems are not best set up at any of those levels. There are no benefits to any of the approaches, however one has less of a difficulty than the others. If you insist on forcing them upon the people against their will then they should at least be done at a local level rather than regional or national. This gives people an opportunity to effect them with local knowledge.

8.

It shouldn't be introduced.

9.

There should be exemptions for all of your examples. In fact it's hard to think of anything for which there shouldn't be an exemption other than just pointlessly driving around. As previously mentioned, I think most people would consider that they're taking their journeys for good reason. I should imagine very few are just driving around for entertainment purposes.

There should also be exemptions for older vehicles. I don't know why the government is so in favour of removing older vehicles from the road. I have a rough old Toyota, but I could drive that for the next 36 years (I did the maths), before I'd even make the same carbon contribution as would be required to build the average new car.

10.

No. Partly because this presents a requirement for a dystopian, nationwide surveillance system which nobody has voted for, and partly because London is completely different from many other parts of the country. If you live in Kensington, where you're right by a tube station, have buses every 15 minutes, and most facilities with a short walk, then that requires a completely different model to someone who lives in rural Yorkshire where it might be a 20 minute drive to even the next house, let alone the nearest shop or bus stop, where the bus turns up once a day.

Using London as a model on which to build a system for the rest of the country is madness.

11.

I think that they should pay less but in reality would pay more. In particular, it would likely unfairly penalise the already most disadvantaged members of society.

12.

Yes. The local referendum is a good example. These are incredibly far reaching proposals so taking that power out of the hands of mayors/local authorities and putting it into the hands of local people who will actually use the roads, seems like the most democratic way forward.

13.

What other countries are doing is not my concern. Also, whose policy goals are you referring to because I don't remember voting for anyone to give them a mandate to set any 'policy goals'. You are therefore acting on the assumption that these policy goals are inline with what the people want which they clearly are not. First, get the people to set the policy goals, and then see if there is actually a mandate for enacting them.

Written Evidence from Individuals: Part Two

OPPOSITION to Smart Road User Charging

Reference	RUC234
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Dears Sirs,

I would like to voice my opposition against the scheme for Smart Road User Charging.

As a private individual, I believe that I am already over TAXED for being able to use my motor vehicle on the highways of this country, let alone London, where you already have two mechanisms to charge up to £25 per day!

I find it unbelievable that you are trying to prevent freedom of movement by whatever means in the pursuit of taxing the individual. It's a terrible idea that needs to be stopped.

Now to answer your questions:

1. Yes, they do need reforming, but not in the way you are looking to reform them unfortunately for you!
2. You cant have smarter charging, if you have a road fund license, car tax at the point of sale, or tax when purchasing fuel, you would need to remove all forms of taxation on the vehicle to then apply the tax you want.
3. There should be no charges for using the highways whilst you have ridiculous charges already.
4. It will make no difference as shown with the ULEZ and CC, you will have those that will pay because they can afford to or need to and the poor will be driven off the road.
5. Stop looking to spend more money to get more money in
6. It won't make any difference as freedom of movement is a given right, allowing people to do what they want to do, and when
7. Any changes to road tax policies need to be done at GOVERNMENT level and debated in parliament, before any implementation including schemes like this one
8. If it is introduced all taxes that apply to the vehicle should be removed, taxation on cars, lorries, etc, and all fuels, petrol, diesel, electricity, and at the point of buying new, should be removed
9. It should be a one charge fits all as it will be replacing all the other forms of taxation on vehicles
10. Yes, but it won't happen as there are too many other forms of taxation on the vehicles for them to work
11. as previously answered, one price fits all
12. Their powers should be removed and placed at a higher level, to prevent schemes like this from being thought up
13. I haven't got a clue

Hopefully, you will take note of my answers and may even respond

Many thanks

[personal information redacted for publication]

Road User Charging Consultation/Survey

Reference	RUC232
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Written Evidence from Individuals: Part Two

Dear Sir/Madam

Please see my answers in red to the questions posed in your Consultation on Smart Road Charging.

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

Yes. The current system charges drivers at all hours. Traffic is noticeably lighter during late nights and weekends and this should be reflected in any proposed change. The cost of living is a serious issue for most Londoners who face increasing Council Tax charges, parking charges, fuel tax with VAT on top of that fuel tax and the current ULEZ. For London to compete as a major European capital the overheads of transport, delivery, construction etc must be reduced if anything.

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

Apart from the 24hr coverage which should be amended to reflect traffic volumes, there is no need for yet another system. The current system is not broken so why spend millions of pounds fixing something that is not broken?

3. 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 drives in the capital for pleasure so I would maintain that any driving in the capital is a necessity. Whether its visiting sick relatives during the day, deliveries at night, driving out of or into London, for the individual driver his/her journey is a necessity. It is not the function or right of the Mayor, local Government or anyone else to determine what is and what is not essential. This is reflected in the fact that fuel duty is based on a mileage and car performance criteria as more fuel, and hence a tax charge, is made for longer journeys or more polluting vehicles.

Therefore there should not be any difference in charges.

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

The only target I can see is the increased income of TfL which, unless this increase in charges is reflected in vastly reduced (subsidised) TfL fares, will be nothing more than another attempt to rob Londoners of their hard earned income.

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

Reduce the technology! Technology is discriminatory. Older folk particularly but including vulnerable people, foreigners, visitors may not be fully conversant with operating technology or knowledgeable of how to pay. Why do the proponents of so called "smarter" technology think every citizen has access to a smart phone or PC?

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. My vehicle is already taxed according to its emissions. As stated above, fuel duty is another tax that is directly related to the type of vehicle and the mileage driven. Electric cars, though expensive, will eventually be more commonplace

Written Evidence from Individuals: Part Two

therefore this proposed scheme should be cancelled or at least postponed until after 2030/2035 when new ICE vehicles are not longer available.

7. Are road user charging schemes best 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 current system of VED and fuel duty is already a national system of charging motorists. There should be no further systems introduced.

8. 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, as already outlined should NOT be introduced. It will be a vast expense in the infrastructure at a time when the cost of living is extreme, inflation is high and, given a few more years, the emissions from vehicles reduced. This is a proposed solution to a non-existing problem. Additionally, this is a loaded question which assumes I agree with its premise.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 maintain that vehicle owning Londoners do not want or need another road charging scheme, even if it is a replacement of what is currently in 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. The Labour Govt some time ago wanted to introduce a mileage based charging scheme. This was soundly rejected. One aspect of such a scheme is the continual tracking of vehicles/drivers which, in a free, democratic society is not welcome.

11. If distance-based road user charging was introduced, do 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 Q10.

12. Mayors and local authorities currently have powers to introduce new road charging 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 scheme was not in any political party manifesto at the last elections. Such schemes should not be introduced without voters knowing what they are voting for. Any referendum should be limited to those affected – businesses, car owners, drivers and not to those who do not own a vehicle who have no “skin in the game”. (You may argue that pollution affects everyone and that is correct but to my knowledge only one person has been issued a death certificate stating pollution as the cause of death. Those who do not own a

Written Evidence from Individuals: Part Two

vehicle and therefore not affected by this proposal should have no say in how others are charged.)

13. How are other 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 can do what their populations vote for! Those who govern London should reflect on what their citizens, those who pay council tax and parking charges, want. Not what other nationals are doing. All cities are not the same, they have different infrastructure, history, population number and car ownership so comparison with other cities/nations is invalid.

Yours sincerely,

[personal information redacted for publication]

[No subject]

Reference	RUC231
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I am responding to the future of smart road user charges and can only answer your first question.

Do the current road user charges require reform.

No. The current charges have done what it was intended for and with the general mindset of public opinion, congestion and pollution within London will gradually decline anyway. This is a free country and should remain so.

Smart road user charging

Reference	RUC230
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We require less legislation/reform, no congestion charge, no ulez, in fact we do not require any government intervention in our lives as all you do is make matters worse.

Kind regards

[personal information redacted for publication]

Road User Charging Call for Evidence

Reference	RUC229
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1. Do the current road user charging systems in London require reform?

No. the ULEZ has already impacted people enough. To protect and promote the economy we need less charging to allow people to go about their day, to work, to school, to earn a wage without worrying about more charges having to be paid. The people need and want less regulation and monitoring, we a nation need to recover from the past couple of years.

Written Evidence from Individuals: Part Two

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

Instead of proposing new systems, better manage the old systems. The current system already has issues with people being overcharged which had effects the poorer people more. Fix the current issues 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 we have to pay to travel to work, we are contributing towards the economy. Why should we be charged for caring for our relatives/friends; surely we are saving you money doing thi. Why should be pay extra for essential service, i.e having our boilers repaired, our roofs fixed, surely you want the people to keep this environment repaired and in good standing for the whole community; you wouldn't want houses exploding or tiles raining down on members of public!

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

Ask the people what they want, do they want or need more strategies and target and more cash taken from their targets, just so someone can tick a box.

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

We want less technology, look how well smart meters and smart motorways have worked. You can't even get a decent NHS software system in and all the police areas use different software, look at how well that is working out for you. Remember the technology used by the post offices, that went well didn't it! Technology is not the answer to our problems nor to everything.

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. There is no need for more. Air pollution details are minimal (1 in 10 years in London) and the climate change data needs updating. People are already paying taxes on emissions and the purchase of new electric vehicles.

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

We already have a national charging system, Road Tax and Fuel Duty, we do not need any more. Why not reduce the road tax on older vehicles as they have already paid their own carbon dues, your new electric vehicles are raping the environments of poorer nations and have a higher carbon footprint.

8. 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. You should be focusing on the health of the nation and helping people help the economy, not price people out of owning vehicles, visiting family, working or having any fun.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 need the freedom to work, to live, to build the economy, to care for our families. An issue like this should be put to the people like Brexit was, so they can vote on it, have their say, without having to worry about how they will survive. Consecutive governments have made it harder for people to work close to home by not supporting local businesses and wiping out our high streets. Consecutive governments have decimated public transport making the disabled, the elderly, the vulnerable and every day people isolated and having to rely on their 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?

Nowhere is sensible for a trial, this is not wanted by the people and honestly this is becoming a bit dystopian.

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

Written Evidence from Individuals: Part Two

This would cost many people dearly and have a detrimental effect on the poorer and the hard working of this 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?

All new schemes should be put to a public vote as we are a democratic country and anything else is a dictatorship. Show me a party which has delivered their mandates!

13. How are other 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 interest in other countries, if their people signed up for anything well thats on them. We in this country need to have a say on the policy goals being set. We will be the ones implementing them, working with them, following them if we agree with them. If anything if forced upon the people that this is a dictatorship and not a democracy.

[personal information redacted for publication]

Road charging

Reference	RUC225
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I don't agree to road charging in any way shape or form, this will close small businesses, restrict the transport of goods and services, also restrict my right to travel freely at any time, across the country, free from tolls and charges that impede and reduce my spending in other areas.

These charges will impact my my way of life, health and well being.

I believe this will be a massive impact on us all who need to travel frequently to hospital, clinic appointments. There is also the impact of people's mental health being perceived imprisonment. Totalitarian and nothing more than a cash and grab on people's wealth and enjoyment of their everyday lives.

No government has any right to impede my right to travel freely, by putting financial restrictions and penalties in our way.

[personal information redacted for publication]

Road user charging

Reference	RUC224
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Having looked at the document I have comments on the 4 questions.

I believe the road user charging via car tax petrol tax and general council tax is sufficient. I do not disagree with clean air policies or car free areas if agreed with local residents.

However the proposed scheme here is part of stripping the individual of their rights. I am concerned particularly about the levels of surveillance attached to the 'city move' initiative via GPS and cameras. If done in London it will quickly become adopted throughout the country. It is also linked with digital ID carbon credits and cbdc which I also disagree with. It would be better to concentrate energy and tax payers money on ensuring better public transport which is reliable that way you encourage people to use this. Currently public transport is unreliable and costly. All Businesses in particular small businesses which need transport should not be penalised for going about their daily activities which keep the country moving. As better vehicles become available which are ecologically friendly they will be adopted but Currently

Written Evidence from Individuals: Part Two

they are expensive and lots of people can't afford them or are hesitant because of lack of involvement in an overall strategy. Its being forced through and this is driving people away from any of the benefits not towards it. I have seen the push back from neighbourhoods on the 15 min cities. I am sure that you understand that unless you engage people and take into account their views this will be undoable too.

Thankyou for taking the time to read this and thankyou for asking for views
[personal information redacted for publication]

Road charging.

Reference	RUC223
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I do not agree to road charging in any way shape or form, this will only close small businesses, restrict the transport of goods and services, restrict my right to travel freely at any time on any day on the roads across the country if and when i like free from tolls and charges that impede and reduce my spending in other areas.

This road charging will be threat to my way of life and health and well being.

i believe this will be a health threat to every man woman and child who needs to travel frequently to hospitals and clinics, There is also the mental health aspect of perceived imprisonment. Totalitarian to say the least and nothing more than a cash grab yet again on peoples wealth and enjoyment.

No government has the right to impede my right to travel freely with financial obstacles and penalties.

[personal information redacted for publication]

road pricng

Reference	RUC219
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having looked at your proposals for road pricing

i cannot see any benefits from this proposal other than restricting people's freedom

there is no need to change any charges to road usage

[personal information redacted for publication]

[No subject]

Reference	RUC218
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Road charging!!

NO NO NO NO NO Think that is clear enough.

Road user charging - response

Reference	RUC216
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From:

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Key questions

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

No. They need total abolition.

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

It will wipe most vehicle users out. No more mobility.

3. 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 variation at all. Again, total abolition.

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

Its own self-destruction!

3

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

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 will not tackle traffic, air pollution or climate change at all. It will simply line state coffers!

7. Are road user charging schemes best 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?

Abolish all taxes except 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?

Simple: everyone should be exempt. Saves a lot of top-heavy administration!

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 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?

They should pay nothing 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)?

Yes. The electorate should vote these mayors (a waste of money) and local authorities out 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

Written Evidence from Individuals: Part Two

achieving similar policy goals?

I don't know, but I hope the electorate rise up and act as set out in my answer to Question 12!

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

Reference	RUC207
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1. Do the current road user charging systems in London require reform? No, other than to reduce the costing
2. How might smarter road user charging differ from the current daily charges for driving applied in London? This is unworkable – you are asking us to pay and plan our journeys – this cannot and is not always possible – you are also charging the person and not the vehicle – whereby we could have 4 people in a car (where we have been encouraged to car share) as you will now charge all of them for the one journey
3. 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, caring responsibilities and essential services, should be excluded and this includes taking children to and from childcare. Most of us HAVE to work, HAVE to pay for care/childcare – public transport and cycling/walking is not sufficient for us to be able to meet all the needs and demands put upon us
4. What strategies and targets could smarter road user charging support? None – it is simply about an income – ensuring all of us have to have apps on our phones, which excludes many people, link to a national ID, link to a travel account – without which we can't go anywhere – this is too restrictive and too controlling. Many of us with disabilities cannot alter our means of travel – you are restricting any type of movement – not just cars
5. What technology could be used to support smarter road user charging? It should not be implemented so this is not a relevant question
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? It won't – neither does the current charging systems such as ULEZ and Congestion Charge – a FOI request has shown that traffic and pollution has only caused 1 death in 20 years – this is not sufficient evidence to implement these additional restrictions and charges and lack of mobility.
7. Are road user charging schemes best 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 should not be introduced 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? This shouldn't be introduced. Monitoring and assessing whether or not our journeys are 'essential' is restrictive on any type 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? Full 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? No – London is a small city in general (although densely populated) so is completely not appropriate
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do

Written Evidence from Individuals: Part Two

currently? If it was introduced, which for clarity I do not agree with, but yes any other charges should 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)? These charges are impacting us and yet we have no say in electing the mayor so yes is the short answer!

Variable or distanced-based smarter road user charging

Reference	RUC206
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Dear Sir or Madam

As the owner of a small office supplies and services business, I oppose any move towards variable or distance based user charging.

Journey planning and delivering in London is already complicated and expensive enough without adding further to the pressures that small businesses already contend with.

It will be vastly expensive to implement and run, meaning significant amounts of revenue will end up with the system administrator, rather than benefit Londoners.

We already have far too much clutter, so do not need further unsightly cameras.

This is not a good idea.

[personal information redacted for publication]

Road charging

Reference	RUC202
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This horrendous idea will be used to punish the motorist even further. The ULEZ charge will cost me £12.50 every time I get in my car to go shopping or take the dog to the country park. My lovely 23yr old car is in perfect working condition and hasn't let me down.

It's time to leave motorists alone and just let us get on with work and the odd bit of pleasure now and again.

Many thanks.

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

Reference	RUC200
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Hello London Assembly,

Here are my answers to your key questions:

1. I currently live just outside the current ULEZ zone (in [personal information redacted for publication]). The ULEZ zone has incentivised me to cycle/ tube into London. I have never driven into the ULEZ due to the charge. However, when travelling to help my grandparents in [personal information redacted for publication] I have to use my car as it takes a sixth of the time. Essentially the current ULEZ done has helped me make sustainable choices but the expanded zone will ruin my travel experience when

Written Evidence from Individuals: Part Two

travelling away from central London and seriously impact me as a high-rent-paying, low-salary recent graduate.

8. If it is to replace something, it would be fuel duty. Fuel duty already exists as a tax that effectively taxes drivers more for more miles driven and more fuel inefficient their journey. This is a far better way of paying tax for miles driven and fuel efficiency than the 1984-esque smart road user system. You may cite you may protect the journey data of users – but what is to stop a future mayor with more malevolent intention misusing the surveillance infatuation that has been installed?

10. No, London has far greater public transport alternatives than the rest of the country

Road user charging

Reference	RUC197
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1.

No we don't need a reform we need to scrap the ulez scam as this is robbing people to go about their day to day lives..we pay taxes through road tax, fuel tax, car maintenance tax,licence tax.

2.

The road user should be scrapped.its a scam to rob people of more money when they can barely make ends meet.

3.

It should not even be a thing never mind differing from person to person..no doubt governments will/are exempt or its the public paying for them already

4.

There are other more concerning issue that can be dealt with instead of trying to take our money and what little freedom we have left

5.

Scrap the system we want less technology controlling our lives

6.

We pay enough in taxes as is..as for climate change maybe stop all private jets aeroplane government official holiday etc..stop penalising the public for your made up climate change.

7.

We already pay road tax and older vehicles which have well over paid the duty are getting hit more than cars produced lately..its a farce and should be adjusted.

8.

No road tax no fuel duty tax if your going to be taxing us again and calling it road user tax its the same just another way of draining the life out of us.

9.

We do not want it..hows about getting rid of private jets and car convoys from government cronies.

10.

No nowhere should have this scheme its wrong tyrannical over grab of power we will revolt against this if brought in. LEAVE US BE.

11.

It will cost everyone more out of pocket health and life. It won't stop with a small area it will spread and we the people don't want any of it.

12.

Any decision should be put to the public and fairly..not shoved through or elected by cronies w.e.f governments to kill the joy of public freedom.

13.

Written Evidence from Individuals: Part Two

Give the people a chance to hear the schemes and vote for or against stop with this slight of hand ways that ye push agendas through. What a dystopia dictatorship of a country ye are creating.

Evidence

Reference	RUC195
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Are you people completely off your rockers? Road user charges! Are you not sucking enough from the people already? Congestion, ULEZ, road tax. We are in a financial crisis and you feel it's right to start another attack on peoples resources. Have you looked at the cost of fuel lately! We are been taxed out of existence. It's absolutely disgusting. The mayors office should be dissolved.

Road charging

Reference	RUC194
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I don't agree with any of it.
Basically leave the people alone

[No subject]

Reference	RUC189
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1. Do the current road user charging systems in London require reform?

The reform required is less regulation. There is enough tax being collected but not being spent appropriately. The government needs to be accountable to stop the wastage in spending.

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

We do not need any charges for travelling on the roads built with our money.

3. 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. The fuel duty which is already too high is in a way pay per mile.

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

Written Evidence from Individuals: Part Two

Can you show statistics that smart roads actually save lives.

People do not want any charges of any kind.

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

People need less technology intruding in their lives. These smart initiatives are oppressive and are hindering people to live as they want.

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

People do not want any charges of any kind.

7. Are road user charging schemes best 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 tax so no 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 concentrate on saving lives. Regulation does not seem to work. The schemes are being designed to drive people off the roads. So let it be.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 consent to any 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?

There should not be 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?

Everyone would pay more. Therefore no more 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)? Put it to a public vote. Mayors do not need these powers. The people should 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?

--Does not matter. Let the people vote and decide on policy.
[personal information redacted for publication]

The future of smart road user charging

Written Evidence from Individuals: Part Two

Reference	RUC188
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Responses to the London Assembly “Call for Evidence: The future of smart road user charging February 2023”

1. No, and neither does it for any other area.
2. Reminds me of 1984. The current 15 minute cities, CC and ULEZ are bad enough and should all be scrapped.
3. Sounds like a social credit system where people are offered credits for doing as the government tells them
4. Monitor the roads for safety and traffic to keep the roads safe, which is what we were told smart motorways were for.
5. Road Tax, as is – but without the con that penalises people based on the cost of a car (which has nothing to do by the way, with pollution). Kind of reminds me of the old “Rates” system that penalised people for the cost of a house, when they paid more for that house but didn’t actually receive any additional services for it.
6. It won’t. Pollution has caused 1 death in London in the last 20 years (up to 2021) and even that was not proved to involve car emissions. Difficult to accept the control of journeys based on how well people have behaved. Recent schemes such as the 15 minute cities has actually increased traffic and caused problems for emergency services.
7. Any system that doesn’t involve tracking people and a credit system based on behaviour is better.
8. Shouldn’t be introduced
9. 100% discount for all road users
10. No
11. Road Tax is already too much, but better than such social credit and movement tracking system
12. Remove their powers completely. Let the people have their say, not a Mayor
13. Hopefully they will not have to endure this system

Above all, if you really want to get people out of cars, focus on improving public transport and improve the road system for people who either want to or need to use a car. And if the current road tax is not used for improving infrastructure, then this seems like a good place to start and use it for its intended purpose (or so we are led to believe).

All of these schemes in London at the moment is just going to kill off London. Businesses are going to disappear and close down, people will lose their jobs and those critical employees are going to be forced out of work who then can’t afford to get to work. What we really need is for the Mayor of London to resign and to take his c40 with him.

Thank you

[personal information redacted for publication]

Road User Charging Consultation

Reference	RUC186
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1. Do the current road user charging systems in London require reform?

Our current ULEZ system has already had a significant impact on people, so I don't think we should add any more charges for motorists going about their day. With the current state of the economy and the hardships people have faced in recent years, we need to reduce regulations and monitoring, rather than increase them. It's important to let people recover without additional stress or financial burden.

Written Evidence from Individuals: Part Two

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

Rather than introducing new systems, it would be more beneficial to make adjustments to the existing ones. For instance, the daily charge should not end at midnight as it results in visitors between 10pm and 2am having to pay twice. So, the priority should be to fix this issue before considering any new 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?

It's unfair to charge extra fees for travel that is necessary for work, caregiving, or other essential services. We already pay fuel duty, which is calculated based on the distance driven, so if someone drives more, they pay more. Therefore, there's no need for additional road charging systems. With the current state of affairs, people are already struggling, and introducing more charges would only add to their burden.

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

Instead of focusing on vague objectives, why don't we prioritize the well-being and contentment of the population?

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

People desire technology to be less intrusive in their lives 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 is currently addressing this concern and people do not desire any additional measures. We are already taxed through VED based on emissions and there are incentives for electric cars. Thus, it's time to stop implementing more measures as it has reached a saturation point.

7. Are road user charging schemes best 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 currently have a road user charging system in place on a national level, and it includes both road tax and fuel duty. There's no need for any additional charges. Instead, we could consider lowering road tax on older vehicles that have been in use for several years and have already compensated for their carbon footprint by staying in use, rather than replacing them with new cars that have a higher carbon footprint (as most of the carbon emissions from cars are generated during their 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?

The authors of this report should concentrate on the well-being of the population rather than devising new methods to make driving and visiting family financially unfeasible.

Written Evidence from Individuals: Part Two

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 public is against a road charging scheme, especially when it's being presented by individuals like Sadiq Khan, who is advocating for ULEZ expansion while taking a walk with his dog in a three-car convoy, one of which consumes 13 miles per gallon. It would be more productive to have less hypocrisy and more empathy.

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 reasonable location for a trial. This is beginning to resemble a dystopian narrative. We should allow people to be liberated.

11. If distance-based road user charging was introduced, do 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 significant number of people would incur greater expenses, leading to a substantial financial burden.

12. Mayors and local authorities currently have powers to introduce new road charging 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 must be subjected to a public vote, just like any democratic nation. Any approach other than this is indicative of a dictatorial system.

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

Actually, the public did not have the opportunity to express their views on the policy objectives. Allow the public to vote on the policy before introducing the road charging scheme, and then offer us the opportunity to vote on that. Any other approach would indicate a dictatorial regime.

Kindest regards,

[personal information redacted for publication]

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

Written Evidence from Individuals: Part Two

Reference	RUC184
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- Q1. NO, the current charges are enough, we do not need more!
- Q2. You will further stop the freedom of movement of thousands, and not only car drivers!
- Q4. As per Q2.
- Q5. ANPR cameras, mobile phone tracking, car GPS systems and all the other technology you already use to record our every move!
- Q7. The ONLY benefits would be for you, the general public would lose out all round. Currently the Gov spend £0 on roads maintenance from our VED charges.
- Q9. Discounts for people who have to work? Exemptions for disabled? You should not introduce the scheme in the first place!
- Q10. Distance based? You mean restricted movements?
- Q11. They should not be being charged at all, where are the exact records of air quality and proof it has improved or deteriorated with car use?
- Q12. These people have been elected to work FOR the populace, not to find ways to penalise them for conducting their God given right of free movement! ANY restrictions and 'ideas' that affect us should be put to a public vote, not a select group, and not steam rolled in by stealth! And consultations, such as this one, should be widely publicised NATIONALY not kept quiet and given a small window to reply to it!
- Q13. It seems the world leaders are determined to restrict their citizens movements and freedoms. How long till we get check points requiring papers in order to pass? Oh wait, we are already seeing them with the C40 and 15 minute cities. This seems to be just another step to the totalitarian control of us all and we don't want it. Enough is enough.

Road User Charging Call For Evidence

Reference	RUC182
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1. Do the current road user charging systems in London require reform?
- No. The extension of ULEZ needs to be scrapped. We have low income clients, asking us to help them to cash in part of their private pensions early in order to find additional funds to upgrade vans and cars to make them ULEZ compliant. Our professional view is that they shouldn't because they will need that pension in retirement. We have some clients living in Biggin Hill who bought the only property they could afford in order to raise a young family, now struggling with rising energy costs and interest rates. They cannot afford to replace non ULEZ compliant vehicles and do not qualify for scrappage and have limited public transport options. There does not seem to be any assistance offered for mental trauma and distress caused by the proposed implementation, and the financial support and scrappage scheme that has been proposed is woefully inadequate. It also doesn't cater for any of those that live outside the zone who work or have family within the zone.
- In addition, the "4,000 lives" that could be saved by the extension of the ULEZ is not empirically sound. The figure is taken from a report that estimates a possible 2,000 – 4,000 (not 4,000), and this is an extrapolation, based upon potential longevity. The report was commissioned in 2019, and many of the people most vulnerable to air pollution issues died during the pandemic, so we won't be saving any of them by implementing this extension so quickly and without taking into account the damage and potential loss of life from the impact upon mental health, from a society already struggling with such issues post pandemic with insufficient mental health services to protect those that most need help.
- Drivers pay a Road Fund Licence, and tax on the fuel they use. That is both fair and efficient. If central government does not use those funds to help with the maintenance of London's Roads, that is a matter for the Mayor to take up with the government, not to exploit

Written Evidence from Individuals: Part Two

Londoners by charging additional fees. The public transport system is unhealthy, carrying a risk for spread of viruses, and the particulate count in the underground air is far worse than above ground. That needs cleaning up as a priority, if the objective is to save lives from pollution.

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

It would be more intrusive, and potentially discriminatory against users without a digital ID, including tourists. We want to encourage small business to thrive, and for tourism to boom in London. The existing system works well. The vast expense required to overhaul it seems unwarranted, and will discourage tourism.

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

NHS staff should be permitted to travel for free on public transport, and all people involved in essential services should be exempt from all ULEZ type charges, unless the plan here is to drive key workers away so that Londoners cannot get the essential services they need.

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

Only ones geared around taxation without representation. It's a bad idea, don't do it.

Kind Regards

[personal information redacted for publication]

Road user charging - deadline 10th march 2023

Reference	RUC180
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Well - another attempt at controlling the population of this country and - in this case - London in particular. We have the attempt to sneak in digital identity now digital travel credits - no matter which way you travel it is to be controlled and scrutinised 'for our own benefit'! This is dystopian removal of yet another freedom - this time freedom of movement. It is simply not acceptable. There is ONE death on record in the last 20 years which has been linked to the air quality in London. The human race has been free to move as chosen by individual since we progressed from swimming in water. NO ONE has the right to steal away freedom of movement. The public consultation is NOT being made publically known about by the main stream media so VERY FEW members of the public will REALLY have the chance to make representations. If it was widely known that this move to restrict movement was NOT just cars but travel by any means including cycles, public transport, e-scooters etc there would be a public outcry, but of course this is NOT being made well known.

I would state my objections to the whole scheme. Where, why and when I travel is my business and no one else's, including the Mayor of London, the local council and national government. If the digital ID gets through - which it mustn't - then absolutely everything about one's life will be in one electronic place for ANYONE ANYWHERE to have access to - this is unsafe, unacceptable and an invasion of privacy.

Roads are for folk to travel on using whatever manner they choose - if the roads are too narrow restrict the width of pavements to the width of a buggy or a wheelchair and then use the rest of the space for roads and a narrow cycle path between the pavement and the road. Road tax is fine and does not need to be changed into a road user charge - which will include EVERY method of travel, including horse and cart, milk float - ANYTHING. Travel credits is disgusting - I have the right to expect freedom of movement as I choose NOT as some civil servant or computer permits.

This just must stop now and I call on my MP to join in the battle to stop this.

Written Evidence from Individuals: Part Two

[personal information redacted for publication]

Road User Charging

Reference	RUC178
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1. Do the current road user charging systems in London require reform?

No, the implementation of additional charges on motorists should not be considered at this time. The existing ULEZ scheme has already placed a significant burden on individuals, and we should not add further financial strain on them. With the current state of the economy and the impact of recent years, people are already facing enough stress and financial hardship. Instead of increasing regulations and monitoring, we should focus on supporting individuals and allowing them to recover.

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

Rather than proposing new systems, there should be a focus on improving and adjusting existing systems. For example, the daily charge for the ULEZ currently stops at midnight, which means that someone who is visiting between 10pm and 2am would have to pay twice. This issue should be addressed and fixed before introducing any new systems or 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?

The additional charges for travel, whether it be for work, caring, or essential services, are unnecessary and unjustifiable. We already pay fuel duty, which serves as a cost-per-mile system for driving. Introducing more road charging schemes is not needed and would only further burden the already struggling population.

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

It's important to consider the health and happiness of the nation as a whole, as it can have a significant impact on the overall well-being and productivity of society. However, setting targets and goals can also be useful in identifying areas that need improvement and measuring progress towards a particular outcome. The key is to strike a balance between the two, where targets and goals are used as tools to support and promote the health and happiness of the nation, rather than being the sole focus.

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

Many people may prefer to limit their use of technology in their personal lives, as it can be overwhelming or invasive.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? The current ULEZ scheme is already placing a burden on motorists, and further road charging systems are not desired by the public. We already pay Vehicle Excise Duty (VED) based on emissions, and incentives have been given for electric cars. It's time to stop adding more taxes 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?

Written Evidence from Individuals: Part Two

The current road tax and fuel duty already serve as a road user charging system at a national level. Implementing additional road charging systems is unnecessary. Instead of introducing more charges, a solution could be to reduce the road tax on older vehicles that have already paid their dues by remaining in use and contributing less to carbon emissions compared to new cars. The majority of carbon emissions in cars come from their production process rather than their usage, so incentivizing the use of existing vehicles could have a positive impact on reducing carbon 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?

It is important to consider both the health of the nation and the impact of policies on the environment and transportation. Finding a balance between these two priorities is key. While policies that aim to reduce car usage and encourage more sustainable forms of transportation may be necessary to address environmental concerns, it is also important to ensure that these policies do not unfairly burden certain groups of people or negatively impact their quality of life. Therefore, it is important for policymakers to carefully consider the potential impacts of any proposed policies and work to address any negative consequences.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 proposed road charging scheme is not desired by the public, especially when it is being promoted by politicians who exhibit hypocrisy by not following the same regulations themselves. Like Sadiq Khan, walking his dog with a convoy of 10mpg cars. Rediculous. Instead of this, we need more empathy and consideration towards the needs of 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?

There should not be a trial for a road charging scheme anywhere whatsoever, and that its heading towards a dystopian fiction to some. People should be allowed to be free without the burden of additional charges for driving.

11. If distance-based road user charging was introduced, do 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 cost everyone more overall. It would cost a lot of people an extreme amount. Again this is starting to sound like a distopian future.

12. Mayors and local authorities currently have powers to introduce new road charging 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 implementation of any new schemes should be subject to a public vote, as is the norm in a good democratic country. Failure to do so could be viewed as undemocratic or dictatorial in nature.

13. How are other 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 should have a say in the policy goals before being asked to vote on a road charging scheme. It is important to ensure that any decisions made are democratic and reflect the will of the people, rather than being imposed by a dictatorship.

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Kind Regards,
[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Road User Charging response

Reference	RUC177
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Thank you for reading my e-mail.
Apologies for my writing, I'm not used to this sort of thing.

I implore you not to go ahead with this - It will take away our freedom and will begin the slow destruction of London.

I am already suffering considerably anxiety over the 2nd ULEZ expansion, but this scheme will push me out of London as my business will no longer be viable, and there are many in a similar situation.

There are better, more effective ways, to reduce pollution and/or generate revenue - The proposed schemes will cost vast sums of money that you won't get back, and the effects they have will pale in comparison to the cost, not just in financial terms but psychological and social terms too. Businesses, especially tradesmen, are increasingly avoiding ULEZ areas as they just can't absorb the cost of buying and retrofitting a compliant vehicle, esp. in the current financial climate, and this is making it harder and harder to find a good one to do work at reasonable cost.

The ULEZ has already cost far more in comparison to the benefit it's had - Please, learn from this; Charging people more and more money to do things that they have to do regardless, will just bankrupt them, and in turn reduce the financial pool of the city; It will not improve or change things. The spirit of London is dying, with people more anxious and pessimistic than they have ever been because of the threat these schemes are having on their lives and livelihoods.

Key questions

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

> Yes, they need to be reset back to how they were before the 2021 expansion.

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

> They should not exist.

3. 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 exist.

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

> They should not exist.

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?

Written Evidence from Individuals: Part Two

> It should not; There are better more cost effective and less draconian ways. Charging people more money to do things they have to do will just make them poorer without having any other effect. This idea that charging people money will fix these problems needs to be excised; The two do not conflate.

If reducing local pollution is truly the goal, encourage businesses to set up outside of London, reducing the concentration of people commuting in to London in the first place. You can't have it both ways.

7. Are road user charging schemes best 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. Such a radical change will just confuse and criminalize honest law abiding people; Once this happens, it will trigger a breakdown in law as people decide, if they are to be branded as criminals, why bother trying to obey the law.

8. 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 only way this would be acceptable is if all car-related taxes - e.g. VED, fuel tax and VAT on fuel and EV charger electricity - is dropped, and instead all cars charged based on the difference in mileage between MOTs.

No wasting money on apps, cameras, and other draconian tracking methods which could be easily abused and are a waste of taxpayer money that could be put to better use.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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; The system will be inherently 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; It's either all or nothing. Anything else would be unfair as Londoners would then be getting taxed 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?

> I do not think it 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)?

> Any major change that will have wide ranging sweeping effects on the population and residents should be subject to a referendum and vote by those who are to be affected, not just in this case but any decision - This is a democratic country, not 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?

> Unknown.

Written Evidence from Individuals: Part Two

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

Reference	RUC175
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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?

Again it will effect the poorest in society just like ulez and congestion!

3. 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 doing your job for you.

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

None. I do not agree with or want this agenda you are pushing.

Your new system of tracking and pay as you go

Reference	RUC174
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To whom this may concern,

I never agreed to any of the measures you have brought in and none of the measures you plan to bring in.

In short answer to all your question, NO. Low Traffic Neighborhoods and your Cycle Scheme have caused greater pollution in London not less because journeys by car now take longer.

This scheme you're proposing is cut from the same ilk and must not be brought in.

Kind Regards,

[personal information redacted for publication]

London Resident and road user

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

Reference	RUC173
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To whom it may concern,

Please find my responses to the key questions 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? They seem to be more intrusive and are not welcome. It's better to pay a flat fee than have your journeys micromanaged.

3. 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 user can apply for a discount on a website that will reduce the amount paid. There is not reason to bring in cameras, digital ID's, smart phone apps or any rules linked to an individuals movement around the city.

Written Evidence from Individuals: Part Two

4. What strategies and targets could smarter road user charging support? Targets for actually maintaining roads rather than crazy net zero goals that the majority of people didn't ask for.

5. What technology could be used to support smarter road user charging? None. Stop wasting money on authoritarian schemes and spend the money where it's needed.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? Where is the evidence that air pollution has increased in London? The climate is always changing and the link to human CO2 emissions and global warming isn't settled science. No science is settled.

7. Are road user charging schemes best 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, as people will not put up with this push to make car ownership and travel unaffordable.

8. 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 and is a overstep on people's 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? This shouldn't be introduced in the first place as any 'discounts' wouldn't be enough to help any disadvantaged groups as everyone but the wealthy are already overstretched financially. These proposals will just price everyone but the rich off the roads.

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 it will meet heavy resistance once people realise what the government was trying to roll out. Any government trying to introduce this would make themselves unelectable.

11. If distance-based road user charging was introduced, do 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 a distance based scheme is absurd and absolute daylight robbery.

12. Mayors and local authorities currently have powers to introduce new road charging 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 shouldn't be pushed through and would require at the very least a local referendum and evidence backing up why this is needed, what the benefits would be and how it would affect the average driver/traveller.

13. How are other 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 really interested in what tyrant other countries are imposing on their citizens as I'm more concerned with what's happening in my own country. Any mayor or government trying to pass this type of authoritarian scheme will lose any support they had before implementing it.

Regards

[personal information redacted for publication]

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

Reference	RUC172
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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? REMOVE THE CHARGES TO ALLOW ALL BUSINESSES (ESPECIALLY SMALL BUSINESSES) TO THRIVE. FURTHERMORE, IT WILL GIVE A BOOST TO THE ENTERTAINMENT SECTOR WHICH IS STRUGGLING.

Written Evidence from Individuals: Part Two

3. 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 TO CHARGE ANYTHING - WE PAY ROAD TAX, FUEL TAX AND ONE OF THE HIGHEST PUBLIC TRANSPORT FARES IN THE WORLD. I SUGGEST THAT THE MAYOR OF LONDON USE THE EXISTING INCOME FROM THESE SOURCES MORE EFFECTIVELY.
4. What strategies and targets could smarter road user charging support? ANYTHING RELATED TO 'SMART' TECHNOLOGY IS NOT REQUIRED.
5. What technology could be used to support smarter road user charging? TECHNOLOGY HAS A LOT OF NEGATIVE IMPACT GENERALLY. A LOT OF PEOPLE ARE MOVING AWAY FROM DYSTOPIAN TECH.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? THE MAYOR & LONDON ASSEMBLY NEED TO PROVIDE PROOF THAT POLLUTION, TRAFFIC AND CLIMATE CHANGE ARE ACTUALLY ISSUES IN 2023 - WITH SUPPORTING EVIDENCE FROM A VARIETY OF ROADS. ALSO PROVIDE THE SAME ON ALL MODES OF PUBLIC TRANSPORT, CYCLING & WALKING.
7. Are road user charging schemes best 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 AREN'T 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? ALL CHARGES SHOULD BE REVERSED - WE PAY 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? CHARGES AFFECT THE LESS WELL OFF THE MOST - REMOVE ALL OF 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 - AND SUCH A SCHEME SHOULDN'T BE INTRODUCED ANYWHERE IN THE UK.
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? REMOVE ALL - THE LESS WELL OFF WILL BE IMPACTED THE MOST. IT'S A DYSTOPIAN MEASURE, PURE AND SIMPLE.
12. Mayors and local authorities currently have powers to introduce new road charging 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 SHOULD BE DONE FOR THESE RIDICULOUS SCHEMES WHICH AFFECTS MOST OF US GREATLY. THE MAYOR AND LOCAL AUTHORITIES WORK FOR THE PEOPLE - NOT THE OTHER WAY ROUND!
13. How are other 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 A PATHETIC AND DISGUSTING PROPOSAL. NOBODY WANTS THIS, WHICH IS PROBABLY WHY THIS CONSULTATION HASN'T BEEN PROMOTED WIDELY, AND THE WINDOW TO RESPOND IS RIDICULOUSLY SMALL. THE MAYOR IS DESTROYING LONDON, AND THE PROPOSAL DOES NOTHING TO REDUCE CLIMATE CHANGE. IT'S A MONEY MAKING SCAM AND A FRAUD ON THE PEOPLE. OUTRAGEOUS.

Regards,

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

The future of smart road user charging February 2023

Reference	RUC170
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Dear Sirs,

As a previous London resident and now visitor I would like to respond to the Consultation on this issue.....

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

The current road user charging system certainly requires an overhaul – but NOT in any way, shape or form, should it be turned into a controlling travel system for people such as is being proposed. No-one should be essentially having to say where they've been, where they're going and when or be required to have a personal travel account for whatever mode of transport they take.

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

Sort out the public transport system so it is efficient, well maintained, comfortable, reliable, regular and affordable – no charging will then be necessary as far more people will 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?

If public transport was brought up to a high standard, then there would be less traffic and no charges should be required so the importance here is sort out public transport – any charges AT ALL should be limited perhaps to HGVs.

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

Improving public transport!

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

You cannot in any way, shape or form, use pay byphone – regardless of what you might like to happen – not everyone HAS a mobile phone! Not everyone WANTS to do any form of payment, banking or putting any other personal details on their phone or using an app to pay and not everyone trusts paying in this manner anyway – myself included. What if the phone is lost, stolen or broken? You cannot rely on ANY technology – it is always going to go wrong, fail, break down, be corrupted or hacked or cloned – better still, don't charge at all..... Sort out public transport & make it a nice way to travel & people won't want to use their cars unless they really need to.

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

It won't. Simple as 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 are 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?

Not being an Accountant, I can't answer this – but since this is simply a money grabbing exercise anyway – you should speak to 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?

Tell you what – don't charge anyone and then everyone is happy.

Written Evidence from Individuals: Part Two

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

Ah – so you could track people’s movement outside of London and not just in the City itself. This whole plan is very clearly being looked at with a view to tracking the movement of the public (and probably individuals as well) and being able to control who can travel where and when. The plan is as transparent as a pane of glass..... Big Brother WILL be watching everyone.

11. If distance-based road user charging was introduced, do 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? We all already pay road tax supposedly for the upkeep of roads, not that you’d know it by the state of many of them and we buy fuel – which is HEAVILY taxed – vehicle owners have always been an easy target for Governments to get more money from in various ways Enough is 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)?

The London mayor certainly uses his powers to the max! Neither Mayors or Local Authorities should have the power to introduce road charging (for which read money-making) schemes – it makes for unequal rules, charging etc across the country and is already producing 15 minute cities – no local Govt should have the authority and should not be able to bring in new schemes without the public’s full agreement and support.

13. How are other 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 does this have to do with the London issue?

To finish, I would just like to say that this whole scheme should be abandoned....now. Sort out and invest in the public transport issues – clean up the Underground (which is dirty, hot and overcrowded) & get the buses running frequently and make the fares properly affordable (not the Government’s idea of what affordable is) and the London traffic issues will resolve themselves. This proposal must not go ahead... the public will simply not tolerate this Orwellian watchful eye or having their travelling monitored.

[personal information redacted for publication]

ROAD CHARGING

Reference	RUC168
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This is just like the book 1984 coming true, leave us some freedom not to be tracked and charged for moving around “STOP THIS NOW ARE WE FREE OR NOT”

Response to committee questions

Reference	RUC167
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Written Evidence from Individuals: Part Two

Dear Sirs/Madams,

I am a Paramedic who undertakes house visits within London, providing an essential service for the older and vulnerable members of the community as well as seeing patients within clinics at my practice. This central aspect of my day-to-day work undertaking community visits requires me to have a private vehicle to travel. I also am required to travel to and from my place of work with this vehicle due to equipment security meaning this cannot be left at my place of work. Private vehicles also benefit those patients who are able to make their own way to the practice, who otherwise are limited in mobility, this allows them to maintain independence and positively benefit both mentally and physically by maintaining this independence.

To answer your 4 questions as requested:

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

I do not believe the current road charging practices require reform. Charging road users throughout inner and outer London areas for their usage of vehicle would have a negative impact on these vulnerable patients that I deal with daily both in the practice and the community. Their families are less likely to be able to visit them regularly due to cost implications. The patients who have their own vehicle are also less likely to be able to get out and undertake their activities of daily living such as shopping and socialising which has a positive impact on the local community economy, or attending hospital or GP appointments which benefits their long term health. Without being able to do these with private vehicles they will be forced to forego activities that benefit them, and the greater community, greatly due to cost implications. Given the current cost of living crisis I have seen many people very anxious about their spending and this would have a significantly disproportionate negative impact on the most vulnerable. Additional charging of myself whilst undertaking community visits will result in my claiming additional expenses. These additional expenses have to be paid for by the general practice, meaning that there is less money to spend on benefitting the practice as a whole in ways such as training and equipment.

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

Smarter road charging would impact on those who are unable to use public transport most. Those with additional disability needs that rely on private vehicle usage as well as on those who deliver the care to these 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?

Families who undertake caring roles for their vulnerable relatives would be missed by a system who charges based on work travel, care work or essential services. All services provided by these families is essential yet there would be no way to qualify these people in any category as there would be no way to 'prove' this is what they do. Yet I see the massive benefit they have on their relatives on a daily basis. Additionally, my work load will increase, subsequently and the quality of the service I can deliver will suffer for those who rely on their private vehicles for movement or are already housebound, with or without a vehicle. As more people cannot afford to leave the house for GP or hospital appointments their general health will decline and we will further move from a proactive healthcare system to a reactive one. This ultimately increases the burden on health services. The reason being that it would very difficult to establish if attending these appointments is 'essential' and that a person could not have walked or got the bus. Each person is an individual and has individual needs. There will never be a 'one size fits all' approach that prevents these people from being penalised for attending healthcare appointments. Further to this proving this would be very difficult especially for those who are technologically challenged and do not own mobile phones or computers to challenge these charges or apply for exemptions on a fair basis.

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

Smart road use targets target directly the most vulnerable, those who could get public transport will and will not pay additional charges. Those who have no choice, will have to pay these charges and will suffer greatly from these impacts. Efforts would be better spent at

Written Evidence from Individuals: Part Two

creating more robust infrastructure in bus routes, regular timetables and increased support for assisting the most vulnerable in safe and independence promoting travel.

Yours sincerely,

[personal information redacted for publication]

Smart Road user charges

Reference	RUC166
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We pay enough to use the roads in London, further charges will not help. Not only do car owners pay for car tax, which increases pending your vehicle's engine size and model type. We also pay local councils rates.

The congestion charge has now proved it no longer works as less people now drive into London, so now the Ulez is to be put into force over the London borough's the people that are in top earner bracket won't effect them it's again those who are in the lower wage bracket.

We do not need to be tracked where we are going or what we are doing. Not everyone can walk locally due to health reasons, and giving people assentive's not to use their cars are ridiculous.

This needs to be stopped.

Submission

Reference	RUC165
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. Do the current road user charging systems in London require reform?

No, they need scraping.....

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

Big brother, to much scrutiny of individual freedom

3. 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?

It would only support money making by authority, it would support surveillance of the individual,

WHATEVER HAPPENED TO HUMAN RIGHTS?

.....The right to go where and when I please without interference or observation by authority ...

This whole idea is BAD, very BAD.....

This is 1984 !!!!

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Smart road charging

Reference	RUC164
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I do not think it reasonable to change the current system. Your plans will be overly intrusive and block people's freedom of movement. It will discriminate against the less well off. It is a dystopian system you pushing. Not at all nice for anyone.

Yours

Concerned citizen

Pay per mile

Reference	RUC163
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Hi

The current ulez is too much let alone the current plans to extend and to do a pay per mile type scheme will just push business and trade away from London and the uk. Maybe this is what the mayor wants?

Maybe doing this will push smaller business to close even more so than now and Small business are already planning to move from London because of the incoming ulez expansion.

All cars should not be charged per mile, this is just like being in the soviet union, everywhere you go you will be monitored, the freedom of the people should be at the forefront.

Ulez already doesn't work, is a money grabbing scheme, you can be in the zone without knowing by mistake then have an £80 fine. Khan's ideas are damaging to Londoners and doing a pay per mile style system will only affect the poorer in society unless you have a fully functioning TFL, which currently isn't the case after it's had to be bailed out by government.

How will this effect historic and classic cars and hotrods ? Will they be charged more than evs ?

There isn't enough detail on exactly is being proposed, the devil is in the detail

Regards

The future of smart road user charging February 2023

Reference	RUC162
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Please see my responses to your consultation

Key questions

1. Do the current road user charging systems in London require reform? YES THEY DO, TOTAL ABOLITION OF ALL CHARGING SYSTEMS OVER AND ABOVE OF STANDARD ROAD TAX NEEDS TO HAPPEN
2. How might smarter road user charging differ from the current daily charges for driving applied in London? THERE SHOULD BE NO CHARGING 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

Written Evidence from Individuals: Part Two

services? NONE SHOULD BE CHARGED THIS IS AN INFRINGEMENT ON PUBLIC FREEDOMS

4. What strategies and targets could smarter road user charging support? IT SHOULD NOT HAPPEN SO SHOULD NOT SUPPORT ANYTHING.

5. What technology could be used to support smarter road user charging? NONE AS IT WOULD IMPACT ON MY PERSONAL HUMAN RIGHTS

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? IT CANT BUT WHAT SHOULD HAPPEN IS TO REMOVE THE BLOCKING TACTICS EMPLOYED TO SLOW THE CITY DOWN

7. Are road user charging schemes best 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 FOR CONTROLLING THE POPULATION WHICH IS ETHICALLY ABHORRENT

8. 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 SHOULD NOT HAPPEN AND ALL CHARGES APART FROM EXISTING ROAD TAX 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? 100% DISCOUNT FOR ALL OF 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? 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 NOTHING THIS WHOLE IDEA IS ALL ABOUT CONTROL OF THE POPULATION

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? TOTALLY THERE NEEDS TO BE A REFERENDUM AS THEY WERE NOT MANDATED TO IMPLEMENT SUCH SCHEMES AD 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?
[personal information redacted for publication]

Smarter Road User Charging Response

Reference	RUC161
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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 WILL COST PEOPLE MORE MONEY AND OUR FREEDOM

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? DO NOT CHANGE IT - IT IS ALREADY ANOTHER TAX ON US AND WILL NEVER BE FAIRER

Written Evidence from Individuals: Part Two

4. What strategies and targets could smarter road user charging support? NONE

Transport Committee

Holding the Mayor to account and investigating issues that matter to Londoners WE DO AGREE TO ANY OF THIS

Call for Evidence: The future of smart road user charging February 2023 THIS IS CRIMINAL 3

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? NOTHING - OPEN UP OUR ROADS TO STOP FORCING VEHICLES ONTO THE SAME ROADS CAUSING 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? NEITHER - NO BENEFITS TO PEOPLE 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? NONE - WE KNOW IT'S A CON

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 - NO ONE WILL BENEFIT EXCEPT THOSE BEHIND THIS DYSTOPIAN PLAN

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 BE A SENSIBLE PLACE

11. If distance-based road user charging was introduced, do 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 BE CHARGED

12. Mayors and local authorities currently have powers to introduce new road charging 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 NATIONAL REFERENDUM TO STOP THIS MADNESS

13. How are other 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 DO NOT WANT RESTRICTION OF MOVEMENT AT ALL

Call For Evidence for Road User Charging.

Reference	RUC160
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To whom it may concern,

These are my responses to your key questions.

1) Yes. London road charging does need reforming - by removing all congestion and ULEZ's altogether. The same goes for all other U.K. cities which have similar schemes. Londoners, and other U.K. citizens have an inalienable right to travel unhindered, according to our constitution. Any tolls or charges, on public highways, are unconstitutional. And no further charges should even be considered, unless the people decide themselves to implement such a charge. None of this has been voted for by the people so far and, as far as I am

Written Evidence from Individuals: Part Two

aware, the roads being charged are public highways, not private. This proposal will also help to destroy London, as it will be nothing without the people.

2) The same answer as per question 1.

3) This proposal is simply trying to micromanage and over complicate. With regards to the answer to question 1, this is unconstitutional on public highways. You cannot dictate how and when people choose to travel. This proposal also could lead to invasions of privacy.

4) Again, this is unconstitutional and even hints at tyranny, especially dictating to people how and when they can travel. For any major change such as this, there at least initially needs to be a referendum or suchlike. So far, the people haven't voted for such a scheme and I doubt they ever will.

Finally, how this call for action has been hidden, is quite concerning. There should have been much more media coverage of this. How can this be implemented without a proper referendum or suchlike? I vote no to ANY unnecessary charging proposals. The people we elect into office need to remember that they actually serve us, not the other way around.

Yours faithfully.

A London native, who has already been priced out of living there but still needs to visit family

London road/pedestrian/cycle punishment scheme.

Reference	RUC158
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1. Do the current road user charging systems in London require reform?

I accept that Londons square mile may well have higher levels of pollutants and drivers are already being penalised via a daily

Charge from TFL. The current scheme is fine. There is no viable reason to change, other than perhaps to get the word digital in scheme.

Has this been resurrected because of the significant backlash from the ULEZ scheme?

This is already proving to be totally unjust with streams of protestors out on the streets of London almost on a daily basis strongly objecting to this tax. In the last 20 years only 1 child has died as a result of car emissions in the London area.

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

It will be more expensive!!!!

This is 'big brother is watching you' on a grand scale. The word 'smarter' is simply another word for surveillance.

The cost of implementing such a scheme to track vehicles and individuals movements (from my understanding) must be

Astronomical. I am guessing at some point the system may be updated (if not already, with facial recognition cameras). This is not necessary and is simply another way of further taxation and has nothing to do with Net carbon Zero.

1. How might charges for driving in London be varied for different types of journeys such as travelling to work, caring responsibilities or essential services?

I believe a significant number of people now accept that the 'powerful billionaires' do not want us to use our cars. The average car driver is already heavily penalised by having to pay vehicle excise duty and high fuel charges. Car drivers in certain areas are already being forced to use other routes because of planters etc in the so called

Written Evidence from Individuals: Part Two

LTN areas. If this is about climate change as stated, then how come cars are now being forced to travel further, polluting the atmosphere even further in standing traffic. People have died because ambulances haven't been able to get to patients in time because of these unnecessary measures.

If this unnecessary blatant tax charging system is to be implemented consideration should be given to regular workers travelling by car into the city and also care workers going about their daily livelihoods.

2. What strategies and targets could smarter road user charges support?

This is simply a scheme with totalitarianism at its heart. No one should agree to this scheme in any shape or form. This is a case of restricting peoples free movement without any democratic vote whatsoever. It has been poorly advertised, perhaps in the hope that only a few responses will be received.

Call for evidence: Road charging

Reference	RUC157
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In response to the Key Questions:

1. No, the current road user charging system doesn't need to be reformed it needs to be scrapped. It's a tax on the poor. It is causing more damage than is necessary. Stopping emergency services because of LTN road closures. Enough already being paid in Council and Road taxes and it is not being spent on the roads.

2. We shouldn't be paying again to use the roads, that is what road tax is for.

3. We shouldn't be paying again to use the roads, that is what road tax is for.

4. We shouldn't be paying again to use the roads, that is what road tax is for.

5. No to big brother.

6. There is no actual proof provided by the London Mayor to back up his claims. London air has never been cleaner.

<https://londonair.org.uk/LondonAir/nowcast.aspx?fbclid=IwAR2hAluKpIM62oMKaMyxdnCji3TxcKWKOHJiv8srmUMX7uefK3Y2g8vtsUc>

7. No to big brother.

8. We shouldn't be paying again to use the roads, that is what road tax is for.

9. We shouldn't be paying again to use the roads, that is what road tax is for.

10. No. It's a planned system to restrict and control under the guise of saving the planet for which there is no credible evidence.

11. We shouldn't be paying again to use the roads, that is what road tax is for.

12. Mayors and local authorities shouldn't have this kind of authority to restrict the movement of people. We live in a democracy.

13. Not interested in other countries.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC156
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Dear London Assembly Transport Committee

Please find below the answers alongside your questions.

1. Do the current road user charging systems in London require reform? **Yes. They should be scrapped.**

Written Evidence from Individuals: Part Two

2. How might smarter road user charging differ from the current daily charges for driving applied in London? **It will become a technological nightmare of which communist China would be proud.**
3. 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 segregate, therefore you shouldn't charge.**
4. What strategies and targets could smarter road user charging support? **An authoritarian, controlling government. Think China.**
5. What technology could be used to support smarter road user charging? **You shouldn't use any technology. The whole scheme is a terrible idea to begin with.**
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? **Traffic is affected by all the lanes that are being closed/restricted for different reasons, so it's a self-imposed problem to which then you create the payment system to take advantage of. Air pollution is solved by better and more efficient public transport. The climate changes based on solar activity. Why do you imply it as a bad thing? Unless, of course, you have an agenda.**
7. Are road user charging schemes best 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. They are a money-making 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? **Don't assume it will be introduced. Eventually, people will get tired of your abuse of power and remove you from power. Remember, you were voted in by the consent of the people. That is not a free ticket to impose your narrow-minded agenda. If you think your ideas are so good, hold a referendum. No? I thought so.**
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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're assuming this will be accepted.**
10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial? **Once again, you're implying everyone agrees with the distance-based model. It's a terrible idea to restrict people's movements under the guise of saving the planet. Your mindset is best suited for Pyongyang.**
11. If distance-based road user charging was introduced, do 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 anything. I'm surprised people haven't taken to the streets. Push them enough and they will.**
12. Mayors and local authorities currently have powers to introduce new road charging 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 a must. But not with loaded questions.**
13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? **Most are following the ideas shared at the Davos, World Economic Forum meeting, so they are in lockstep with you. Which is a terrible thing. You are complicit in slowly bringing about an authoritarian, all-controlling state.**

Kind Regards

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Road User Charging Consultation - Response to Questions

Reference	RUC152
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Please take note of the following responses to the consultation Questions:

1. Do the current road user charging systems in London require reform?

Yes, the congestion charge should be kept in central London and ULEZ removed from central/inner London and the proposed outer London ULEZ should not be implemented. Vehicles are taxed and pay fuel duty on a national level to use the road network, therefore any changes should be proposed and agreed democratically across the whole UK by central government, for consistency, understanding and fairness.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

The current system, if only applied to central London for congestion reasons, is adequate. parking charges based on vehicle type should be removed altogether.

3. 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 journeys are essential to the people making them, therefore the need to differentiate for specific reasons is not necessary.

4. What strategies and targets could smarter road user charging support?

None for London in isolation. As response to Question 1, vehicles are taxed and pay fuel duty on a national level therefore any strategies and targets should be proposed and agreed democratically across the whole UK by central government, for consistency, understanding and fairness.

Kind Regards

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging

Reference	RUC151
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In response to the Key Questions:

Written Evidence from Individuals: Part Two

1. No, the current road user charging system doesn't need to be reformed it needs to be scrapped. It's a tax on the poor. It is causing more damage than is necessary. Stopping emergency services because of LTN road closures. Enough already being paid in Council and Road taxes and it is not being spent on the roads.
2. We shouldn't be paying again to use the roads, that is what road tax is for.
3. We shouldn't be paying again to use the roads, that is what road tax is for.
4. We shouldn't be paying again to use the roads, that is what road tax is for.
5. No to big brother.
6. There is no actual proof provided by the London Mayor to back up his claims. London air has never been cleaner.
<https://londonair.org.uk/LondonAir/nowcast.aspx?fbclid=IwAR2hAluKpIM62oMKaMyxdnCj3TxcKWKOHJjv8srmUMX7uefK3Y2g8vtsUc>
7. No to big brother.
8. We shouldn't be paying again to use the roads, that is what road tax is for.
9. We shouldn't be paying again to use the roads, that is what road tax is for.
10. No. It's a planned system to restrict and control under the guise of saving the planet for which there is no credible evidence.
11. We shouldn't be paying again to use the roads, that is what road tax is for.
12. Mayors and local authorities shouldn't have this kind of authority to restrict the movement of people. We live in a democracy.
13. Not interested in other countries.
[personal information redacted for publication]

Smarter road charging and 15min cities

Reference	RUC150
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To whom it may concern.

1. Do the current road user charging systems in London require reform?

Answer: The current road charging systems in London need removing the current road tax is a charge based on mot emissions which are checked yearly and if car does not comply the mot will not be issued this is a fare charge to check a vehicle compliance.
Over whelming proof that the current ulez is not using mot nox levels but year of car and this is a disgrace.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Answer: smart charging should not be used, smart tracker of people removes their freedom of movement and 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?

Answer: is this just vehicle charging it reads that it is any movement walking, bus, train etc you should not be charged to move around anywhere.
Charging train and bus fares already exist to cover costs and profit in these services and vehicles are charged Road tax and fuel duty no additional restriction on movement should be implemented.

Written Evidence from Individuals: Part Two

Pay per mile for any mode of movement is dictatorship.
To have to inform the details of your journey in advance is outrageous.

4. What strategies and targets could smarter road user charging support?

Answer: smarter road charges will remove all civil liberties, confine people to the own home, not be able to work, look after family, socialise.
It will close London down to be a ghost town and you will force many people out of work.
Mental health will be a major concern.

This whole scheme is just a money making exercise there is no proof at all that this will improve quality of life or air quality, no scheme can stop air moving around the world.
Abolish the whole scheme.

Road user charging consultation

Reference	RUC147
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As requested, please note herebelow my answers in response to your questionnaire:

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 WOULD BE MORE EXPENSIVE FOR THE ENTIRE PUBLIC AND WOULD AFFECT THE POOREST IN SOCIETY THE MOST
3. 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 THEY BE VARIED? TRAVEL OF ANY KIND IS A NECESSITY AND WE ALREADY PAY TAXES FOR THE UPKEEP OF OUR ROADS THROUGH RATES AND MOTORING TAXES THERE IS NO NEED TO ADD ADDITIONAL CHARGES.
4. What strategies and targets could smarter road user charging support? NONE. WHY ARE YOU SETTING TARGETS?
5. What technology could be used to support smarter road user charging? CURRENT TECHNOLOGY IS PERFECTLY ADEQUATE AND A SYSTEM IS ALREADY IN PLACE THAT WORKS. WE DO NOT NEED 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 WOULDN'T HELP AT ALL. CHARGING A FEE FOR A BIKE TO GO THROUGH A TOWN HAS NO IMPACT ON AIR POLLUTION WHATSOEVER. INVEST IN SOME SCIENTIFIC 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? THEY SHOULDN'T BE SET UP AT ALL UNLESS DEMOCRATICALLY AGREED BY THE LOCALITY.
8. 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 NEVER REPLACE OTHER TAXES THEY'RE SIMPLY ADDED ON THEREFORE THEY SHOULD NOT BE INTRODUCED AT ALL.

Written Evidence from Individuals: Part Two

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 THAT WANTS TO TRAVEL FOR WORK, OR TO SEE FAMILY, OR IS DISABLED, OR HAS CHILDREN, OR HAS SHOPPING, OR IS GOING OUT TO USE A FACILITY IN THE TOWN 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.

11. If distance-based road user charging was introduced, do 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 BE CHARGED FULL STOP. MOTOR USERS ARE ALREADY PENALISED FOR HAVING A CAR, ARE CHARGED TAX THROUGH PETROL AND ROAD TAX AND PARKING, WHY ON EARTH SHOULD 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)? YES. THEY SHOULD PROVE BEYOND ALL REASONABLE DOUBT TO THE PUBLIC THAT THESE SCHEMES A) REDUCE POLLUTION (FIGURES SHOULD BE PROVIDED FOR THE EVIDENCE), B) THAT ALL MONIES GO BACK INTO THE PUBLIC PURSE FOR THE BENEFIT OF THE MOTORIST, C) THAT NO QUANGOS ARE PAID TO MONITOR OR SET THESE SCHEMES UP.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? AM UNAWARE OF OTHER CITIES USING THESE IDEAS, HOPEFULLY ANY THAT ARE USING THEM SHALL FAIL MISERABLY AS ALL THEY DO IS IMPACT THOSE LEAST ABLE TO AFFORD IT.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC146
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Thank you for the opportunity to respond to the future of smart road user charging:

1. Do the current road user charging systems in London require reform?

No. I would suggest that the current CC, LEZ, ULEZ and ULEZ expansion charging is sufficient, given that it is specific to each vehicle type, age and also its frequency of use.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

I don't see how smarter road charging will improve the current situation. The poorer families will be most affected whilst those with sufficient funds will simply pay.

It is clear that it is the London Assembly Transport Committee's ambition to deter or reduce vehicular movement within the CC, LEZ, ULEZ. I would like to suggest that making all public transport within these zones free, whilst increasing the frequency and numbers of all public transportation would instantly redirect London travellers away from 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?

Written Evidence from Individuals: Part Two

See 2. In addition, essential carer's journeys by car should be free as should disabled or impaired passengers and their drivers. To include all pensioners from the certified pension age.

4. What strategies and targets could smarter road user charging support?

See 2. Measuring the success of the mass migration to public transportation.

Best of luck.

Road User Charging

Reference	RUC144
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My response to this is NO.

Do the current charges need reform - No, also the proposed ULEZ charge to outer London should be scrapped.

The amount of money wasted on cycle lanes in London is an example of change without thought as this change will be.

What evidence of deaths from car pollution is there? One death in 20 years??

Another money making policy by the Mayor. He attempts to get good press with his £130m school meals for pupils and forgets residents paying more for car travel.

A definite NO to this proposal.

[personal information redacted for publication]

Road User Charging.

Reference	RUC143
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Dear Sir/ Madam,

Please find below answers to the questions in the consultation for road user charging. I would be grateful if you logged my comments and concerns.

1. Do the current road user charging systems in London require reform?

As a driver in the ULEZ London area, I do not think that the system needs reform. It just needs to be used as is.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

The current system is efficient and any further roll out of charging will infringe individual users' right to privacy and 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?

There is no need to charge for individual or specific types of journey - information about the nature of the journey is private and the responsibility of the traveller.

4. What strategies and targets could smarter road user charging support?

Written Evidence from Individuals: Part Two

None that benefit the user. The only people to be supported by this are those who are charging.

5. What technology could be used to support smarter road user charging?

The assumption that each traveller citizen and road user, should have technology assisted travel is against the freedom for the individual to decide if and how they travel. Not everyone wants of has a smart phone.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

They do not, better, cheaper and cleaner public transport is the only way to achieve aims for less traffic and 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?

No, I wholeheartedly object to the monitoring of road use on a national, regional or local scale because it is undemocratic.

8. 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 argument for replacing car tax, so 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?

I d like to see this scheme scrapped and instead accessible, cheap and efficient public transport 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?

The government need to be more transparent about the agenda behind the scheme and need to develop a greater respect for individual privacy.

11. If distance-based road user charging was introduced, do 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)?

More consultation is required in the form of a referendum that is national and must include 16 year olds.

yours sincerely

[personal information redacted for publication]

Road Charging Consultation - Deadline 13/03/23

Reference	RUC142
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Dear Sir/Madam,

Below are my responses to your four key questions regarding the aforementioned consultation:

Q1. Do the current road user charging systems in London require reform?

A1. Yes; they ALL need to be abolished and motorists should be being priced off of the roads.

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Written Evidence from Individuals: Part Two

A2. This will increase so much, that this will have a negative effect on inflation.

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. This will be just another way to price motorists off the road, but this will negatively effect the region that this comes into fruition in.

Q4. What strategies and targets could smarter road user charging support?

A4. Smarter Road is such an awedul idea, it needs to mothballed with immediate effect. Ideally, all forms of road charging should be scrapped.

Yours truly,

[personal information redacted for publication]

Fwd: Road Charging Consultantion - Deadline 13/03/23

Reference	RUC141
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Dear Sir/Madam,

Please see my responses to your four key questions, below:

Q1. Do the current road user charging systems in London require reform?

A1. Both ULEZ extention should be abolished, and nothing else implemented in its place.

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

A2. This will massively, and unnecessarily, increase costs in London, driving up inflation, and hampering living standards.

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. There should NOT be any further costs added to the already expensive cost of motoring!

Q4. What strategies and targets could smarter road user charging support?

A4. Smarter Road Using is a catastrophically bad concept, and should be abolished, ideally, alongside both ULEZ extentions!

Yours faithfully,

[personal information redacted for publication]

Road Charging Consultantion - Deadline 13/03/23

Reference	RUC140
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Good afternoon,

So in answer to your four key questions, please see my responses below:

Written Evidence from Individuals: Part Two

Q1. Do the current road user charging systems in London require reform?

A1. Yes they do; the ULEZ and Congestion Charge should remain in Central London ONLY. All other extentions of the ULEZ, as well as any Road Pricing should be abolished entirely!

Q2. How might smarter road user charging differ from the current daily charges for driving applied in London?

A2. This will have a detrimental effect on the overall costs of living for peoples day to day lives.

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. This will no longer be the most affordable option, making driving just as expensive as all other alternatives.

Q4. What strategies and targets could smarter road user charging support?

A4. Smarter Road Using is a dreadful idea, and should be abolished, alongside abolishing both ULEZ extentions.

Kind regards,

[personal information redacted for publication]

Call for evidence: The Future of Smart User Road Charging

Reference	RUC139
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Dear Assembly Members,

I have read the document referred to above and have read the list of questions that have been raised.

I have the following observations to make:

1. For such a far reaching potential change, it is disingenuous that this consultation (if it can be called such) has not been widely advertised. Perhaps, this is symptomatic of the way that changes that adversely affect the population are debated and decisions are taken almost in secret. It is dealing with a fundamental breach of freedom to travel unhindered. As such, it is a NATIONAL issue and should be made public i.e. widely advertised. This is a major failing on your part.

2. The questions listed make the assumption that there is a mandate for road charging and the detail of how best to implement such a scheme is the only issue up for discussion and debate. Public opinion in general would be totally against any form of road charging - were the general population invited to vote on such a matter, but I believe you already know that, so concealment is preferable.

3. The Document dated 29 April 2019 by Centre for London Green Light : Next generation user road charging (another document HIDDEN in plain sight - not widely advertised) is clear evidence of covert moves to effectively impose restrictions on movement by financial or other means has been on the agenda for at least 3 years. I wonder how many of you would have been elected if this had been common knowledge at the last GLA poll.

4. This scheme / regime along with LTNs, 15 minute cities etc goes completely against democratic principles.

Written Evidence from Individuals: Part Two

5. You are elected by voters to do the will of the people, not to pursue your own agendas. You can be voted out and /or your duplicity exposed.

6. Where the main media outlet vehicles fail the public by not drawing our attention to these matters, other outlets are making us aware of the changes being imposed without public scrutiny. Word is being spread by mouth, and opposition to these impositions is growing, as so called "conspiracy theorists" are able to back up their fears with official documentation. Demonstrations in towns and cities across the country are testament to how unpopular these impositions are, once people realise what they entail.

7. Attempts to mislead the public or to silence dissenting voices will not work.

In short, certain freedoms were granted under Magna Carta and neither you nor anybody else has the authority to remove any of those rights, without the overwhelming support of the public.

The future of smart road user charging

Reference	RUC136
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I find this truly terrifying that you are putting out this consultation with such little time for response and with no advertising that it exists

To answer your questions

1. Do the current road user charging systems in London require reform.

No they don't. Think is disgusting that your even considering this.

I'm therefore not answering any of your further questions

[personal information redacted for publication]

London Assembly Transport Committee: The Future of Smart Road User charging. Feb 2023.

Reference	RUC135
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In response to Questions:

Question 1. ' Do the current road user charging systems in London reform?

Answer:

London, both inner and outer boroughs, DO NOT need variable or distance based smarter road charging.

In light of this no further questions require an answer.

Yours

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Call for Evidence / Road User Charging / Person affected by the policy

Reference	RUC134
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Dear Sirs,

I am a Londoner who will be affected by the policy and its potential goals.

Please see my responses below.

Yours faithfully,

[personal information redacted for publication]

1. Do the current road user charging systems in London require reform?

YES - The current ULEZ area up to the North/South circular roads should be abolished.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

IRRELEVANT QUESTION - I do not wish for any such scheme to be introduced. The result will be higher costs for hard pressed individuals.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

IRRELEVANT QUESTION - I do not wish for any such scheme to be introduced. The result will be higher costs for hard pressed individuals.

4. What strategies and targets could smarter road user charging support?

IRRELEVANT QUESTION - I do not wish for any such scheme to be introduced. The result will be higher costs for hard pressed individuals.

5. What technology could be used to support smarter road user charging?

IRRELEVANT QUESTION - I do not wish for any such scheme to be introduced. The result will be higher costs for hard pressed individuals.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

IRRELEVANT QUESTION - I do not wish for any such scheme to be introduced. The result will be higher costs for hard pressed 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?

IRRELEVANT QUESTION - I do not wish for any such scheme to be introduced. The result will be higher costs for hard pressed individuals.

8. 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 QUESTION - I do not wish for any such scheme to be introduced. The result will be higher costs for hard pressed individuals.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

IRRELEVANT QUESTION - I do not wish for any such scheme to be introduced. The result will be higher costs for hard pressed individuals.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

IRRELEVANT QUESTION - I do not wish for any such scheme to be introduced. The result will be higher costs for hard pressed individuals.

Written Evidence from Individuals: Part Two

11. *If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?*

IRRELEVANT QUESTION - I do not wish for any such scheme to be introduced. The result will be higher costs for hard pressed individuals.

12. *Mayors and local authorities currently have powers to introduce new road charging 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 should be mandatory in all cases

13. *How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?*

IRRELEVANT QUESTION - I do not wish for any such scheme to be introduced. The result will be higher costs for hard pressed individuals.

Road user charging

Reference	RUC133
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Dear Sir/Madam

My answers to the London assembly call for smart charges:

1. There is absolutely no need for Ulez or road pricing it's an outrageous idea penalising every one needing to travel and will ultimately decimate London's economy.

Rgds

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging Feb 2023

Reference	RUC132
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Dear Assembly Members,

I have read the document referred to above and have read the list of questions that have been raised.

I have the following observations to make:

1. For such a far reaching potential change, it is disingenuous that this consultation (if it can be called such) has not been widely advertised. Perhaps, this is symptomatic of the way that changes that adversely affect the population are debated and decisions are taken almost in secret. It is dealing with a fundamental breach of freedom to travel unhindered. As such, it is a NATIONAL issue and should be made public i.e. widely advertised. This is a major failing on your part.

2. The questions listed make the assumption that there is a mandate for road charging and the detail of how best to implement such a scheme is the only issue up for discussion and debate. Public opinion in general would be totally against any form of road charging - were the general population invited to vote on such a matter, but I believe you already know that, so concealment is preferable.

3. The Document dated 29 April 2019 by Centre for London Green Light : Next generation user road charging (another document HIDDEN in plain sight - not widely advertised) is clear

Written Evidence from Individuals: Part Two

evidence of covert moves to effectively impose restrictions on movement by financial or other means has been on the agenda for at least 3 years. I wonder how many of you would have been elected if this had been common knowledge at the last GLA poll.

4. This scheme / regime along with LTNs, 15 minute cities etc goes completely against democratic principles.

5. You are elected by voters to do the will of the people, not to pursue your own agendas. You can be voted out and /or your duplicity exposed.

6. Where the main media outlet vehicles fail the public by not drawing our attention to these matters, other outlets are making us aware of the changes being imposed without public scrutiny. Word is being spread by mouth, and opposition to these impositions is growing, as so called "conspiracy theorists" are able to back up their fears with official documentation. Demonstrations in towns and cities across the country are testament to how unpopular these impositions are, once people realise what they entail.

7. Attempts to mislead the public or to silence dissenting voices will not work.

In short, certain freedoms were granted under Magna Carta and neither you nor anybody else has the authority to remove any of those rights, without the overwhelming support of the public.

Yours sincerely,

[personal information redacted for publication]

Call for evidence - road charging

Reference	RUC131
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I have responded to the call for evidence, below, as a private individual who pre-pandemic commuted to London daily by rail & tube, and as a family motorist who uses my car when appropriate. My base position is that public transport in central London is pretty good, but further from the centre the worse it gets.

As a resident in the home counties, I travel into the outer London boroughs for both business and leisure, where public transport routes and journey times are excessive so choose to use my car. Also, travelling into London from the home counties by national rail services is expensive, so when travelling as a family, driving to outer London and then using tube services is more affordable

I believe transport and congestion is important to all cities, but the blatant 'greenwashing' of transport initiatives to grow revenue diminishes the trust in public bodies.

Key questions

1. Do the current road user charging systems in London require reform?

Yes, but by reform, I suggest 'removal' would be better. The greater focus should be on enhancing public transport to make it both affordable and practical to use. Lots of the reports on this topic relate to 'the individual', but we should focus on families and society as a whole. The constant increasing on costs hits the lower income groups the most, and they are the least able to change their transport choices.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

The questions suggest that the 'consultation' is a farce because you have already decided the 'road user' charging is going to go ahead.

Written Evidence from Individuals: Part Two

Just how much does a system such as this cost to implement (all the design, consultation and construction of the infrastructure, as well as setting up the organisation to operate it) and how much will it cost to operate versus the real and tangible benefit to London, Londoners and visitors to London (that is commuters as well as tourists). There needs to be a very clear and concise costs benefit analysis that is numerate and based on evidence.

3. 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 struggle with this question. It assumes there is clear knowledge why I am choosing to drive. It suggests I nominate a journey as commuting and another journey as out for a jolly, and yet another as visiting great aunt Mabel for 'caring'. When is a nurse, for instance, travelling for work, for caring or just out for a much needed drink? And is their journey work or an essential service?

Are Amazon deliveries of medicines essential journeys, but deliveries of toys something else?

To really address this question, you would need data on an ongoing, hour by hour basis that would be a HUGE invasion of privacy. The media fall out from this could be (should be) political career ending.

If charges are levied and then discounts claimed retrospectively, that is going to be a huge operational overhead. Why is it necessary?

4. What strategies and targets could smarter road user charging support?

What is 'smarter' in this context?

What targets? How about reducing travel time for all road based journeys? Or is this about revenue generated?

Focus for any road charging system should be a clear cost / benefit for us, the people, the users and the people who will have to pay this. For this need to be acceptable, there needs to be absolute clarity on the cost of operating the system, and where the inevitable profit is actually going. Who are the real beneficiaries of this initiative?

5. What technology could be used to support smarter road user charging?

How will you make this accessible to EVERYONE? I have older relatives who don't have a smart phone or a PC – they are being cut off from accessing almost everything.

I drive an older car – will that need a tracking device fixing to it?

How will you stop fraud? One of the briefing documents stated that the road user charging will track people not vehicles. There needs to be far more thought and publication of details as to how this could work.

Or, just keep it REALLY simple and vehicles drive on the roads and charge 'per mile' and 'be efficiency' through fuel charges. And if EV are tipping the scales at 2 tonnes and more, so increasing the load on roads, that should be a charge on the vehicle excise duty – an established systems that seems to work reasonably well.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Let start with some data as to what is actually being managed through such a scheme, rather than trying to catch anything vaguely related to vehicle usage.

Air quality from changes to exhaust emissions is already changing as the switch to more modern engines and EVs is made. Although many plug in hybrids have worse emissions than a pure ICE vehicle.

The best way to reduce reliance on cars (because that is your focus here) is to make public transport faster, cleaner, cheaper and reliable. In fact, it could be positioned as a *public service*, rather than a line of revenue on the P&L balance sheet.

7. Are road user charging schemes best 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 there is to be a change to how we pay for our roads it should absolutely be at a national level, and completely tied into national tax revenue plan, otherwise it is inequitable and will become a punitive charge for some people. If schemes are set up locally there will be duplication of systems between locations, and multiple bodies doing the same thing

Written Evidence from Individuals: Part Two

differently. For the average person on the street it just becomes unnecessarily complicated and confusing.

Keep it simple and cheap and raise tax revenue by the fuel and efficiency of the vehicle. It's a tried and tested system that seems to work and the infrastructure is already in 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?

See my previous answers. The existing system is set up and integrated. There is no real reason to change it.

If car A travels at 100 mpg (or the EV equivalent) they pay less than a car that does 10mpg. So the polluting vehicle pays more. Simple.

If you want to stop people travelling to work at regular hours, then the charge becomes punitive on those that work in factories or hospitals or schools where hours are fixed and the staff have to be to work at fixed times. For others who are able to work from home or change where they work, flexibility could be great. So this is punitive charges on people who are in typically lower paid jobs.

If a national system is introduced there needs to be absolute clarity on where and how charges apply. That would mean lots of signage at the road side (wow! What an environmental benefit that would be, and how much more distracting for 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?

You are suggesting building in complexity and difficulty to replace the current really simple system or drive a car and use fuel, you pay for it. How do you define low income? How do you define 'low levels of public transport'?

The nurse I referred to earlier does a 12 hour shift, leaving home at 06:30. A 45 minute or so commute and then 12 hours + at work, then changing time and a 45 minute commute home, arriving around 20:30. They are not going to use slower public transport nor be walking to access that public transport on top of that shift. And what about the level of service at weekends?

So, yet again, people doing the jobs the rest of us depend upon are penalised by ideas such as 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?

Firstly, starting with London? – Absolutely NOT. London is NOT reflective of the rest of the country, either for London residents or commuters.

Secondly, 'government' looked at such schemes some years ago, and it was dropped because of a very negative public response.

11. If distance-based road user charging was introduced, do 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 challenging to answer because of all the other changes that have happened recently and the planned expansion of the ULEZ.

A riddle I cannot answer is why a large and very expensive hybrid vehicle costs less to operate than an older car, yet pollute more when not running in EV mode. Why should those available funds for expensive cars pay less than those struggling to make ends meet? (Yes, I'm referring to that nurse again!)

I have an acquaintance as a lead mechanic at a well known brand of 4x4 who have customers who come in because the EV systems are failing through lack of use. Their customers say they 'never use the plug in bit' because it's inconvenient / not worth it / they haven't got anywhere to plug in etc so they run their V6 petrol car on petrol only and achieve a very low mpg.

12. Mayors and local authorities currently have powers to introduce new road charging 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 Two

As this is a revenue generating levy on the population, which could be seen as a Tax, it should ONLY be implementable at a national level. There should be a well publicised public consultation with results and findings clearly communicated.

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?

I am aware of other schemes in Europe but am not commenting on them here.

As you can probably surmise I am not in favour of time & distance based road charging. I do not want my every move tracked and billed for. I do not want to have to justify every move I make. It is a highly invasive use of my private data and movements. It will serve to promote the system operators (and whoever is behind them) at my expense.

We have a system of road charging and mileage fees, including benefits for efficiency – tax on fuel and VED. The more you drive and the less efficient your vehicle the more you pay. It's very simple and works pretty well, without unduly penalising people in rural locations.

Regards

[personal information redacted for publication]

smart road user pricing consultation

Reference	RUC130
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I am strongly against the proposals. They infringe personal liberty. There is inadequate accountability and checks for miss use of personal data

Evidence

Reference	RUC128
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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?

Written Evidence from Individuals: Part Two

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Discounted or tiered pricing based on

A) essential workers

B) your end destination (travelling within or out of the London zone/heavily polluted zones, backed by scientific evidence)

C) Recreational vehicles (campers and motorhomes). Most owners only use for holidaying out of London.

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?

The widening of the ULEZ has revealed that outer boroughs do not necessarily contribute the same level of pollution. There needs to be clearer evidence based decision making with such tough measures being rail roaded through. A nationwide system would then be easier to implement and justify to the populous.

8. 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 be part of the road tax system, and scalable/smarter

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 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? A trial should be set nationwide in high traffic/pollution hot spots not just London. If something so divisive is to be proposed a more forensic trial should be implemented.

11. If distance-based road user charging was introduced, do 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)?

Absolutely, major infrastructure charges/taxes of any kind must be voted in by the people. This is my biggest issue with Mayor Khans draconian implementation of the expanded ULEZ. The consultation was poor (at best) with few people knowing about it or the proposed expansion, the consultation needed to be promoted to a far wider audience, almost all of my

Written Evidence from Individuals: Part Two

friends knew nothing about it, and these are people that drive daily in and out of the outer boroughs and have non ULEZ compliant vehicles.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives

Road user charging

Reference	RUC125
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1. Do the current road user charging systems in London require reform?

They need abolishing. We already pay enough in road tax and fuel duty.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

This is an Orwellian nightmare - tracking peoples movements via phones. 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?

People should not be charged over and above public transport fares or current motoring costs

4. What strategies and targets could smarter road user charging support?

Again, Orwell. Controlling the public

5. What technology could be used to support smarter road user charging?

None should be used

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

N/A

7. Are road user charging schemes best 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 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?

See answers to 1 and 3

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 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?

Let's hope the Government is not interested

11. If distance-based road user charging was introduced, do you think

Written Evidence from Individuals: Part Two

Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Less, as in 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)?

Definitely referenda

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

By charging a small annual fee eg Critair in Paris

The future of smart road charging

Reference	RUC124
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Dear Transport Committee,

I am responding to your call for responses to the above enquiry. I am NOT a Londoner, but I hope you will include my responses as it is important that you consider the concepts discussed and how they will impact on other residents of the UK and visitors from overseas. I believe that your current road charging schemes are inherently flawed with congestion charges just moving the problem of congestion elsewhere and the ULEZ penalising the poorer members of society who do not have the capital to replace older vehicles. The latter is also going to be a victim of diminishing returns over several years due to the eventual retirement of the older vehicles. The very minimal encouragement offered is not sufficient to expect individuals and certainly not firms to replace those cars of the recent past, considered now to be high polluters.

Having said that I think the current system is flawed, I think this proposal is even more detrimental. In this country we already pay road tax, which is supposed to fund the road network (and if you are unhappy with the share devoted to upgrading the capital's roads, then you have a duty to campaign for more) and we pay very heavy levels of taxation on our fuel: effectively charging us all for the distance we travel. We also have a component usually built into our insurance premiums which covers annual mileage. I would only support the concept of payment by distance travelled if it were a national scheme and replaced both road tax and fuel tax. It is inherently unjust for London and other cities to impose their own additional requirements on top of what all motorists experience.

Why am I concerned as a non-Londoner? I live in Cornwall, we experience considerable congestion in the summer months, but have to accept it as a trade-off for the visitors. We do modify our behaviour at those times, but we have little option but to use our cars as our public transport is limited and we have few dedicated cycle lanes (although we have excellent cycle trails for leisure cycling, but totally unrelated to commuting). Recently however, I have had to attend appointments in [personal information redacted for publication] hospital and due to their timing and the rail strikes, had to drive up to the Greater London area. In a period of considerable stress, I was concerned enough about falling foul of ULEZ and certainly would have been completely thrown if I needed to have an app for some kind of travel monitor.

As an older member of society, I do not use a smartphone and often have no access to the Internet when I am away from home. When I am on the M25, I see notices about emissions and Dart Charge. Like many other visitors to the capital, I have no idea what action I am supposed to take, nor how to without internet access. I am sure that TfL must miss lots of

Written Evidence from Individuals: Part Two

revenue due to tourists and infrequent visitors such as myself. Are you trying to drive away visitors to London?

In conclusion, I wish to strongly re-iterate that I am completely against this plan, for practical reasons as well as ethical reasons, just as I am strongly against the congestion charge and ULEZ.

[personal information redacted for publication]

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Road Use Charging

Reference	RUC123
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1. Current systems inside the north and south circular roads can remain as is at the moment .
2. Road charging in London would need to have the current road tax reformed as drivers already pay a heavy price for using the roads via road tax and fuel duty.
3. Motorists should get a discount if they live within 30 miles of Greater London.
4. If Road Charging in London happens a national road charging scheme should be devised and Road Tax and Fuel Duty scrapped.

I live on the boundary of Greater London and come into greater London frequently and would be affected by Road Charging if this is the future it needs to be fair and take into account the massive tax burden the motorist already bears.

[personal information redacted for publication]

Future of "smart" road user charging.

Reference	RUC122
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Having read the proposal to charge people for all modes of travel, whilst tracking and tracing every movement , I felt compelled to complain and say no to this absurd proposal. Who is funding this ? Who benefits from this? Where will all that data get sold? Dressing this up as for the environment will no longer wash, it clearly is about controlling movement, limiting freedom and data collecting. If this was truly about the environment no digital infrastructure would be erected , because it's ugly and adds to the EMF's which are harmful to all living creatures and use unnecessary amounts of materials to make , pushing for electric vehicles is obviously resulting in harder more destructive mining to local people and the environment. If this was truly about the environment the London Assembly would make public transport so excellent it would provide a real competitive alternative to driving, more trees would be planted, more verges would be wilded, local farmers would be encouraged, local businesses would have business rates reduced to help their survival, parks would be improved and planted out...the fact none of this is happening says everything. The whole digital push is a top down agenda coming from unelected entities...why is the London Assembly doing the dirty work of these entities? Taxing and spying on the public is what these ideas amount to and if the public have any sense they will refuse to comply.

Written Evidence from Individuals: Part Two

New Road Policy by the shady C40 group that seems to be a vehicle for the Mayor to use as a trojan horse.

Reference	RUC121
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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? By removing them 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? They shouldn't.
4. What strategies and targets could smarter road user charging support? Oppression and nothing else from what I can see.
5. What technology could be used to support smarter road user charging? Satellite signal shielding (gaussian cages) are cheap & easy to make.
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? Best not set up at all as it kerbs freedom of movement.
8. 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 imposition of charges, the DVLA take enough, use only that, everything else is a secondary tax and is thievery.
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? Moot, the scheme is a non-starter in a democracy.
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 the last place in the UK to use to 'example' matters in 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? Moot, the scheme you propose is a non-starter in a democracy.
12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)? To avoid an insurrection I think that a NATIONAL referendum would be needed to get this through. I doubt that you would stand a cat in hell's chance in that 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? Stop constricting traffic and open them up, through routing, synchronised traffic lights and the total removal of Bicycle and Bus lanes would be a good move if done in that order and that order alone.

Thankyou for reading.

Written Evidence from Individuals: Part Two

Smart road user charging

Reference	RUC119
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In response to your call for evidence regarding smart road use charging, I would like to add my objections.

Yes I believe the current road use charging system does require reformwe all pay a hefty yearly tax bill in order to use our highways but the contract is barely adhered to on the council's part.

I live in [personal information redacted for publication], which comes under the London Borough of Bromley. It's mainly rural. I work in [personal information redacted for publication] 5 miles away which has only one bus which serves it. There is only one road in and out of [personal information redacted for publication] and it is constantly being dug up. Literally every week there are road works on it. Any back lanes are ridden with potholes which break your wheels if you happen to hit one and all are single track and cannot support traffic flow. We are already paying for a system that does not meet our needs in [personal information redacted for publication] so the idea of having to pay per mile is a ridiculous insult. I have an elderly relative i need to check on at lunchtime so using public transport is NOT an option. Please acknowledge my vehement objections to any pay per mile proposal in future.

Yours sincerely

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC118
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To whom it may concern

Key questions

1. Do the current road user charging systems in London require reform? YES THE CURRENT RESTRICTIONS NEED TO BE REMOVED TO ALLOW TRAFFIC TO FLOW FREELY. EXTENSIVE TRAFFIC LIGHTS AND FUTURE RESTRICTIONS ARE CAUSING FURTHER PROBLEMS. CAMERAS MONITORING EVERYONE'S MOVEMENTS IS JUST A MONEY MAKING SCHEME AND AN IMPINGEMENT ON OUR LIBERTIES.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

NO ONE SHOULD BE CHARGED FOR MOVEMENT IN ANYWAY. WE ARE FREE TO ROAM AS WE PLEASE, WITHOUT ANYONE'S CONSENT PROVIDED WE ARE NOT CAUSING HARM.

UNION WITH ENGLAND ACT 1707

IV 'That all the Subjects of the United Kingdom of Great Britain shall from and after the Union have full Freedom and Intercourse of Trade and Navigation to and from any port or place within the said United Kingdom and the Dominions and Plantations thereunto belonging And that there be a Communication of all other Rights Privileges and Advantages which do or may belong to the Subjects of either Kingdom except where it is otherways expressly agreed in these Articles'

Written Evidence from Individuals: Part Two

THIS ACT IS STILL CURRENT!

3. 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 PEOPLE DO NOT CONSENT TO BEING CHARGED FOR FREE MOVEMENT AND IF WE DID WE WOULD NEED A CONTRACT WITH YOU SHOWING THAT WE CONSENT TO IT. THEREFORE THIS IS UNLAWFUL AND WE DO NOT CONSENT

4. What strategies and targets could smarter road user charging support?
TOTAL TYRANNY!

[personal information redacted for publication]

Road charges consultation

Reference	RUC117
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I do not agree with further road charges to use the streets of London. There is no evidence to suggest that the ruling will limit driving but purely pitch the rich against the poor therefore would be a discriminatory policy. The rich will drive the poor will starve but still drive to take their children to school, to work their shift, to visit their relatives as the public transport system is expensive and also does not run to match travel requirements of residents currently. Also women who can't afford the charge are they to be forced to stand at lonely bus stops at night thus risking attacks therefore it discriminates against such 'more vulnerable' groups.

So NO!

[personal information redacted for publication]

Road User Charging Consultation

Reference	RUC116
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Please register my absolute disagreement to this DYSTOPIAN FUTURE!

Yours Sincerely

[personal information redacted for publication]

Do smart road user charges need reform

Written Evidence from Individuals: Part Two

Reference	RUC115
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NO,NO,NO

What you propose will destroy London, nobody will want to go there.

Secondly, nobody should be charged to use roads that are public property,

Thirdly, people won't pay to go to work they will find something else and it is totally out of order to even consider charging people for caring duties and essential services.

Fourthly, there is enough money in the economy [if we stop funding illegal immigrants and Ukraine] to negate these charges for other strategies.

These systems you propose are the development of a surveillance state.

Response to The future of smart road user charging

Reference	RUC114
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Hi,

I live in and regularly drive in the North West Greater London area and would be impacted by this scheme. I will answer the key questions below.

1) Do the current road user charging systems in London require reform?

Yes. The reform required is that the money raised by existing schemes should only ever be used for road repairs, improvement and construction. Currently most of the white lines on the road are invisible near where I live and I have to guess where the lanes are supposed to be. Not to mention all the pot holes. So obviously the money raised by road taxes and other schemes is currently going somewhere else.

2) How might smarter road user charging differ from the current daily charges for driving applied in London?

I suspect that "Smarter" means more surveillance and granular rules to infringe and burden people with.

3) . How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Knowing the purpose of a journey for a system requires more surveillance and invasion of privacy of those travelling. It infringes on freedom of movement which is a constitutional right that predates, and takes precedence over, any subsequent legislation.

4) What strategies and targets could smarter road user charging support?

I don't want my movement around London to be strategised or subject to any kind of targets. I do not want my activity to be monitored to facilitate such an invasion of privacy and any coercive targets.

5) What technology could be used to support smarter road user charging?

Fuel. Unless fuel is free then it already charges the individual for travelling in terms of distance, efficiency and any exhaust gasses produced.

6) How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

To reduce traffic make public transport abundant, easier, cheaper and more pleasant to use. To reduce air pollution produce less polluting, affordable vehicles. I am not convinced that

Written Evidence from Individuals: Part Two

"Climate change", or rather the weather, is somehow influenced by London travel policies and how well the population comply with the same.

7) Are road user charging schemes best 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 as a national system consisting only of the cost of fuel and nothing else.

8) 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. All other charges should be removed except for the cost of fuel or power and the cost of servicing vehicles to be road worthy.

9) What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 impose any "smart" system of charging on these people in the first place. If any area has low levels of public transport then use funds raised from fuel use and use of public transport in other areas to provide more public transport. This should be possible if funds raised from vehicle use were actually used to fund roads and 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. It should not be started 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?

I can't answer that question because I can't put a price on freedom of movement and privacy.

12) Mayors and local authorities currently have powers to introduce new road charging 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 could be a good safeguard as long as:

- It was only paper ballots and in-person voting (not allowing and promoting vote-by-mail like the last Mayoral election)
- The questions on the referendum include an option to totally reject the proposal instead of implying its going to happen anyway
- There is no censorship on social media, the media via Ofcom, or by labelling people (e.g. extreme right-wing) who hold any point of view surrounding the proposal

13) How are other 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 also implementing ideas promoted by the World Economic Forum in lockstep. What the methods, such as 15 minute cities, have in common is that they do not respect the inalienable rights of way and privacy of the population and the policy goals are based on exaggeration, hysterical "crisis" declarations, deception and bogus scientific claims such as non-existent sea level rise and CO2 being some sort of pollutant.

Kind regards,

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Smart Road User Charging /C40 Cities

Reference	RUC113
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Dear sirs,

I have just come across this document/proposal and at first thought it must be written by George Orwell as a continuation of 1984. and was a spoof.

I am saddened to realise that it is in earnest.

The whole concept must be scrapped.

It's whole purpose is the control of movement of people and is truly terrifying.

If the authors are in all good faith thinking this is a clever wease for revenue raising they must think again.

The Law of unintended consequences will inevitably come to pass and Londoners and visitors rue the day that they did not reject this proposal while they could.

I beg all involved to scrap this proposal while they can to ensure the freedom of movement of Londoners, and all citizens.

Regards

[personal information redacted for publication]

Call for evidence.

Reference	RUC112
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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?

1 no they do not require reform, at this point in tme.

2 they do not need to change.

3 i think we should not be further taxed when we have to drive, I am a working man sole trader I drive for work, and I need my car to get to places most cars cant reach, if im heading into central London for example I would take the train, but I need my vehicle for work or im out of options.

4 that possibly after 2030 all personnel driving (just for sake of it) is minimalised, let those with vans drive because we have to or we crumble, currently business has been poor since Brexit/covid/Ulez expansion, I will support the green initiative but if I cant drive for work, then im finished. This extra tax is absurd and criminal.

I think they should strategise to make Public transport better for everyone, specially those outside of London who commute into the capitol.

Written Evidence from Individuals: Part Two

Reject Proposal - Smarter Charging aka City Move

Reference	RUC110
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Dear Sir/Madam!

Welcome to 1984!!!

I think tracking people and pretending it's so they can monitor their travel impact is a terrible idea and we know it will end up linking with the dreaded Digital ID's that is being pushed (but no one actually wants). We know it will start off all rosy, but turn very quickly. Like when the covid app was forced on to peoples phones and then they were tracked where they were and in some cases fined. You're not doing this for the people. You're doing this because you want to track where everyone is. And in the future you will limit their movements. This scheme can not be implemented or forced on the grounds of human rights violations. What if someone doesn't have a smart phone???? What if someone has an old car??? You can't force people to live connected to the internet. The radiation damage caused by mobile networks is terrible. The cell damage it causes, cancer etc. This damage is way worse than any damage from pollution. London has had ONE death as a direct link to car emissions. Scientists are saying the roads are cleaner than before, our phones often say air quality is of very good when we look at our weather map. So where is the science behind these proposals????? Where are the reports????? Where is the proof????? Because so far we see C40 financing a report to benefit a scheme they want to implement, they will benefit from. They want Sadiq Khan to push it- he is not impartial!!!! He is part of C40. This is wrong on so many levels!!!

To answer the questions:

- 1) No they work fine! Leave them alone. At least give it time to see the actual results of expanding the ULEZ before trying something new. You can't say something isn't working when you haven't waited to see the results. Crazy!!!
- 2) Nobody wants to be tracked for their every route!!!!
- 3) We shouldn't penalise people for why they need to travel. Also it's NONE OF YOUR BUSINESS why people need to travel. You do not need this data!!!!
- 4) Throw out smarter charging!!! It's a ridiculous, draconian, tyrannical idea!!
- 5) We don't need more technology. This requires more resources from our earth, more CO2, more money to upkeep- which will increase taxes, more radiation, and will make people feel uneasy in their own city. There are already too many cameras everywhere as it is. Let's sort our current problems before we start implementing new issues!
- 6) It can't!!!!!! It's a farce!!!! People will not change their habits unless they're forced to- which lead the app to either coerce or forcing them too. This is tyrannical! According to reports the Mayor of London has been barking on about pollution and climate change was being tackled well.....ULEZ works. Congestion charge works. Underground tubes have the worst pollution- and public transport is being pushed. Let's clean underground air before we start trying anything new.
- 7) Just chuck out this idea! City Move and it's Smart Charging is an awful smoke screen for population control of movement.

Written Evidence from Individuals: Part Two

8) It should not be introduced. The issues have not been dealt with. There has been no public debate on this. There has been no advertising to ask the public their views. This is happening hoping the regular people of London are unaware of it. Mention it on the radio, on the BBC- get an honest opinion from the public before you try such a regime.

9) You see, this isn't about people making better choices- it's about tracking them. If exemptions and discounts are made, they can still travel as long as they track it in the app. And when those powers who do decide that these discounts and exemptions need to be revisited and removed, the people will be powerless and stuck. If people are currently driving to work, they're doing so because it's the best and more efficient way for them to get to work. If people get the tube it's because it's the most efficient way for them. People aren't stupid! They are already being as efficient as they can. So let's clean up what is already available rather than implementing something new.

10) This scheme should not be trialled ANYWHERE!!!!

11) I think this questions doesn't need to be asked. Drivers are already paying tax, insurance, fuel, upkeep of their vehicle. Just leave them alone and work on cleaning the air more efficiently and making green those modes of transport the Mayor of London is in charge of - tubes, trams, buses and bikes. The priority is al wrong with this smarter charging nonsense.

12) No

13) Unknown but I can't imagine it's going well for the people. Great for data harvesting and income for the towns/cities/app though eh?! And that's all you guys care about.

Honestly, this Smarter Charging is a terrible idea. If you make this public you will see the backlash! Probably why it's being done hush hush with a small reply timeframe!

Kind regards,

[personal information redacted for publication]
London Resident

Smart road user charging - consultation response

Reference	RUC109
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Hi

Please find my answers to the consultation 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?

As a resident, I don't get charged for driving around London other than when enter the congestion zone. A smarter road will add an additional tax which we as residents with

Written Evidence from Individuals: Part Two

vehicles don't want or need. Also we want our privacy protected and not have our journeys tracked.

3. 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 want extra charges, so stop this nonsense.

4. What strategies and targets could smarter road user charging support?

None, it shouldn't be implemented it.

5. What technology could be used to support smarter road user charging?

None, we don't want to be tracked. Respect our privacy.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Build better transport for Londoners instead of thinking of ways to squeeze money from us and track our every movement like some communist state.

7. Are road user charging schemes best 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 best to set it 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's 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?

It 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, stop this nonsense.

11. If distance-based road user charging was introduced, do 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 will pay more as a result and also it will be an extremely poor experience having to declare your journey each time and a loss of privacy.

12. Mayors and local authorities currently have powers to introduce new road charging 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 needed.

Thanks

[personal information redacted for publication]

Tower Hamlets Resident

Smart Road Charging

Written Evidence from Individuals: Part Two

Reference	RUC107
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Hello,

In answer to your questions

1. Do the current road user charging system's in London require reform.

No! They all need scrapping as they disadvantage less wealthy/ poorer members of society. As has been shown the money is NOT being put into the public transport system but seems to disappear. It's not going into policing either, this is shown by the current state of the Met police. So where is it going?

2. How might smarter road user charging differ from the current daily charges for driving applied in London.

Initially it will be made to look good then as with everything it will be used to punish.

Therefore it will become corrupt and used in a corrupt manner. See above answer regarding the current money NOT being used for improving public transport. Where is that money going?

3. How might charges for driving in London be varied for different types of journeys.

You will use them in a manner that suits your agenda rather than for improving public transport or road surface quality. You will drive businesses out of London, you WILL make the less well off poorer and restrict disabled people's ability to travel, even to hospitals or doctors. You should get rid of all.

4. What strategies and targets could smarter road user charging support

None, because they target the less well off, disabled, and business. They do not have any effect on air quality (No data to prove it does) they do not improve congestion because the money has not been spent on public transport, but seems to have disappeared.

In conclusion the only people that benefit are those pocketing the money, as it doesn't appear to be spent on improving the lives of those who are residents of London. Plus judging from current and previous available data it never will be, the track record speaks for itself.

Kindest regards

[personal information redacted for publication]

Proposed road charging scheme

Reference	RUC105
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To whoever it is concerned, London Assembly and the Mayor of London,

As a frequent London road user, I respond to your first question. All the current restrictions should be reviewed. Particularly the ULEZ, which you plan to expand so rapidly without any meaning full investigation or consent of the residents, whose very livelihood is greatly affected, predominantly negatively as a result. It is without question that your propose road user charging plans must be dropped completely and permanently. You have no right to restrict people's free movements in the first place. It is our inalienable right to move freely, and it is unlawful to penalise us for exercising this basic human right.

Moreover, there is no evidence that your ruthless and meaningless over regulation is helping people's lives, and there are countless signs that the vast numbers of the community are negatively affected, especially within the poorer population of London. Older and less healthy people are adversely affected too by reduced road options. I have been witnessing

Written Evidence from Individuals: Part Two

that the congestion have got progressively worse because of your recent traffic curving and restricting measures. The drivers are more frustrated, and the air quality feels worse for the pedestrians.

People are rapidly losing confidence in Mayor Kahn and London Assembly. You are not improving the quality of our lives. Your measures are ill-considered, not based in proper statistical investigations, lacking in transparency and ruthlessly pursued as if in tyranny. Let the people have control over their own lives. Your job is to serve the people, not to control and inconvenience people.

Sincerely,
[personal information redacted for publication]

Future use of road charging February 2023

Reference	RUC104
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1. Do the current road user charging systems in London require reform?

Yes absolutely. The current charging systems are out of date and do not reduce congestion. London is at its most congested in 2023. I've driven in London for 33 years and the traffic is at its worst. The current ULEZ scheme is massively unfair and neither ULEZ or the congestion charge has not eased congestion. People are fined massive amounts for making small mistakes.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It should be smarter right? If there is going to road charging then everyone should pay per mile they travel and be charged **according to their net income**. People living in outer London should only be charged a fraction of what people are charged in central London as the air is much less polluted and its more residential. People with more than one car per household should be charged more. One fits all schemes need to be scrapped.

One day a week is a traffic free day - this is a reward based idea. People who do not use their cars on this day are rewarded by receiving a discount for other days they have been charged.

3. 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 using the roads for a living should get discounts. The new scheme should operate at different times of the day instead of all the time. So if you make journeys at night / non peak times, its cheaper. People working in the emergency services, NHS, carers and OAPs should not be charged.

4. What strategies and targets could smarter road user charging support?

Pay per mile - the amount you pay is calculated by milage vs percentage of net income. Households with more than one car pay more. Reward type scheme instead of money grabbing. People are given incentives to reduce journeys or use public transport instead of being punished and fined.

5. What technology could be used to support smarter road user charging?

GPS, Sat Navs, Smart phones. Apps. - Camera's should be abolished.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It could assist but will not be something that radically changes the state of the roads and pollution as more things have to be done, which are not related to roads and car use. The

Written Evidence from Individuals: Part Two

revenue should be used to create incentives for people to swap to EV and also provide infrastructure for EV's. Not paid to subsidize TFL.

7. Are road user charging schemes best 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 should be a national level. Its ridiculous that every city and town will end up with a different scheme. Totally confusing and I'm sure more costly.

8. 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 London, the following should be replaced - congestion charge, ULEZ.

Road Tax should be revised.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 people were charged a percentage of their income then it would be fairer. People in outer London should be charged less as its more residential and less polluted. Its pointless just saying people on benefits get a discount because there are loads of people who are not deemed as being on a low income but all the same do not earn that much, single parents for example like myself!!!

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?

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)?

A referendum. The current Mayor has abused his power so its clear that something extra should be implemented.

13. How are other 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 London should develop its own system based on what is needed in London - there's no point in taking on another city's idea for road charging as economies, road using, cultures etc are all different.

Submission

Reference	RUC102
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I am entirely opposed to road charging by mile anywhere in the UK.

Written Evidence from Individuals: Part Two

It is still not clear why there has to be a road charging scheme – first councils actually create a traffic problem – then say that road charging is required. We need to go back to basic understanding of what the actual problems are, because for now you are only trying to address intentionally engineered and orchestrated problems.

With respect, everything that the local authorities and TFL/Mayor of London have done to manage both TFL and Roads over the past couple of years have been an total unmitigated disaster. Encouraging people to buy diesel cars, electric vehicles etc. Complete and utter failures. This needs to be acknowledged. Business are failing left right and centre because of appalling policy, taxes – the governments and councils are make it worse and accelerating the economic failure of business and individuals.

UK / London is quickly turning into a fascist state – where people are spied on, and lied to by central propaganda machine i.e. there are 4,000 deaths from air pollution when in fact there is only 1. There is a “toxic air” problem/emergency in outer London etc. This has to stop.

Authorities are permitted to lie – and there is no accountability – i.e. Sadiq Khan lying to the GLA and being exposed as a liar.

There is a complete and utter disregard of facts by the authorities – and where facts do not exist they are made up. Sadiq Kahn has been public exposed as a Liar by the GLA – and yet he is not disciplined or held to account.

Scrapping perfectly good cars and replacing with new cars with batteries – this is another catastrophe in the making – and will have huge detrimental consequence to the environment in the long term. Can the government not understand that encouraging people to buy new cars every 5 years and replacing batteries at same frequency is catastrophically bad from every angle: resource allocation, waste, pollution? Why are new big Mercedes, Audi's, Ferraris, Bugattis not being banned – but dear Mr and Mrs smith that drive the 20 year old Honda Civic once a week are targeted instead. Completely and utterly unjust and not addressing any real problem except for short term revenue generation.

Almost half of the traffic through Zone 1 and 2 is busses, vans, trucks, tradesmen, Sainsburys, Ocada, Tesco and scaffolding vans, and not council tax payers/residents driving around for fun. This is what should be number 1 priority. Companies that make several deliveries to the same areas in a single day should be penalized.

I live in London – the LTN and Cycle lanes have increased the problem. The revenue generation of new created offences is dishonest, disingenuous and there is now a clear anti Londoner, anti UK citizen mentality being propagated by the authorities.

An example of this is where Lambeth council have sited a bus stop on a left turn corner – where this can clearly be understood as an attempt to ‘trap’ more fine payers:

<https://www.dailymail.co.uk/news/article-11494455/Notorious-bus-lane-Clapham-Park-Road-helped-council-rake-1-9million-fines.html>

If there is a road charging scheme – it has to be implemented at a national level – and the simplest way to do this is to remove congestion charges, ULEZ charges, Road Tax etc. – and increase the fuel levy/electric charge levy. This is the only rational way to do this.

If there are too many vehicles on the road – you tax them off the road i.e. treble road tax – it really is as simple as that. Instead of this completely unnecessary overcomplicated schemes which don't achieve anything. Why has so much money been wasted on this (100's of millions installing cameras, studies, consultations etc). when it could have been used to fund policing? Absolutely shameful waste of public resources.

[personal information redacted for publication]

[No subject]

Reference	RUC101
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Written Evidence from Individuals: Part Two

I'm not going to answer individual questions, I will say this, we the people in London do not want charge per mile, our air quality is just fine, stop looking at ways to tax us more for your inefficiencies we already pay way too much and what do we get in return?

Regards [personal information redacted for publication] resident of London Borough of Havering

C4 Cities & City Movement Apposal

Reference	RUC100
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Apposed!

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?
A. All current & proposed road charging systems C4 Cities & Digital I'D nonsense needs to 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?
A. Make Buses & Trains affordable, leave car drivers alone this City Move regime is tyranny!
4. What strategies and targets could smarter road user charging support?
A. City Move tracking & payment are awful, they need to be scrapped!
5. What technology could be used to support smarter road user charging? None, Apps, websites, in car tracking is absolutely terrifying! A. All of what is planned or proposed needs to be scrapped.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? A. Proof of pollution please! How an independent study on all pollution that is sprayed directly on us from the planes everyday! The LTNS & surveillance camera's need to go! Tracking everyones every movement needs to 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. This is nothing more than a controlling scheme ending freedom of movement as we know it! Road user car schemes need to be scrapped!
8. 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 needs to be scrapped & actual road tax needs to be spent on fixing the state of the roads! Nothing 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? A. Road user car schemes need to be scrapped! Period!
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 never! Or any where else in this country!

Written Evidence from Individuals: Part Two

11. If distance-based road user charging was introduced, do 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 never be introduced in the first place with this nefarious 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)? The people have the power, they have the choice not Mayors or Local authorities! The people that pay taxes your wages! The consultation shows have been made aware to everyone! Not just quietly try & slip it through before 10th March! There needs to be a Vote on what people actually 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? They are trying to introduce this Net Zero rubbish from Agenda 30 BS! From the un allocated WEF! This nonsense needs to stop now!

: [personal information redacted for publication]

NO

Reference	RUC099
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1. Do the current road user charging systems in London require reform?

Yes. They need removing. They are an unlawful tax and by your own admission do not work.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

They will be more restrictive and cause more issues and inconveniences for the public.

3. 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 different - it should all be free as it is our right to travel freely.

4. What strategies and targets could smarter road user charging support?

Corruption, unlawful obstruction of citizens, open air prisons.

I think that if we are all honest we know what this really is, and it has nothing to do with a greener planet. Hopefully by now you will be starting to see the pushback growing, and this is a mere fraction of what you will see if you continue with this awful plan. You need to listen to the people, not try to control them - you will lose.

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Road charging

Reference	RUC097
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Hi

Road charging would have a great impact on the ability for people and businesses to function within London.

This road charging would do great harm to low income family's, Nurses, care worker, emergency services workers.

It will also drive businesses out of London and increase unemployment within London.

Any charge for driving a vehicle is against people's rights to roam.

Also the cost of London transport is too high, and have not given the people any choice in their affordable means of transport.

I am totally against any road charging.

Regards [personal information redacted for publication]

Road user charging

Reference	RUC096
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Hi

I strongly disagree with this charging and the way it's being done.

It's another tax on the motorist and a breach of freedom of movement for everyone and a surveillance tool. Can no one have any privacy anymore? People will be constantly tracked (breach of privacy) against their will, whenever they leave their house.

Will you like to be under constant surveillance all the time.?

Thanks

[personal information redacted for publication]

Consultation Response

Reference	RUC095
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In response to the consultation

Written Evidence from Individuals: Part Two

1) The ULEZ does require reform because it is completely unethical to charge people for driving through a city they live, work or spend money in. It has damaged the economy considerably because money spread over the economy rather than funding a Government road payment scheme from poorer households can be spent on shopping of an increase of up to £21 per day including the additional income from drivers who don't currently drive in the zones.

I agree that a small charge per day for all cars could include the ULEZ charge and congestion zone charge but only for diesel and petrol cars and this should be no more than £2.50 per day. That still generates and charges people over £60 per month which is quite enough thank you.

2) It shouldn't differ. Do not spend the waste of money enabling more cameras and more fines for unsuspecting citizens. It is restricting quality of life for people in the capital far more than you imagine. I hate the way this has impacted on the mental health of millions of people who are now depressed because of all the controls being put on their lives. With gas prices set to double it is just not fair to charge drivers when they are already paying in vehicle cost, vehicle tax and petrol and fuel or charging costs.

3) I completely disagree that you should start controlling how much people pay at all. Workers shouldn't have to pay anything, and neither should carers or residents shopping. Therefore you can't make tourists also pay. Keep the charge reform the main area Londoners want to see changed. Reduced for all back down to £2.50 a day. If the charge is being determined by the cost of the camera system then the system is not viable to be implemented.

If someone earns £8 an hour and has two four hour shifts in different hospitals on the bank and needs to drive due to the lack of connectivity across routes, they will have paid £3 that day in car insurance, £16 in petrol costs and over £20 in congestion and ULEZ costs. Their car purchase cost could be £10 per day. This is £49 a day. They only earned £80. It is just daylight robbery and any committee members should give this a lot of thought.

4) As above.

Best wishes,

[personal information redacted for publication]

ROAD USER CHARGING

Reference	RUC094
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Dear Sir/Madame

You've asked people like myself to respond to your new road charging scheme, this is my response!

1. Do the current road user charging systems in London require reform?

Simply put, Yes, but these charging schemes are not for the benefit of the road user or the health of people within the city. Again it's the poorest that will be hit hardest. The mayor has been caught lying about why the ULEZ needs expanding and has shown falsified evidence and removed peoples consultation results that went against the idea.

Written Evidence from Individuals: Part Two

No one wants these charges implemented, the evidence that you also received states that the impact of said charging and the result of cleaner air will be negligible.

So I oppose this Road User Charging and will not accept any charges of any kind with regards to this scheme or any other version of it.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It wouldn't differ at all, and there is no evidence to suggest otherwise.

3. 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 cannot put a price on the need for someone's journey it simply isn't viable, the freedom to travel where and when you like without being charged is a human right.

4. What strategies and targets could smarter road user charging support?

None as far as I can see, as the tax money is already being mis-spent in areas that do not benefit the country or the people of this country, Again you have no evidence that the charging scheme will benefit anyone. These are high in the sky ideas that you want to force onto the public, Put this to an actual vote to the people of this country and you will see just how unviable the scheme really is. We already pay far too much for the lack of services as it is. YOU ARE NOT GETTING ANYMORE MONEY FROM ME!

Questions 5-11 are irrelevant as these are just designed to further the imbalance to your consultation.

Question 12) however, the Mayor and local authorities having the power to introduce new road charging schemes should not be allowed, all charging schemes should be put forward to the public on a local voting system. That way it would be a fairer system. The problem is that local councils were put in power by the people who believed that you would support them through hard times as well as the good, every single council and MP in this country has failed to do that.

Question 13) I really couldn't care what other countries and cities are doing, because they have no bearing on what we do in this country. My tax money pays YOU! Not other countries or their governments, So that is a pointless question isn't it!

The short answer is abolish these idiotic charging schemes, nobody voted for them when people voted in their local council members, its also a huge drain on the already overcharged people of this country, with council tax charges going up massively in April again in a financial crisis no less???

The only way you will get people to go on public transport is if you made that system better rather than charging people even more money to travel on roads that we already pay for, this is ideocracy has to stop, it will end with people not paying and then more than likely a repeat of the 1987 Poll Tax riots. Stop mis-spending tax payers money in the first place and then you might have a somewhat argument to come back with.

Kind Regards

Written Evidence from Individuals: Part Two

[personal information redacted for publication]

Road user charging: 1984

Reference	RUC093
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Hi,

I don't even live or drive in London, but your proposals are nothing short of Orwellian. As such, I've answered the questions below; (please read answer to Q10)

1. Do the current road user charging systems in London require reform?

- Yes. The current ulez system is disproportionately discriminatory towards poor people who can't afford a brand new £40k+ electric vehicle and even if they could they would still have no way to charge the thing without paying massively inflated public charging tariffs. The current system will lead to a situation where poor people literally are not allowed to have their own transport and are either forced to rely on crap public transport or leave all-together (say goodbye to your cleaners, bin men, care workers and anyone else not earning 40 grand a year).

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

- By not targeting the poor?

3. 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 none of the government's business as to why an individual might be making a specific journey. However, charging people to attend work will discourage people from working in London and will threaten local businesses and economies.

4. What strategies and targets could smarter road user charging support?

- Provide a viable alternative that people actually want to use rather than financially manipulating them into submission. Remove the low traffic zones as these contribute to congestion rather than reduce it.

5. What technology could be used to support smarter road user charging?

- You don't need more technology. The technology already exists, it's called BUSES. Run more of them and at more times and make them affordable for low income people.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

- People on minimum wage don't care about 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?

- They are best not set up at all unless you are intentionally trying to end free movement of 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?

- It shouldn't be introduced. But if it is, ulez and cc should be scrapped, if not, the impact on lower income people will be unsustainable.

Written Evidence from Individuals: Part Two

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

- JUST MAKE THE PUBLIC TRANSPORT BETTER

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 government were interested in such a scheme they should be aware that any attempts to track and control movement of people will not be tolerated by the public. The only fair and freedom-preserving way to introduce distance based road/car tax is for people to manually submit their monthly or annual mileage as it appears on the vehicle's odometer to the government which is already done as part of a vehicle's MOT. Using this information combined with the published emissions for that vehicle would provide a way of calculating how much tax an individual should pay. You could operate it in a similar way to how people pay for energy currently; an individual submits their vehicle information and an estimated annual mileage and either pay for the year in advance with underestimates being punished by an increased tariff and overestimates being rewarded with a reimbursement or paying a year in lieu.

Something like this: (estimated total mileage x vehicle emission/environmental impact band) = annual car tax. If someone estimates that they will cover 8000 miles a year and they actually cover 10000 then they will pay an increased tariff for the additional 2000 miles. If this situation is reversed and someone overestimates their annual mileage they could either be reimbursed directly or pay a reduced tariff on the number of underestimated miles the following year.

Different vehicles of varying environmental impact would incur a different pence per mile tariff with the most impactful vehicles incurring the highest cost:

Band 1: All EVs (with list price of <£50k) and ICE vehicles up to 50g/km CO₂ = £0.005/mile (£50 for 10000 annual miles)

Band 2: ICE vehicles 51 to 90g/km = £0.009/mile (£90 for 10000 annual miles)

Band 3: ICE vehicles 91 to 100g/km = £0.015/mile (£150 for 10000 AM)

Band 4: ICE vehicles 101 to 110g/km = £0.02/mile (£200 for 10000 AM)

Band 5: ICE vehicles 111 to 130g/km = £0.023/mile (£230 for 10000 AM)

Band 6: ICE vehicles 131 to 150g/km = £0.027/mile (£270 for 10000 AM)

Band 6a: All vehicles including EVs with an original purchase price of >£50k for 5 years or 40000 miles post original purchase whichever comes first (after either is reached the vehicle will be taxed at whatever rate applies to it) = £0.033/mile (£330 for 10000 AM)

Band 7: ICE vehicles 151 to 170g/km = £0.064/mile (£640 for 10000 AM)

Band 8: ICE vehicles 171 to 200g/km = £0.09/mile (£900 for 10000 AM)

Band 9: ICE vehicles 201 to 225g/km = £0.11/mile (£1100 for 10000 AM)

Band 10: ICE vehicles 226 to 255g/km = £0.21/mile (£2100 for 10000 AM)

Band 11: ICE vehicles >255g/km = £0.25/mile (£2500 for 10000 AM)

For any miles additional to original annual mileage estimate, these could be taxed at the next band up rate:

Original estimate 10000 miles for a band 3 car = £150 + additional 500 miles at £0.02/mile = £160.

This will have the benefit of introducing a tax system which rewards individuals for reducing annual mileage and driving more efficient vehicles without turning the UK into a 1984 big brother totalitarian dystopia. MOST IMPORTANT BIT: DO NOT ENFORCE MANDATORY DIGITAL/TELEMATIC TRACKING OF INDIVIDUALS/VEHICLES. At the very least offer an opt in system so that people can submit mileage telematically IF THEY CHOOSE TO. You also must give people the ability to submit this information manually.

11. If distance-based road user charging was introduced, do 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 Two

- Less, obviously. How is this even a 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)?

- Mayors who set up greenwashing companies such as C40 cities who then lobby and finance 'research' into how to grind as much money as possible out of ordinary working people should be removed from office. Local referendums are needed as an absolute minimum as well as easy ways for individuals to challenge proposals in court.

13. How are other 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 the cities are faring is less important than how the citizens of those cities are faring.

Regards,

[personal information redacted for publication]

Answers

Reference	RUC092
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1: Yes, reform of current charging system is required.

2: Smart road user charging will be even worse than the current tyranny.

3: There should be no charges for driving in London....I already pay VEDa point that you could do well to remember.

4: There are no strategies within this proposal that offer any benefits to road users. It is nothing more than an oppressive communist style operation designed to grab as much cash as possible and prevent freedom of movement.

5: (Loaded question, not answerable)

6: Regardless of so called climate change.....this does not give you the right to treat tlyour citizens like criminals.

7: (Loaded question, not answerable)

8: You are only introducing this system to offset the loss in revenue from the ban on driving cars which you plan to introduce. The loss in revenue will need to be made up by charging for movement regardless of mode of transport.

9: This point sounds like discrimination!

10: This should not be rolled out anywhere.... but you've already decided so why ask?

11: (Loaded question, not answerable)

12: A local referendum is essential but why bother asking. This is a dictatorship and we can see that you've already decided. This has already been demonstrated by Khan.

13: irrelevant question!

Summary: All in all a total and utter disgraceall you aim to achieve is to strip everyone of their freedoms and place then into ghettos where all movement is chargeable.

The questions you ask are a waste of time as you have already made up your minds. In my opinion we no longer live in a democracy... this is a dictatorship!

Road User Charging Consultation

Written Evidence from Individuals: Part Two

Reference	RUC089
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Good evening,

Please see my below response:

1. Do the current road user charging systems in London require reform? **Yes – No charge should be applied in addition to fuel tax, MOT and VED.**
2. How might smarter road user charging differ from the current daily charges for driving applied in London? **It could be non-existent or Free, should only apply to the most polluted areas. Apply to HGV's and larger commercial vehicles not to private car 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? **It shouldn't be charged for travelling for work, caring responsibilities or essential services.**
4. What strategies and targets could smarter road user charging support.

Regards

[personal information redacted for publication]

The future of smart road user charging.

Reference	RUC088
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1. Do the current road user charging systems in London require reform?

Yes. The congestion charge and ULEZ charge should be scrapped. There should be no additional charges for road users in London.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It will mean less well off people will be stripped of any vestige of independence. They will be at the mercy of an unreliable public transport system that runs at times suitable only to the companies that operate those services. It penalises shift and night workers. It traps people. It's insidious.

3. 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 at all. Whether travelling for work, pleasure or any other reason, there should be no congestion charge, no ULEZ charge, and absolutely no 'smart' road user charging.

4. What strategies and targets could smarter road user charging support?

None, there should not be any 'smarter' road user charges. Anyone supporting these schemes should be sacked.

Call for Evidence!

Reference	RUC087
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To kill a frog: you first put it in the warm gentle water of public consultation.....

Written Evidence from Individuals: Part Two

Key Questions

1) Do the current road user charging systems in London require reform?

NO there is no evidence that current charging systems require reform. Reduction in pollution in charging areas is marginal and other equally unscientific actions have turned London into the slowest city in the world. A fantastic and deluded achievement.

2) How might smarter road user charging differ from the current daily charges for driving applied in London?

There is no evidence that Smarter road user charging will provide any benefit.

It will instead create a massive intrusion into **personal freedom** of movement not just with cars, but by any mode of transport.

How dare any civil authority be given the power to coerce or manipulate my freedom to move across the country I live in.

How dare you dictate what mode of transport I may or may not use driven by nothing but a vague delusional manifesto concocted by the C40 Cities agenda.

3) 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 are going to define who is travelling where and when and for what purpose... if not through a **massive intrusion** into personal behavioural data.

Why on earth should there be **any charge** for travelling to meet carer responsibilities?

Why should you know when or where I am travelling to work or what mode of transport I choose?

You pose these issues as if they are logical and reasonable when they are nothing more than the thin end of a totalitarian wedge that ends up with everyone losing the freedom to move without authorised sanction. George Orwell himself could not have contrived a more appalling scenario

4) What strategies and targets could smarter road user charging support?

The strategies and targets smart charging schemes could support are all at the detriment of basic civil liberty to move where and when you want in a free country. There is nothing in this technology that does not come at the cost of civil Liberty.

We don't trust the London Assembly to act in the best interest off Londoners,

The headline on your document is frankly laughable "*Holding the mayor to account and investigating issues that matter to London*"

How about the fact that the Mayor (despite 'consultation' like this) ignored the fact that 60% of Londoners and 80% of London Businesses opposed extending the ludicrous ULEZ zone to the outer boroughs?

All the strategies and targets this nefarious plot support are detrimental to London, Londoners and the future of this once great city that has been hijacked by climate agenda proselytisers.

5) What technology could be used to support smarter road user charging?

Smart phones of course. except that will exclude old people and the poor who can't afford them

Check points would work too with lots and lots and lots of cameras

6) How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

There is absolutely no evidence to support this "agenda" Between 2001 and 2021 there was only one death attributed to poor air quality. and that was an unfortunate child with multiple contributing health 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?

It depends how big a totalitarian regime you want to establish!

Difficulties would be how to fool enough people that it is really in their best interest

Written Evidence from Individuals: Part Two

8) If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

You can't do this successfully unless you convince everyone that they have to have a national identity card linked to their smart phone or even better a chip implanted in their arm

9 What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 should disabled have to pay for anything? **why** should I have to pay to go to work in the mode of transport I choose and not the one that you dictate or coerce me into by fiscal blackmail?

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 lets not screw up London first... do it someplace no one will get upset about like Oxford

11) If distance-based road user charging was introduced, do 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 like asking someone if they want to be thrown out the window on the twelfth, eighth or fifth floor

The result is going to be the same.

Your days of travelling freely in this country are over

12) Mayors and local authorities currently have powers to introduce new road charging 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! except there is no evidence that London's mayor can count specially the 5000+ emails against ULEZ he managed to ignore

13) How are other 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 works great in Singapore but of course citizen frogs there were boiled years ago to the extent that they think it reasonable to jail anyone who so much as farts in public!

Similar civil coercion measures work well in china where citizens obey or lose their credits, but then of course... that is the price you pay for civilisation! Its just not the sort of civilisation I want to live in.

Yours Sincerely

[personal information redacted for publication]

A once proud Londoner

Road User Charging

Reference	RUC086
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Written Evidence from Individuals: Part Two

Key Question 1 - Do the current road user charging systems in London require reform? No it does not.

Key Question 2. How might smarter road user charging differ from the current daily charges for driving applied in London? The very idea that you would monitor a persons movement like that is nothing short of communism

Key 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? This is nonsense, the congestion charge is bad enough, brought in by another Labour member. He closed down one lane in the Blackwall tunnel and messed with the traffic light timings to create MORE traffic jams and your LTNs have done exactly the same and then you say vehicle pollution has gone up, yes, by your making, no one elses.

Key Question 4. What strategies and targets could smarter road user charging support? - None, this is not going to be turned into a dystopian society at your hands. See the problem is you are the ones causing more pollution through LTNs, these also cause problems for emergency services and those that are on low incomes or poverty have to pay to go somewhere in London? You are hitting the very people you say you want to benefit from this. You want to monitor everyone's movements in London via an app and the use of cameras to enforce? enforce what exactly? someone going somewhere they shouldn't or didn't tell you? Handheld cameras? This sounds more like East Germany back when it was communist. The problem you have is...many people don't have mobile phones nor satnav in their cars. I don't even take my mobile out with me because I want to escape technology and you want to watch where I go, who I talk to, if I pop into a shop, what's going to happen? You're going to arrest me? Ooo I know, you're going to fine me? Am I right? Good luck enforcing that one, oh and the digital ID, yeah that's not going to work either. Good luck with it though.

[personal information redacted for publication]

Road user charging - call for evidence

Reference	RUC084
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I wish to respond to your call for evidence, with one summary remark, as follows.

We will not accept any more C40 city inspired ideas, because they are a step too far, hitting the hard working, tax paying public, who are the backbone of this country. We say no. No more constraints on our movement. No more charges imposed on us.

I object, I do not support any C40 city group plans.

Kind regards

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Road Charging Call for Evidence

Reference	RUC083
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Firstly I am totally against this scheme.

The answer to your questions are as follows

Key questions

1. Do the current road user charging systems in London require reform?

Answer - The government runs a road tax system (VED) which covers this are you accusing the government of being wrong? If you mean the congestion and pollution charging then I agree that they both need scrapping as the Mayor has proved they have had no real effect on pollution or Congestion.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Answer - We don't have road charging in London, we have Congestion and pollution 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?

Answer - We have a perfectly good system run by the government and Local boroughs that worked, until you brought in congestion and pollution charging. This has brought great hardship to weak, less privileged and the people that keep London running.

4. What strategies and targets could smarter road user charging support?

Answer - We don't need any targets and or strategies. Our roads are smart enough without your interference.

5. What technology could be used to support smarter road user charging?

Answer - No technology would be the answer as it costs nothing and requires no maintenance.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Answer - You haven't over overcome the problems with Acid Rain, Ozone depletion and Sea level rise yet. Once you have solved these we might move on to Global warming and pollution.

You can't keep pushing environmental problems under the carpet so lets solve these first then we can move 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?

Answer - As I explained before the Governments VED system works perfectly well and has no cost impact on London.

Answer - As I explained before the Governments VED system works perfectly well and has no cost impact on London.

8. 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 Two

Answer - You don't have a mandate for this so the question is not valid.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 - You don't have a mandate for this so the question is not valid.

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 - The Government is not interested in this so yet again the question is not valid.

11. If distance-based road user charging was introduced, do 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 - You don't have a mandate Question is not valid.

12. Mayors and local authorities currently have powers to introduce new road charging 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 - We need at least a full year's consultation with local lectures setup to inform the people of the pros and cons of such a scheme. Then and only then a full London wide referendum 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?

Answer - This is London and our roads are smart enough without your interference.

You should be ashamed of yourselves this Idea of movement pricing is not just cars (Ive read your full report)your going to be charging everyone whether they walk, ride a bike, skateboard, roller skate, mobility vehicle or take the dog for a walk. Oh will my dog need to apply for mobility credits if so how do I go about it.

You need to go to the people on this explain that you want to charge them for any movement they may make, Explain how much money they will have to pay you for the privilage of that movement. Surly if your cause is just there would only be one answer, I wonder?

Just spotted this "The Government should devolve London's portion of VED, currently worth around £500 million per annum, to TfL". You want to charge Londoners as well as getting £500 million per year?

I assume that you will pay it all back to London vehicle owners if the scheme goes ahead.

Please note that you do not have a mandate to bring this in.

Sadik Khan is trying to push this in via the ULEZ extension, why can't he ever tell the truth .

Waiting for the announcement of a full London wide consultation and a full London vote on the subject.

Wil I get an actual reply to this and will it be used in evidence, based on my vote and complaint against Ulez I very much doubt it/

Written Evidence from Individuals: Part Two

[personal information redacted for publication]

Questions answered on London charging

Reference	RUC082
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Here are some answers:

1. Cities and towns mean their citizens, not local governments or councils. Cities do not work on additional taxation for being able to move. Councils are, but any tax/payment systems resulting in restricting constitutional rights have to be put for referendum. Referendum question cannot be on new payment systems, but only on restriction to freedoms guaranteed by constitution.
2. The scheme plans changes nation wide, therefore you cannot ask Londoneers only.
3. C40 providing information/data is in clear conflict of interest, as it has presumed targets. Data on this system impact has to be collected by completely independent body, with opposite opinions. C40 targets should be ignored, as this is not the voice of citizens, but unelected body.
4. London charging system obviously does not require reforms. Particularly London system requires reversal of policies, including removal of planters, restrictions, narrowings and benches from roads, that should be as per original idea used by cars and transport.
5. Documents provided by C40 do not have any scientific background. I demand replacing primitive rethoric and propaganda with proper science.

[personal information redacted for publication]

London movement charges

Reference	RUC081
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I am totally against you changing the system's that are in place, think again for the proposal's!!

The thought of the government attempting to charge individual people for movement is appalling! Surely against our human rights?

All goes hand in hand with the rest of the crap that they're attempting to bring in.
Brit coin - cash will serve it's purpose just fine thank you.
Digital id's - I'm fine with my passport and driving license in my pocket thank you.
We are not mice and will not be locked in a box!

Please start a proper government vote/petition via the gov website to get a real figure of peoples views and options instead of an email address that might not even be ever checked.

Written Evidence from Individuals: Part Two

In response to Call for Evidence: The future of smart road user charging February 2023

Reference	RUC080
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Hi,

Please see my response with regard to your question.

1. Do the current road user charging systems in London require reform?

Current road user charging systems in London do not require major reform if they are already effectively addressing the issues they were designed to tackle. Any proposed reforms should be based on evidence and analysis that clearly demonstrates the need for change, rather than just a desire to generate more revenue or pursue ideological goals.

Unless you are finding the current road user charging system completely useless, e.g., the congestion charge, no major reform is currently needed. The only reform needed is to stop the Greater London ULEZ expansion 2023 as there is no compelling reason or enough cost-benefit analysis to support 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 believe that the powers currently held by mayors and local authorities to introduce new road charging schemes should be reduced. These authorities may not always have the best interests of their constituents in mind and may implement policies that do not align with the needs or desires of the community. As such, I do not believe that an electoral mandate alone is sufficient for these authorities to use their powers in this regard.

A referendum should be required for any new road charging schemes to be introduced. This would ensure that the community has a say in the decision-making process and that the views and concerns of the people are taken into account. Furthermore, the referendum should be broader in scope than just a local one, as road charging schemes can affect not only the immediate area, but also the surrounding areas. This would provide a more accurate representation of public opinion and ensure that the decision-making process is fair and transparent.

Furthermore, I believe that the London mayor being both the head of GLA and TFL poses a conflict of interest and could provide opportunities for collusion. As such, I think the mayor should either be the head of GLA or TFL, but not both. This would prevent any undue influence and ensure that decisions are made in the best interests of the community, rather than for personal or political gain.

Reducing the power held by mayors and local authorities and introducing a referendum requirement would improve the accountability and transparency of the decision-making process, and ensure that any new road schemes are introduced in a way that reflects the needs and desires of the community.

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Written Evidence from Individuals: Part Two

Regards,

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC079
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Key questions + answers

1. Do the current road user charging systems in London require reform?

Yes, stop the current ULEZ expression

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It means you could charge more and track everyone's movements, not good

3. 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 charges, or additional taxes, would hit the hardest for those who could not afford it, plus the cost of everything would rise, due to increased transport costs

4. What strategies and targets could smarter road user charging support?

The 'smartest' approach would be to not implement one. No-one supports or voted for it

5. What technology could be used to support smarter road user charging?

None, see above....cancel this idea now

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

You could start by removing the various climate 'activists' from the road, to remove congestion + increased pollution. Your current policies are in favour of removing traffic from the roads anyhow,

7. Are road user charging schemes best 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 setup at all, as road charging already exists in 'road tax' and 'fuel duty/tax' plus the 'VAT' tax on top of that

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Do not introduce this, it is not popular, and was not voted on. In reality you would not replace or reduce other taxes, this would be in addition to everything else.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 not introduce it, as any 'discounts/exemptions' could & would be removed arbitrarily, and again financially, you are hitting those can afford it least, the hardest.

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 a word, 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?

Written Evidence from Individuals: Part Two

Londoners should pay less....but the reality is known with this 'authority', there would be more to pay for every household, very few support this unsupported notion.

12. Mayors and local authorities currently have powers to introduce new road charging 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 the least, a local referendum, and these powers need to be removed, as a corrupt authority with a particular agenda could bankrupt the local residents, not what anyone 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?

They are not faring well, as local residents are up in arms about the fairly crazy ideas being touted/'trialled', and the 'authorities' seem hell bent on pushing their ideas through, with no regard to local voters/residents.

To conclude, DO NOT INTRODUCE ANY FURTHER ROAD CHARGES/RESTRICTIONS.

Big brother is not wanted!

Reference	RUC077
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1. Do the current road user charging systems in London require reform? Answer: No.
2. How might smarter road user charging differ from the current daily charges for driving applied in London? Answer: It will stop you from going anywhere and it is against the public constitution this is a form of lockdown that is 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 such as travelling for work, caring responsibilities or essential services? Answer: Conning people out of their hard earned cash is not an option anyone would like!
4. What strategies and targets could smarter road user charging support? Answer: None, as I said before, it is against the public constitution to be locked down again with this stupid idea, I never voted (or would) for any of this utter rubbish!

consultation

Reference	RUC076
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1. Do the current road user charging systems in London require reform?

Any road pricing based on the current evidence is not required, this is to limit peoples movement rather than save the planet.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

As above road charging and low emission zones are all based on some rather flimsy evidence, traffic in London has increased due to the closure of certain roads, this will also have an impact on pollution by pushing all traffic the same way causing congestion.

Written Evidence from Individuals: Part Two

3. 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 journeys are generally required, whether you are travelling to work or going shopping it is not through choice but necessity to live.

4. What strategies and targets could smarter road user charging support?

Road users should be supported, we generate revenue, we help employment, the ability to travel helps young and old including mental health.

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC075
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1. Do the current road user charging systems in London require reform? Yes: Freedom of information Act Request has revealed that in the past 20 years, only 1x death certificate has been issued which cites pollution as the cause of the death, within London. This suggest the current system of Charging has had very little impact on deaths in London from pollution.

2. How might smarter road user charging differ from the current daily charges for driving applied in London? It can't: Instead of penalising London travellers, a system of encouragement onto a more efficient Public Transport system is a viable alternative- not everyone can cycle into London, some people have ailments that restrict mobility or "mode" choices open to them.

3. 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 mechanism is clearly supporting people with money, and negatively impacting Londoners on lower incomes. Charging more forces the disadvantage off the public highways. This appears to be a deliberate bias and not supporting your central tenet of makings thing better for everyone.

4. What strategies and targets could smarter road user charging support? This is a self supporting value proposition, which suggests that the only alternative is more 'user charging'.

Regards, [personal information redacted for publication]

Call for evidence - Road User Charging Scheme

Reference	RUC073
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Dear Sirs,

Please take note of this response instead of trying to hide it as has happened with the ULEZ consultation.

Written Evidence from Individuals: Part Two

This scheme is an absolute disgrace. Under no circumstances should it be implemented. It's nothing more than another way to try and take more money out of our pockets. There is no advantage to be gained and there is no evidence to suggest there would be.

In Q12 you ask about an electoral mandate being enough to introduce such a scheme, but as has been proven, there was no mandate in the mayors election campaign to expand the ULEZ to Outer London but he's still trying push ahead with the expansion which is just a cash grab to try and repair some of the damage he's done to TFL.

The tube is far more dangerous in terms of toxicity and air pollution.

I hope wholeheartedly that neither of theses schemes go ahead and that Sadiq Khan is ousted as Mayor of London.

[personal information redacted for publication]

Evidence for Smart Road Using Charging

Reference	RUC072
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1. The current road user charging systems do not require reform.
2. It restricts restricts free movement of travel. It doesn't allow for no charges to be applied at certain times when the roads are quieter. It will penalise lower income motorists and Businesses .
3. by the current systems the ulez zone the congestion zone ect.
4. none
5. None
6. It won't the current ulez and congestion charge do that
7. Neither

[personal information redacted for publication]

Smart Road User Consultation.

Reference	RUC071
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Written Evidence from Individuals: Part Two

Good evening.

Please see my responses below to the consultation.

1. The reform I would like to see on our roads is getting rid of the LTs which cause more pollution. Concentrate on making the underground safer.
2. I think any further changes to the charges is dangerous and just a way to monitor people more closely.
3. We should not have to justify any journey we make. Full stop.
4. There shouldn't be any strategies or targets. We don't want to be monitored.

I am clearly against this pay per mile and wish to register my objection.

Regards

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC069
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1. Do the current road user charging systems in London require reform?

No, they do not.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It should not differ. Londoners and visitors are well overpriced now for something which should still be essentially FREE, although there is a charge to the driver already via road Tax 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?

It should not, all journeys should be free at the point of use.

4. What strategies and targets could smarter road user charging support?

Zero strategies and zero targets. The Staus Quo should be maintained as a worst-case scenario.

5. What technology could be used to support smarter road user charging?

No technologies are required.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

No proof of air pollution or climate change has been presented with this consultation. There was a Freedom Of Information request made asking for the known number of deaths caused by air pollution. The reply was: Between 2001 and 2021 there was 1 death registered in London to be caused by Air Pollution. Now compare that to other deaths in London and draw your own conclusion on where you should be looking to save lives and help 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?

They are already setup via Road Tax and Fuel Duty.

Written Evidence from Individuals: Part Two

8. 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 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?

100% Exemption for all users at the point of use.

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 'were' but now are not. Even so, you do not need to puppet Government.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

100% Exemption for all users at the point of 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)?

Mayors and local authorities should not have this power. You were not elected for such schemes and you have not put any of them to the vote. A referendum would be a basic starting point for such a scheme, before any further reports were commissioned.

13. How are other 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 should be stopped in its tracks now.

In Summary:

It is glaringly obvious this has nothing to do with Clean Air and Climate Change. This is about freedom of movement and control over everyone. The fact that it is "per person" and not even limited to cars, but includes cycling and even walking, makes this a dystopian nightmare. DVLA are clearly on board with this, and no doubt it will be linked to the new Digital ID that is being pushed through for Dec 2023 (Again, like this report, very little consultation time given)

You want to track "and charge" people 24/7 whenever they leave their home. This is an overreach at best, and a typical Communist Tyranny at worst, but with a price tag. An utter disgrace of a scheme and not one that should be brought into a constitutional, sovereign nation.

P.S. as pointed out in one of the answers above, you have supplied ZERO proof or EVIDENCE as to why you want to sanction this scheme. Why not?

P.P.S. The additional congestion has been caused by you (closing roads, extending footpaths, creating cycle and bus only roads) and now you are bringing in the solution to fix the problem you caused...!!!

Regards,
[personal information redacted for publication]

Written Evidence from Individuals: Part Two

charging by mile scheme

Reference	RUC067
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Dear Sir or Madam,

Starting with the obvious, we know from public information requests that the total number of people who died from the effects of air pollution in London in the last 20 years is exactly 1. In words: ONE. We also know that this person had asthma, so her sad death could at best have air pollution as a contributory factor, not actual sole cause.

We also know that the air quality in London is usually GOOD, in fact the best of all European capitals, because of its closeness to the sea and relatively regular wind dispelling pollution. This is despite of recent attempts to create fake data by creating traffic jams artificially and then doing measurements there.

Therefore, we can safely state that this scheme has nothing at all to do with improving air quality but all about forcing people more and more to use the most expensive public transport system in the world, and with extorting money from Londoners who still use cars. It is not the local government's business to tell people where they must shop or how much exercise they must take. It is an unwarranted intrusion into freedom. If you want more people using buses, make them cheaper and safer.

Next, the argument that the central government is not providing enough money for road maintenance in London is a red herring: The mayor has zero intention to spend any money raised on roads either.

There are also legal issues: Who should pay these charges? The proposal is this will be done by registration, so the bill goes to the registered keeper. But that would not always be the one who did the driving. What about a son who "borrows" his father's car without asking first? Who gets the bill? What about someone who has a company car which can also be used for private use? Who pays? What about stolen cars? How about a carer who uses her patient's car to do errand for him, but also at times to see her boyfriend?

Next, there are social issues. I am an old age pensioner with a heart problem. I can only do my shopping in a car. I cannot carry things for more than maybe a minute at most. I have a ULEZ compliant car which I use about once a week. So how will I, or people like me manage? Stay at home at all times and never go out at all?

When people have hospital appointments, they frequently get told to avoid public transport so that they do not bring infections into the hospital. If they cannot afford the new charges, they will use public transport anyway. So how many will die from COVID in hospitals because of this charge?

In summary, I strongly object to further extortion measures by the mayor. They will hit poorer people the most, and they will drive London prices for goods up further.

I recommend the removal of planters and such off roads, as this would help traffic flow. Roads, which, by the way, I helped to finance with my taxes and specially my road tax. It seems the mayor is actively working toward creating more congestion, and then he will blame us for that and demands money to use something we paid for to build in the first place.

So, no to ULEZ expansion, and no to by the mile charging.

Yours

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Road User charging

Reference	RUC066
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Question 1. NO reform necessary. Just stop all the Ulez threats. Freedom of movement is our human right.

Question 2. There should be NO changes. We have a right to move around at will.

Question 3. Absolutely ridiculous question. We are not robots. We are free to come and go at will.

Question 4. Another ridiculous question. I have absolutely no wish to be tracked by BIG BROTHER! I would rather ditch all my technology eg smart phone.

What is happening to this world? Perhaps we are approaching the end of the world. If this tyranny is what we have to look forward to then I will be welcoming the end of the world!!!!!!

Road usage scheme

Reference	RUC065
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What you are proposing is Communism. No sane person in the London area, or anywhere in the UK, would agree in a system that they never voted for. Mr. Sadiq Khan should find another job as he will soon find himself out of his current position.

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 jo

Reference	RUC064
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No do not employ this freedom caging scheme in any form!!

Objection.

Reference	RUC063
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Dear Sir / Madam,

I object to updates to road user charging. Leave as is currently.

1. The current road user charging system does not require reform.
2. Current road charges are suitable and do not require changing.

Written Evidence from Individuals: Part Two

3. The reason someone is using their vehicle to carry out their daily business private and only the business of that said individual.

4. Charging varied for travel during peak and off peak times.

Yours sincerely

[personal information redacted for publication]

Official Objection

Reference	RUC062
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I'm officially objecting to Smart Road User Charging, LTN, ULEZ and any other charge and restriction to my freedom and scheme to take more money out of the suffering people of the UK.

Please acknowledge my objection has been counted.

You are killing me with all this charges.

The future of smart road user charging.

Reference	RUC060
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Dear Sir's,

We the people, do not require smart road user charging. We do not require any type of Ulez charging, we do not wish to be monitored tracked and charged for going about our daily lives.

We have not voted for, or requested any of this, we wish to live our lives freely, not subjected to an agenda that is rushed through with minimal publicity, and as ever hit's the poorest in society the hardest.

Please just leave us alone. This is far to Orwellian, and betrays the freedoms that our uncles and grandfathers fought for.

Sincerely

[personal information redacted for publication]

Smart Road User Charging

Reference	RUC059
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I Say No to Smart Road User Charging

Written Evidence from Individuals: Part Two

No

Smart Road Charging

Reference	RUC056
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This is a bad idea.

First you have to obey the law. That includes GDPR.

1. People will make subject access requests for all the data you hold on them. That includes all the tracking information. Photographs, videos, logs, everything. With just an email you have to comply and supply the information. It's the law. What cost to you? Way more than any profits you make.

2. People have a right to be forgotten. That means when ordered you have to remove the data. That includes database entries, log files and back up data. See the GDPR rules

3. People will then make additional SAR requests to make sure you are not breaking the law. My estimate is that the cost of this when lots of people protest and demand you obey the law, is likely to be in excess of £200 a case. That will wipe out any profits

You have been informed so you need to make sure the software supports this or you will be a criminal.

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[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC055
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I disagree with all charges for road usage

Road user charging

Reference	RUC054
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What can i say about this proposal but other than it would a disgrace and the end of London as I see it!

Written Evidence from Individuals: Part Two

I live in [personal information redacted for publication] where the only transport we have is a couple of buses, NO train station (nearest one nearly 4 miles away) NO tube, NO tram, a vast amount of hills unsuitable for most to ride a bike!

How are the elderly, carers, nhs staff who do night shifts & use their car for work, police, fire brigade, sole traders & the list goes on, most will not be able to afford to work in London anymore so NHS staff will have more staffing issue than it does now!

Pay per mile is not the answer! I suggest this be re thought...

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging - Response

Reference	RUC053
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Key questions responses in red

1. Do the current road user charging systems in London require reform?

Yes. The current road user charging systems in London should be completely scrapped.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter road user charging is the first step towards restricting freedom of movement and cannot be permitted to proceed.

3. 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)?

Written Evidence from Individuals: Part Two

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Responder: [personal information redacted for publication]

The future of smart road user charging February 2023

Reference	RUC052
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We already have a national road user charging scheme based on usage – it's called fuel duty. Why do we need anything else? And why does anyone think that some journeys are more important/essential/worthy than others? Seems pretty arbitrary to me.

call for evidence the future of smart road user charging february 2023

Reference	RUC049
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I am only answering the first question as the others are presuming agreement with the proposal and they are unfairly drafted.
London does not need variable or distance-based smarter road charging.
Make sure you count my answer please.
[personal information redacted for publication]

Your call for evidence re Road User Charging

Reference	RUC048
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Your key question No 1: ***Do the current road user charging systems require reform?***

The only reform current road user charging needs is to abolish road user charging altogether.

We already pay road tax for the use and maintenance of public roads. According to the Union with England Act 1707 **we can travel without let or hindrance anywhere** between the ports of this kingdom. Road user charges are already in breach of this constitutional document.

Your key question No 2: ***How might smarter road user charging differ from the current daily charges for driving applied in London?***

Smarter road user charging is completely unnecessary. If anything, it will add to people's aggravation which inevitably arises with driving around the expanding system of one-way streets designed to keep traffic flowing. Smarter anything tends to create more trouble than it is worth and results in waste of money.

Written Evidence from Individuals: Part Two

The other two questions are pointless, with view of the fact that any road user charging must be abolished.

Kind regards,

[personal information redacted for publication]

Road charger using

Reference	RUC047
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I do not agree to this idea it's expensive enough using a car in green lovely hillington outer London!!!

The future of smart road user

Reference	RUC046
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Re: https://www.london.gov.uk/sites/default/files/2023-02/Road%20User%20Charging%20-%20Call%20for%20Evidence%20_0.pdf

As a daily London road user and tax paying, vehicle license paying and all the other endless forms of government tax paying, my answer to question 1 is categorically NO.

Additionally, I DO NOT CONSENT to ULEZ , LTNS or any other form of oppression on the freedom and human rights of law abiding tax paying citizens.

Regards

[personal information redacted for publication]

Road user charge

Reference	RUC045
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To who it may concern

I would firstly like to begin by stating I reject this road use of charge

This additional charge will significantly affect quality life for my family and I from get in to school to work being able to work and general days out.

This charge me result in me closing down my business I believe we already pay significant amounts to drive on the public high Road with an additional charge this would be devastating

Please do not put this charge forwards

Written Evidence from Individuals: Part Two

[personal information redacted for publication]

Road charging answer

Reference	RUC044
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[personal information redacted for publication]

I want to answer one question. Which is 1. Do the current road user charging systems in London require reform?

Answer: No they do not and the idea of pay per mile is an abomination. What will you charge for next the air we breath. Why are we paying road tax. If you introduced pay per mile it would not even end there because after that you would think of additional charges like pay double per mile if you are more than 5 miles from home. Q where does this all end its obvious it goes on forever until you push people off the road. As I said its an abomination. We are moving towards one of the most oppressive systems ever. Soon you will not be able to sell you house unless it has 100K of environmental work done on it. Pay per mile is just one more thing along with many others designed to destroy people and destroy small businesses so corporations can end up on top. This is an assault on the hard working man and woman of this country. What you are doing can only be described as oppressive as its the poorest people that will get hit hardest but that is okay isn't it because its okay to discriminate against the poor as they are nothing. If you discriminated against black people you would be quite rightly disgraced but poor people are a nice easy target with no rights at all. What you are doing is barbaric and evil and will destroy future generations to come.

Yours Sincerely

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC043
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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?

Smarter road user charging is a bad 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?

Charges for driving in London should be scrapped.

4. What strategies and targets could smarter road user charging support?

There should be no charges or strategies

5. What technology could be used to support smarter road user charging?

No technology should be used to support smarter road user charging

Written Evidence from Individuals: Part Two

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
Any pollution that London gives out is extremely minimal therefore there is no need for any further tax on cars 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?
Any further road user charging schemes should not be implemented, this affects the poor.
8. 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?
Smarter road user charging should not be introduced 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?
There should be no trials for Smarter 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?
Londoners should not pay 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)?
A local referendum is a good idea
13. How are other 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 policy is to tax the motorist out of London to 'save the world' from the so called 'climate emergency'.
Any small effort we achieve in the West to cut carbon is totally outpaced by China who are building endless numbers of coal burning power stations, they will complete another 27 soon inside China and another 14 elsewhere. Which means all you are doing with this Smart Road User Charging is making London's poor even poorer for no reason.
From [personal information redacted for publication]

[No subject]

Reference	RUC042
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To whom it may concern,
What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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:

Written Evidence from Individuals: Part Two

People with physical disabilities and learning disabilities should be fully exempt from the paying scheme and this should also include their carers whom would drive them around. It would make it impossible for some people with disabilities to get around London quickly and safely and could have a huge impact on them being able to get to see family members, friends, education, work etc.

Charging zones

Reference	RUC041
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I would like to give a response to the upcoming proposal of charging zones/areas /roads. We already have enough charges, restrictions and rules affecting our freedom to travel. So my response is a firm no , no , no, I want to travel from a-b without restrictions or having to explain get permission.

[personal information redacted for publication]

Road User Charging questions

Reference	RUC040
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Hi there,

Please find my answers to the questions below. These are my views to your questions.

Thanks for your time!

[personal information redacted for publication]

1. Do the current road user charging systems in London require reform?

Yes the current ones (ULEZ and Congestion Charge) should be removed. And cameras for driving in LTNs should also be removed. LTNs should be removed. Making people's journeys longer doesn't help with overall air quality - it shifts intense pollution to certain areas. London certainly does not need distance-based charging or variable charging. Clearly the policies don't work - otherwise they wouldn't need to keep piling policy/charge on top of policy/charge (congestion Charge, ULEZ, narrowing roads, LTNs, closing lanes, building out bus stops etc).

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

I don't understand 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 don't see how it can. London has circa 10 million inhabitants and TFL can't even make the tubes/DLR/Elizabeth Lines run smoothly consistently (not to mention the train companies

Written Evidence from Individuals: Part Two

reducing services in London although not run by TFL), so how can they possibly manage millions of journeys per day and accurately determine the nature of each individual journey?

4. What strategies and targets could smarter road user charging support?

If smarter road user charging were to be used, the disastrous narrowing of roads that have taken place in London over the last 20 or so years would have to be undone. This would include

- Building back the lanes so that roads which used to have multiple lanes can be used again
- building bus stops back so busses pull in to allow traffic to flow
- getting rid of all of the pillars/poles in the road for bike lanes
- abolishing LTNs and allowing traffic to flow again instead

I think it's important to accept the fact that all of these have been disastrous and have lengthened most car journeys in London significantly.

5. What technology could be used to support smarter road user charging?

It would have to be cameras all over London, or something fitted to the car.

Londoners are already some of the most watched citizens on the planet, and the thought of the government knowing literally everywhere my car goes sounds like an Orwellian nightmare.

Furthermore from an aesthetic perspective - traffic schemes are hideously ugly. All of the posts that have been planted in bike lanes look like something out of North Korea, and all of the video cameras around the city are unsightly. No doubt the cameras that would have to be used for this would be less than attractive.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Unless the disastrous policies like building out the bus stops, narrowing lanes, closing roads etc are undone it won't. The notion that the LA is going to have any effect on climate change is sophomoric, so much so that I'm not sure why this is even on a questionnaire from the London Assembly. The UK emits just under 1% of global carbon emissions, meaning that if the UK literally disappeared overnight it would make 0 difference to global climate change. The largest polluters are the USA, India and China because they have the largest populations, by a mile. To have any effect on climate change these countries would need to slow down economic growth tremendously (i.e. make everyone who lives there poorer) in order to reduce carbon emissions. I'm not sure President Xi is going to be quaking in his boots that people in Bromley are being forced to pay per mile for driving to their jobs.

Furthermore the solution to climate change is not to make poor people poorer - it's actually the opposite - to make everyone richer. This is predicated on Abraham Maslow's hierarchy of needs - the richer you are the more you are able to look to the future. If you are concerned over the loss of your business, how are you going to make rent or even worse - how are you going to feed your family today, you are unlikely to be aware/care that the Alaskan coastline may be eroding. Furthermore richer societies are more likely to invent effective ways of dealing with climate change/reducing emissions.

Re. air pollution - the actions that the local governments and LA have taken in recent years has clearly resulted in more traffic and pollution (since traffic has been increasing steadily year by year for decades). These include building out the bus stops into the roads, and then narrowing many roads, total lane closures, and now with LTNs - just closing roads. I never understood the logic - there's too many cars on the roads. OK - let's get rid of some of the roads, that should improve things! I understand that the car is the ultimate symbol of capitalism (since it represents, freedom, liberty, privacy, efficiency and autonomy) and so hard left politicians like Sadiq Khan oppose it, but I can't stand the fact that they always have to ride a Trojan Horse, under the guise of caring for the downtrodden, in order to pursue an ideological end. If this truly were about pollution and the environment, why is nobody

Written Evidence from Individuals: Part Two

discussing the effects of the aforementioned road closures etc on increasing 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?

This is a leading question and is predicated upon the assumption that road user charging schemes are a) desirable and b) effective (and not as revenue generators as they would obviously be effective as that since demand for driving is inelastic)

8. 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 have any metrics at hand because there doesn't appear to be any sample charges available. But it seems like all of them should be scrapped if you have to have a Pay As You Go System.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Either you do it or you don't do it. Subjecting someone to the humiliation of proving that they earn so little money that they can't afford another driving charge doesn't seem like the most compassionate-left style policy.

Like all the London revenue-generating schemes aimed at motorists, they hit the poor the most. It doesn't make any difference to a multi-millionaire who probably doesn't rely on a car for work or someone like Sadiq Khan who gets driven around in a Range Rover (and I understand why he has to be for safety reasons). These types of policies always come in under the guise of compassion and caring for the down-trodden (the young - because climate change is going to cripple their lives, the poor, the asthmatic etc), however they will affect the poor the most. We already have enough charges on vehicles, and the fact that inflation is sky high, energy prices have gone through the roof as a result of compassionate energy policies in the name of climate change (by switching as much production as possible to unreliable, weather-dependent and way more expensive renewables thanks to the Greta Thunberg effect), ULEZ is being expanded, public transportation is becoming more expensive and is actually functioning less well than it did this time last year. I don't think that making people poorer is the solution to improving society, people's health and overall quality of life.

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 literally be the worst place for a test. Why would you test something in the largest market? When advertisers test adverts, they do it in micro focus groups, or online advertisers use a tiny fraction of their budget to see how things before rolling it out on the largest possible scale. Local governments and the mayor have already been tremendously successful in making motorist's lives more difficult and increasing pollution by slowing down traffic and forcing it to be condensed to certain areas due to LTNs, congestion charge, ULEZ etc

11. If distance-based road user charging was introduced, do 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.

We can't adhere to the "first do no harm" principle - we can only adhere to the "first do the least harm necessary" principle. We are not going to live in some green, carless utopia, it's just not possible. Our civilization is energy-intense and is the

Written Evidence from Individuals: Part Two

reason that people are not dead by 30 is due to the economy, which relies largely on motor transportation.

The UK has already become the first country to impose economic sanctions upon itself by leaving the EU, and as such we need to allow economic activity to flow as much as possible.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Anything other than just rolling them out like the LTNs.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Best,

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging

Reference	RUC039
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This email is to register my views that the current road charging systems in London are unfair, do not prevent congestion & penalise poorer working people & are already being expanded unnecessarily to the outer boroughs where public transport is infrequent & pavements are poorly lit. There is no need for pay per mile as we already pay per mile by buying petrol or diesel. This is a move to force us from having cars which has never been put to the public in a drive to become net zero which is not wanted by most people. Please put the question in a referendum to see how popular it is.

Mayors & local authorities should not have the power to implement these policies as they are too life changing & important a decision to be made by regional areas.

[personal information redacted for publication]

Questionnaire re Evidence re ULEZ

Reference	RUC038
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You have requested 'Evidence' for a questionnaire on ULEZ expansion

Key questions

1. Do the current road user charging systems in London require reform?

ULEZ does not need expanding – it will do little or nothing to improve air quality as CO2 is equally produced by domestic and commercial boilers/heating systems and by the nett effect of air traffic at all of London's airports

Written Evidence from Individuals: Part Two

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

General improvements in technology in ICE vehicles and the gradual change to EV vehicles will have a larger effect on emissions providing the infrastructure for EV's which is woefully inadequate at present is vastly improved

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

ULEZ does not need expanding so charges do not need to be amended – but in the central ULEZ – care, essential services and pensioners should not be charged at all

4. What strategies and targets could smarter road user charging support?

Already answered

5. What technology could be used to support smarter road user charging?

Probably already exists but any would be unfair to one type of group of road users – do we not already pay Road Fund Tax – why tax for the same thing twice

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

As above – existing targets for restrictions on ICE vehicles will already do 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?

We already have ROAD FUND TAX VDU

8. 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

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 sorts of groups should be exempt hence it should not be introduced 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?

Why blight London with this unfair 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?

It is unfair Londoners are charged JUST because they live or work in the capital – it is prejudicial

12. Mayors and local authorities currently have powers to introduce new road charging 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 decisions of this nature should always be decided with a London wide referendum – not just at the whim of the London Mayor/London Assembly or TFL

Written Evidence from Individuals: Part Two

13. How are other 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 are the goals?? This is an unfair tax that will mainly affect the lower paid or those that work shift/late/early working patterns

[personal information redacted for publication]

Fleeing the motorist in another new wayshameful

Reference	RUC037
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Good morning,

With all due respects I would like to register my comments as:

London does not need variable or distanced-based smarter road user charging.

Please leave the motorists alone, have you no sense about how life has become difficult with rising costs of living.

Disgraceful thought, shame on you.

[personal information redacted for publication]

Future road charges

Reference	RUC036
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To whom it may concern,

So many people will suffer if ULEZ or any kind of road charge is bought in around the small boroughs. Carers, small business's, people with elderly relatives and so many more. I myself live in [personal information redacted for publication], my parents live in Bromley I also work for a bus company and need my older car to get there. [personal information redacted for publication] I am thoroughly ashamed of being part of TFL who wants to be part of this corruption.

Low paid workers have older cars as they need to get around, some carers do. My parents have carers who go on buses and use older cars, the stress my parents go through when carers are on the bus is sickening.

I know myself the public transport industry is struggling, I use a bus everyday that doesn't work properly because they don't have engineers to repair them to the standard they need. They run late due to cut duties due to staff shortages and so on!!

Written Evidence from Individuals: Part Two

The whole free pass infrastructure needs to be sorted re examined as there are far too many!!

Why charge the roads?? Do the m25 or the motorways, we all now the air pollution around the smaller areas is good. The only time I've ever known it to be high is when we get Sahara desert sands blown over!

Many people will loose their business, their carers, children will loose after school clubs, this will have a whole knock on effect with everyone that I'm sure TFL and mayor kahn havnt thought of.

Please please stop this madness as I am worried about my parents and my future along with the millions of other people.

Regards

[personal information redacted for publication]

The future of smart road user charging

Reference	RUC035
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Hi

Here is my response to your questions:

1. Do the current road user charging systems in London require reform? **DEFINITELY NOT,NO. THIS IS A RIDICULOUS IDEA.**

2. How might smarter road user charging differ from the current daily charges for driving applied in London? **WE ALREADY PAY ROAD TAX FOR USE OF OUR CARS. IT IS RIDICULOUS TO WANT TO SQUEEZE EVEN MORE MONEY OUT OF US, ESPECIALLY WHEN THE HIGH COST OF LIVING IS ALREADY CRIPPLING US. WHAT I WOULD LIKE TO KNOW IS WHERE IS ALL THE CURRENT INCOME BEING SPENT? PARKING FINES, ROAD TAX, ETC..... WHY ARE THERE SO MANY POT HOLES? WHY ARE ROADS FALLING APART? NO DOUBT THE SMART ROAD USER CHARGE WILL GO INTO THE SAME POCKETS THAT CONTAINS THE ROAD TAX, PARKING FINES..... PLEASE ALSO EXPLAIN WHY MORE MONEY WILL BE SPENT ON SETTING UP A SYSTEM TO ADMINISTER THIS SILLY CHARGE. THAT MONEY WILL BE BETTER USED TO IMPROVE THE PUBLIC TRANSPORT SYSTEM AND THE ROADS. WHAT IS THE POINT OF MAKING CAR JOURNEYS EXPENSIVE WHEN THE ALTERNATIVE PUBLIC TRANSPORT IS A SHAMBLES? WHAT A CLEVER WAY TO TRY TO INCENTIVISE PEOPLE TO USE 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? **MY HEAD HURTS JUST THINKING ABOUT ALL THE PERMUTATIONS AND COMMUTATIONS THAT WILL NEED TO BE THOUGHT OF! THERE ARE FOOD SHOP TRIPS, TAKING PARENTS TO DOCTOR/HOSPITAL ETC, DROPPING KIDS TO SCHOOL, PERSONAL TRIPS TO DENTIST, OPTICIAN, THERAPIST, ETC,**

4. What strategies and targets could smarter road user charging support?

5. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? **IT CANNOT ASSIST AT ALL. NOT WHEN PUBLIC TRANSPORT ISN'T THAT GREAT.**

London does not need variable or distanced-based smarter road user charging

Written Evidence from Individuals: Part Two

Reference	RUC034
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London does not need variable or distanced-based smarter road user charging

London Roads user Charging consultations.

Reference	RUC032
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Answers

1. Yes it needs to be abolished
2. We do already pay tax in fuel or electric so this is double taxation, even in this moment
- 3 They should be zero for everyone, the curent tax of London roads don't come back to the drivers. It is used to pay for public transport. So we already paid to much already
- 4 No strategies, as there should not be any road taxation.
- 5 We don't need any tehnology, we already pay VED and tax in fuel and electricity
- 6 For air polution you should start with declaring Lo don a No flight zone, with more than 3000 planes every day in the lower airspace above London the polution from cars is negligiable.
7. We already have a taxation system that works, so why to make a new one, just to spend some money. All the money spent to implement a new taxation system could be used anywhere else.
- 8 They should replace all road tax like VED, ULEZ, Congestion Charge, Fuel extra taxation, and should be capped at maximum 300£/year.
- 9 Discount for disabled, NHS, staff that works in shifts, and because of starting hours can not rely on public transport, volunteers and so on
10. No.
11. Actually, why to pay, this should be in place only if they abolish VED, and fuel tax, and should be capped at a sum of around 300£/year
12. The referendum is the only solution. It works in Switzerland, and referendum should be mandatory instead of biased cosultation that authorities don't take in consideration, and you can tell that by the declaration of Sadiq Khan regarding ULEZ expansion...
13. I am not in favor of more taxation. So i don't try to understand all this. But i like the model of France, Germany and Switzerland, where you pay a tax for a stiker for the life of the car, and acordingly to that sticker colour you are alowed to drive or not in some city. I have for my car the Crit'air pass and the german emision sticker. They cost me around 10£ each for the life of the car. I own an euro 6 car and i am alowed to drive anywhere.

This are my answers

Regardsfully yours

[personal information redacted for publication]

Road User Charging

Reference	RUC030
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In response to the proposal to charge cars per mile travelled I have this response:

1. Road charging needs to be scrapped. I believe all charging schemes should be banned, this would include the congestion charge, ULEZ zones and charging per mile. These

Written Evidence from Individuals: Part Two

schemes are all designed to raise money but hit the poorest the hardest. For anyone living in outer London a car is a necessity, many areas have minimal bus routes and no train travel, meaning daily life is centred around having a car, especially for hospital visits. Residents just outside the London boroughs would not visit relatives or come into a London Borough for retail or entertainment purposes. Motorists have a struggle keeping their cars on the road and extra charges are, to my mind, criminal.

2. One size does NOT fit all - especially in the London boroughs.

3. Smarter road charging would just be another tax. I do not see any way in which different journeys could be charged at different rates, for example travelling to work as opposed to a hospital, or caring for relatives

4. If tfl want people to use public transport, then the priority should be to improve bus and train services. I live in the London Borough of Hillingdon, and just to travel the length of Hillingdon I would have to take at least 3 forms of public transport. Where I live I cannot access a hospital without a train and bus ride, taking probably one hour, and this is impractical or impossible for the sick, elderly and infirm.

I hope that these views will be taken seriously (although I doubt it)

Yours

[personal information redacted for publication]

Road charging

Reference	RUC029
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I would accept this if disabled people (in receipt of DLA/PIP) was excluded, to many Blue Badges are issued or abused by non disabled.

Also cyclists should be registered and also made to pay to use the roads, they blatantly continue to break the laws without any threat of punishment.

Road user charging

Reference	RUC028
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1. How can motorists be charged for using roads which they already pay for via road tax?

2. Road charging could only work if it was done on a national basis and the road tax was abolished

3. The public will not accept the imposition of road charging without the forgoing happening.

4. Without it being introduced nationally it will be seen as another money making scheme and a further attack on motorists.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC027
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Written Evidence from Individuals: Part Two

1. Do the current road user charging systems in London require reform?

Yes, the current road user charging system in London requires reform. Currently there are two charges that may be applied to a single vehicle depending on the zone that the vehicle is being driven into. This could result in a daily charge of £27.50 for a Vehicle that may only cover 20 miles in the affected zones on a daily basis. There should be a single charge applied, at the highest of the two charges (i.e. £15 for Congestion Zone and no ULEZ even if applicable to Vehicle).

The EURO Classification for Diesel Vehicles in the ULEZ has been set too high at EURO6 compliance and should be EURO 5.

The embodied Carbon and NOX resultant from Vehicle manufacture needs to be a key consideration, especially in consideration of the volume of vehicles (required as a matter of necessity due to lack of coverage and density of Public Transport alternatives) deemed "non-compliant" to the planned expanded ULEZ, that will need to be replaced. These are in many instances Vehicles that are 8 years old and arguably are only between 35 – 50% of the way through their designed life.

2. No Response given

3. No Response given

4. No Response given

5. No Response given

6. No Response given

7. Are road user charging schemes best 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 already exist at a National Level in the form of Vehicle Excise Duty and Fuel Duty, Fuel Duty accounting for c.35% of Fuel Cost. This system has been in place successfully for a number of years. To attempt to replicate something at a regional or city based level will result in discord for those additionally affected as well as creating an additional level of cost in administration.

The best method to manage would be to adjust the level of either VED (based on either CO2 or NOX) or a minor increase in Fuel Duty applied and returned at a local level but only expended on Environmental Improvement schemes e.g.

Insulation of Housing Stock (irrespective of ownership), Community Solar Arrays.

8. 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 user charging is introduced it should replace both Fuel Duty as well as Vehicle Excise Duty, which would result in a national step change and cannot be employed on a local level.

9. No Response given

10. No Response 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?

To employ a distance based road user charge scheme would require significant IT infrastructure and significant processing capability, which would create significant CO2 & NOX resulting from the resultant energy consumption.

It would also require that all vehicles (being mobile by their very nature) were fitted with a Tracking devices, given that not just people who live in the Greater London Area drive their vehicles in the Greater London Area.

Road based charging does already exist, for Vehicles powered by Internal Combustion Engines, in the form of Vehicle Excise Duty, the more you drive, the more fuel is consumed.

Written Evidence from Individuals: Part Two

The current charge levels are untenable to the majority of Londoners especially where credible Public Transport alternatives do not exist

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think that anything further is required beyond and electoral mandate for these bodies to use these powers (for example a local referendum)?

Electoral mandates are rarely adhered to irrespective of party and whether at national, regional or local level.

For example the current planned extension of the ULEZ, beyond the current boundary, did not form part of the current Mayor of London's electoral mandate. Where such schemes are proposed to be implemented, these should be very much subject to local referendum given the socio-economic conditions at the point of implementation may be significantly different to those that existed at the point when an Electoral Mandate was made.

Re: UK Extension

Reference	RUC026
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This is a terrible idea.

I am disabled and live in my home, I am reliant on visiting carers and nurses, who (at the moment), struggle to cope with the bills related to their cars.

They cannot afford to buy electric cars and there are no charging stations in proximity to my Council/ Housing Partnership flat.

If this scheme goes ahead, millions of Londoners, be they, disabled, elderly or even pregnant mothers will be severely let down as their carers / nurses will only be able to care for 55..% of their current workload.

I understand that air pollution is the reason for the ULEZ expansion but this scheme will be responsible for over a million deaths a year in comparison with the deaths from direct air pollution where an pre- existing medical condition does not exist.

In addition, a friend of mine is a mains electricity engineer.

He recently informed me that the mains supply in London would need a complete rebuild in order for each house to have a single charging point.

Bearing in mind that most houses have two cars or more cars the cost of updating the mains supply would run into billions and take fifteen years to complete.

I hope that this email reaches sensible ears.

Kind Regards

[personal information redacted for publication]

Smart Road User Charging response

Reference	RUC025
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Answer to question 1: I strongly believe that London does not need variable or distanced-based smarter road user charging.

Proposed road user charges in london

Written Evidence from Individuals: Part Two

Reference	RUC024
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Dear Sir/Madam,

I would like to object to the proposal by the Mayor of London to bring in road user charges per mile.

I run a small property development Company and need my car to view properties all around London that could be interesting for me to look at for developments, and to go to shops and warehouses to look for materials for these developments.

I simply cannot do these things on buses, bikes or trains. It would take too long and I cannot carry materials on the aforementioned means of transport.

Kind regards,

[personal information redacted for publication]

ULEZ expansion and road user charging scheme.

Reference	RUC023
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Although this letter was written in response to the expansion of the ULEZ, it will also apply in the event of charging all road users.

Dear sir/madam,

I feel I have to write to you because I have many questions regarding the expansion of the ULEZ to cover the entirety of Greater London and any subsequent road user charging schemes.

Many hundreds of thousands of people living in the outer boroughs that the zone is to extend into are, understandably, very worried about the affect this expansion is going to have on them. The disabled and elderly seem to be the group that will be hit hardest, along with the night workers and those on minimum wages.

Disabled people, many of whom have not qualified for the higher rate of mobility supplement, are in a desperate situation. They rely on their vehicles as a "life line". Not just for popping to the shops or out to meet friends, but to get them around safely to hospital or physio appointments. Their vehicle is supporting their quality of life and many fear it is being ripped away from them!

The elderly pensioners who have to make ends meet in this climate of soaring prices for everything, and are trying to live on a measly £185 per week!. They cannot get £30k + finance for a replacement vehicle. They are being effectively "cut off" from the outside world by this expansion.

And what about those on the lowest paid incomes, the office, school and hospital cleaners, the nurses and hospital porters, those who have to work over the night time so that others in much higher paid jobs have a cleaner and safer work environment. Why are they not being given any consideration for having to pay the £12.50 daily charge TWICE!.

Single parents struggling to take their kids to school or to childcare services on their way to work, they need their vehicle. You try dragging a toddler hundreds of yards, if not miles, to a bus or train stop. Or rely on the timing of public transport to get you to the school gates in time to pick up your kids in this climate of gang inductions, stabbings and child abductions, there are no police patrols keeping our school streets safe!.

How do people in the more rural areas get around, the farm laborer's, the fruit pickers, the grooms. Those who live miles from any public transport do exist in the majority of greater London boroughs. The transport system is not fit for purpose in many of these more rural

Written Evidence from Individuals: Part Two

areas with buses and trains running a less frequent service, and some only running on certain days if at all.

The self employed trades people, the plumbers, electricians, gardeners, gas fitters, painters and decorators, the local handy man. They have no means of replacing their perfectly roadworthy work horses. Compliant commercial vehicles are practically non existent with delays in production due to Covid and more emphasis on producing Electric vans which are not capable of carrying the weight needed by many of these trades people. They have families to feed and mortgages to pay. They are "Self employed" and do not qualify for any financial help. This expansion will put many of them "out of business" or force them to move to other areas of the country. Telling them to use public transport is, quite frankly, ludicrous and insensitive at best.

Why is this expansion going ahead when other avenues of combatting pollution are not being explored. Aircraft for example and Diesel freight trains are pumping out deadlier pollutants than any road vehicle. Old gas boilers and the hundreds of thousands of air purifying and conditioning machines attached to all the office blocks I've driven past, they pump out pollutants too. Construction sites and even Fireworks, those are not going to be affected.

Why only the motorist is to blame when they are only responsible for 52% of total pollution in the whole of the UK. If the ULEZ is working so well, why then does it need to be extended into parts of Greater London that have far better air quality and pollution readings than Central London. Surely more should be done to combat the pollution levels that are still higher in Central London.

And why, if once you have paid your £12.50 charge is it acceptable to drive around inside the zone, polluting as you go. If it truly is about cleaner air, this would surely defeat the objective.

I put it to you that this cleaner air scheme is nothing more than a new car scam, the same as previous ones, including the push to Unleaded petrol in the 1990s and the following decade when the government pushed us into trading our Petrol cars for Diesel ones. Now, yet again, the push into the very expensive and unproven technologies of the Electric Vehicle. Many private homes, flats and rented accommodation cannot support the charging points for these EVs. The nationwide infrastructure is just not there to accommodate everyone changing to EVs as there is with petrol and diesel ones.

The difference in pollutant levels from the emissions of the majority of vehicles in Greater London already in use is negligible at best compared to newer vehicles, it will not greatly impact the air quality and even EVs, being charged up via natural Gas and coal burning power stations will not achieve the unrealistic goal of the "Net Zero" footprint.

I also put it to you that The GLA and the mayor Sadiq Khan are more intent on raking in the cash this scheme will generate and that the government treasury is "rubbing it hands together" at the thought of all that lovely New Vehicle VAT and other such taxes coming it's way.

Since when did this country and its government think so little of its people, the same people that pay their wages?

I am pushing too, for a reconsideration of this "scheme" and of a much more detailed and truthful report into those groups who will be most affected by this extension. I want to know where the "goal post's" are going to be moved to next?. I, as many others are in a constant state of worry about what will be forced on us in the coming months and years, the schemes and laws being pushed through without proper public consent and masquerading under the mask of "Climate Change".

Where are these detailed reports, results and facts that are supporting the foundations for this rush into yet another extension of this scheme at this time of the cost of living crisis. Projections of possible deaths are not facts they are theory. As a respiratory disease sufferer of all my 57 years of life and resident of inner London for most of those years, my breathing is no worse, nor no better so how does this expansion affect me other than in a negative way?.

Written Evidence from Individuals: Part Two

I want to know why the mayor has been given "Free rein" to remove or falsify reports and statistics to win approval of "his" schemes, with absolutely no reprimand or investigations by the government?. Why is the government unable to step in on behalf of its people and allow this blatant manipulation of the facts to carry on.

We are tired and broke, we have no more to give!. We are not stupid, we are VOTERS who will rebel when the time comes. How you listen to us is up to you.

I look forward to your reply and to what you have to say on the subjects and concerns I have raised.

Road user charging

Reference	RUC022
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The current road user format does not need reforming .

Regards

[personal information redacted for publication]

Road user charging

Reference	RUC021
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Good day

I believe that the current road user network does not require any reform and this is a complete waste of time and money

Yours sincerely

[personal information redacted for publication]

Distanced based/smarter user charging system

Reference	RUC020
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We do not need the proposed distance based or smarter user charging system on London. Please cancel this proposal.

Pay per mile consultation

Reference	RUC017
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TFL

Written Evidence from Individuals: Part Two

Please find below my answers/objections to your current consultation on pay per mile charging

1 Do the current road user charging systems in London require reform?

TFL currently charge non ULEZ compliant drivers £27.50 a day to drive within the congestion zone plus an additional fee if you park a diesel vehicle in a bay.(Why I don't know as a diesel engine switched off emits the same emissions as an electric car) All vehicles are forced onto the main roads causing traffic chaos , as all the side roads are closed. This is having a detrimental effect on air pollution.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Many trades have no alternative but to drive due to the amount of equipment they have to carry, ladders etc, to charge them further on top of Congestion charge, ulez and parking will only increase the cost to the customer or stop trades going into London at all. This is another attack on the trades and another charge to be passed onto the customer. Is it not enough that we pay Road tax to drive on the potholed roads of 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?

How will you differentiate between travelling to work and travelling for work?

4. What strategies and targets could smarter road user charging support?

It's a flawed concept designed to squeeze more money out of Trades and shift workers forced to use their vehicles. Public transport is unreliable and subject to strikes and when they become the only option their hold on TFL will become stronger and TFL will be held to ransom.

5. What technology could be used to support smarter road user charging?

You have all the technology in place

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Traffic chaos and air pollution are caused by the current policies of the Mayor and TFL of shutting down all side streets, narrowing major roads to one lane, to accommodate little used cycle lanes. You have narrowed Park Lane from 3 lanes to one to put in a cycle lane next to Hyde Park. Who in their right mind would cycle along Park Lane when you can cycle through Hyde Park. The mayor is anti car and wants everyone on his TFL and if not paying through the teeth to drive on the few A roads he's left open. London is grinding to a halt .

7. Are road user charging schemes best 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 money making exercise and nothing else. Either way you look at it the system of who and how to charge will be an administration nightmare. The motorist pays tax on Vehicle Excise licence, Congestion charge ULEZ and hefty tax on Petrol. If this is introduced it will see Central London becoming a no go zone for trades and delivery services who will not be able to absorb the charges without passing it on to the end user.

8. 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 , congestion charge , increased parking charges and ULEZ should all be abolished if you are going to charge a per mile/journey 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?

How would you implement this? The only way would be for other Road users to shoulder the costs. How do you decide who's exempt and would it be on the vehicle or the person and how would you control 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?

Written Evidence from Individuals: Part Two

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 are already taxed to the hilt for driving in London on the few roads open. The A23 in Brixton has been reduced to one lane and the traffic lights allow 3 cars through at a time. It's a money scheme only and won't improve anything.

12. Mayors and local authorities currently have powers to introduce new road charging 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 is required, the mayor has ignored the consultation on expanding ULEZ so any further money making schemes need to be decided by those that actually use 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?

I don't know but I doubt they're doing any better than the appalling traffic and conditions of roads in London.

Regards

[personal information redacted for publication]

Call for Evidence - RUC

Reference	RUC016
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Hello,

Please find below my submission of evidence for the Road User Charging consultation February 2023.

1. Do the current road user charging systems in London require reform?

Yes, I'm afraid that the ULEZ should be scrapped as it has proven not to be efficient, while causing great harm to micro business, sole traders, elderly and vulnerable.. CC charge is permissible, to reduce and nudge behaviours towards not driving within central London, where pollution is high and can reach dangerous concentrations. ULEZ however unfortunately makes no rhyme nor sense in regards to what cars are actually polluting the most, as many have found out with the varied and strange results the ULEZ checker can throw out - V6 engines marked as compliant, but cheap petrol 1.0L runarounds are being marked as uncompliant! ULEZ is a fundamentally discriminatory policy that targets and divides. The chance of the person using the 1.0L petrol runaround being within a lower income bracket is high, while they may only use their car a few times a week, for essential needs. The V6 driver however, is free to pollute all day long. A London wide referendum should be held in regards to any implementation of a full city wide ANPR camera network that tracks and Levy's a charge against vehicles.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

I would imagine a system where everyone driving within London would be charged a levy, instead of the various CC and ULEZ zones. This would be enforced with ANPR camera network, AI technologies and the warrant of high PCNs if un-paid. Please note that this is not my agreement or endorsement of such measures and again, a Greater London wide

Written Evidence from Individuals: Part Two

charging system, must be held to a referendum to ensure public support of such data gathering, surveillance and change, to their everyday lives.

3. 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 discriminatory and unacceptable to implement a varied price system for different journeys. Who are any central authority, to say, who's journey is essential or not.

4. What strategies and targets could smarter road user charging support?

The 3 big issues of TFL, climate emergency, air quality, road congestion. A RUC scheme would be inappropriate and on the whole I think will foster further strained relations with everyday Londoners and City Hall/The Mayor. Again, a public referendum must be held should a RUC scheme for all, be proposed across London.

5. What technology could be used to support smarter road user charging?

ANPR camera network - inappropriate use of the network presents great security challenges and gaining public support for such surveillance should be priority, should it wish to be used.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It's aim would be to reduce.

7. Are road user charging schemes best 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 afraid I disagree with the whole notion - however, again, a public referendum must be held in regards to any local, regional or national RUC schemes being 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?

If it were subject to referendum and achieved public support, then I would expect it to replace current car tax, to ensure fairness for all affected by the 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?

If it were subject to referendum and achieved public support, then I would expect a full public debate and consultation in regards to price, structure and exemptions.

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 it were subject to referendum and achieved public support, then yes as London currently has a CC zone, with a sophisticated ANPR camera network.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Equivalent.

12. Mayors and local authorities currently have powers to introduce new road charging 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 Two

Always a public referendum. Local for local schemes, national for national. Its as simple as that, for such a divisive issue. It is so important to hold open debate and active democracy is undertaken every step of the way. Integrity please.

13. How are other 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 whole suite of tools.

I wish to raise concerns, as to why this consultation has not be publicised more widely, and that within your call for evidence, the deadline for submission of evidence, is 10th March 2023, but you confirm in said document, the committee's second meeting will be held on the 28th February 2023 to discuss the issue. Can you confirm please, if any evidence submitted between 1st - 10th March 2023 will be used towards your call for evidence?

Thank you.

[personal information redacted for publication]

Smart road charging

Reference	RUC015
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Answer to question 1: London does not need variable or distanced-based smarter road user charging. What it needs is a competent mayor and TFL to be more efficient and deliver value for money instead of the shambolic way it does things currently and stop paying ridiculous salaries!

[personal information redacted for publication]

The future of smart road user charging February 2023

Reference	RUC014
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Key questions 1. Do the current road user charging systems in London require reform?

No

[personal information redacted for publication]

variable or distanced-based smarter road user charging

Written Evidence from Individuals: Part Two

Reference	RUC013
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London does not need variable or distanced-based smarter road user charging. This is an absurd idea and I am totally opposed - STOP MILKING THE MOTORIST !

Road user charging

Reference	RUC012
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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

Everything this Mayor does puts another nail in London's coffin.

Road charging

Reference	RUC011
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London does not need road charging based idea

Road charging

Reference	RUC010
------------------	--------

I totally oppose this stupid idea of road charging by TFL
Every one should oppose this silly idea

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC009
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In response to the questions being asked of potentially affected drivers, please find below the only response that you need. Please confirm receipt of my response and that it will counted.

Written Evidence from Individuals: Part Two

London does not need variable or distanced-based smarter road user charging.
[personal information redacted for publication]

Variable/distanced-based road charging

Reference	RUC008
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London does not need variable or distanced-based smarter road user charging. The proposal - which will be costly and onerous to implement - is simply unnecessary.

Thanks
[personal information redacted for publication]

Re: Smart road user charging

Reference	RUC006
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To whom it may concern,

Consideration for classic car owners and clubs

I live in the London Borough of [personal information redacted for publication] and help run an enthusiast car club of BMW M3 owners. These particular cars are currently ULEZ compliant, being EURO4 or EURO5 status.

Personally, I drive approx. 2k miles per year, however like all owners, currently pay £630 a year in Road Fund Licence. There is huge concern amongst the ownership community over ever-increasing charges related to driving what many consider to be a classic car. With these cars not yet being 40years old, the Road Fund Licence increases every year by a further £20 - £30 and will no doubt continue to do so.

I would therefore ask that if road charging is to be introduced, it should be considered in conjunction with an overall view on Road Fund Licence charging, otherwise London drivers will be unfairly treated compared to their out of town neighbours, in being hit by the Congestion Charge, ULEZ charging and in future Road User charging in addition to an extremely high rate of Road Fund Licence, often for so few miles driven each year.

Kind regards,

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC004
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1. Do the current road user charging systems in London require reform? Yes ULEZ needs to be removed as we already pay road tax.

Written Evidence from Individuals: Part Two

2. How might smarter road user charging differ from the current daily charges for driving applied in London? Scrap ULEZ.
3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? Should not matter what type of travel is being taken you should not have to pay to go about your daily lives.
4. What strategies and targets could smarter road user charging support? Not needed without a referendum
5. What technology could be used to support smarter road user charging? None already pay road fund licence
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? It wont how about the pollution from aircraft that is not taken into account 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? Should only be part of main government policy that is in their manifesto and only brought in after having a national referendum.
8. 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 fund licence 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? Should not be brought in while still having to pay road fund licence and not before a referendum
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 without a national referendum
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? Should not be brought in without a national referendum on the matter.
12. Mayors and local authorities currently have powers to introduce new road charging 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 hold a referendum for anything not in their manifesto that they were elected 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? We are our own sovereign State we should hold a referendum before any changes are introduced.
[personal information redacted for publication]

Charging

Reference	RUC003
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I object to any future charging. Many carers etc need their cars to look after people and this will just another Khan money making scheme. It does not benefit those in the suburbs who dont have access to good public transport and indeed this would be totally impractical for those as mentioned who are time limited

As a country we pay enough in road tax already and this is just another tax on hard up people who are struggling.

It wont limit cars on the road as those that need to use them i.e. just to get to work will still use them but be penalised for doing so. Many businesses will suffer and end up going out of business.

It's time Khan was taken to account by the government!!!

Written Evidence from Individuals: Part Two

Smart Road User Charging - Immunosuppressed

Reference	RUC002
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Regarding road user charging in London please see the email I sent to my local MP, Ellie Reeves just yesterday, forcing the immunosuppressed out of their vehicles could be catastrophic, many won't have the funds to afford the extra charges smart road charging would inevitably bring. You could be responsible for killing the approximate 100,000 immunosuppressed who need to drive in and around London. This needs urgent attention.

I appreciate the reply, personally I do not need to change my vehicle as it's Euro 6 and I can afford an EV if needs must, no where to charge it and they aren't exactly reliable yet (I would purchase one if they were reliable and you could charge them when required). The issue is the transport network from my part of [personal information redacted for publication] to where I work round the back of [personal information redacted for publication] (private road) is currently a 22-25 minute drive, it takes 105-120 minutes on public transport at best, walk, train, walk, bus, long walk and isn't even possible on Sundays or for night shifts. This simply isn't good enough when I can get 8 miles as the crow flies into London in 22 minutes and just goes to show the differences between inner and outer London.

That being said the real issue is the immunosuppressed aren't necessarily disabled so don't qualify for anything in the whole, we just have weakened immune systems, my personal situation is that my body does not defend against infection so anything from a cold, to flu to COVID I'm increasingly likely to catch when in crowded spaces or large indoor events (something I try to steer clear of). With C40 looming I really feel there needs to be provisions in place for those at risk when catching busy public transport, and even now for those who are immunosuppressed who aren't as fortunate as me financially. I did see Andrew Marr bought this to Sadiq Khans attention last year but his response wasn't great, he essentially recommended cycling, if you've been up Salt Box Hill in Biggin Hill you will understand that isn't a great option, especially when you also have [personal information redacted for publication].

Thank you for taking the time to read this email and on the whole I hope the Mayor and the Government take the issue of the immunosuppressed on board when trying to reduce the number of privately owned vehicles on the road (not something I'm actually totally against as I do recognise the need for change environmentally) and put measures in place so that we aren't forced onto packed public transport that puts us at risk, be it now or in the future.

Kind regards,

[personal information redacted for publication]

Road User Charging - Call for Evidence

Reference	RUC001
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My name is [personal information redacted for publication]

I live in Islington for the past 19 years and in London since 1985

I'm horrified the way things are and the sacrifice people have to make just to go to work. The roads closure, the saturation of traffic on the main road the noise and gas pollution horrific.

Written Evidence from Individuals: Part Two

Closing roads and the implementation of the congestion charge and ULEZ will not deter people from driving, Electric vehicles are extremely expensive.

We need a more sustainable solution without forcing people into poverty
London becomes a city for the rich

Average workers like myself are not allowed to live in London
GMB and the Labour Party need to find a solution for this madness

Thank you
[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC106
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To whom it may

concern Key

questions

1. Do the current road user charging systems in London require reform? NO THEY REQUIRE ABOLISHING.
2. How might smarter road user charging differ from the current daily charges for driving applied in London?

UNION WITH ENGLAND ACT 1707

IV 'That all the Subjects of the United Kingdom of Great Britain shall from and after the Union have full Freedom and Intercourse of Trade and Navigation to and from any port or place within the said United Kingdom and the Dominions and Plantations thereunto belonging And that there be a Communication of all other Rights Privileges and Advantages which do or may belong to the Subjects of either Kingdom except where it is otherways expressly agreed in these Articles'

THIS ACT IS STILL CURRENT!

3. 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 MUST KNOW THAT ALL THIS IS ILLEGAL & UNLAWFUL.
4. What strategies and targets could smarter road user

Written Evidence from Individuals: Part Two

charging support? TOTAL TYRANNY!

Regards [\[personal\]](#) information redacted for publication]

No to smart road per mile charging

Reference	RUC2605
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I do not consent to per mile road charging, that I do not consent to 15 min cities. I DO NOT CONSENT TO COMMUNIST CHINESE style Social Credit System.

Re:Pay by Mile.

Reference	RUC1019
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How dare you try to rush this sick draconian consultation through with such a small window margin.

Pay per mile, watching our every move, it's false imprisonment.. and don't you dare tell me it's anything about climate change.

I say a BIG NO to this

draconian measure.

Smart road user charging system

Reference	RUC2627
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To whom it may concern

I would like to register my lack of support and deep concern for London Mayor, Sadiq Khan's Smart Road User Charging System.

I do not believe that the British people have been given an opportunity to vote for this controlling camera network to survey their movements or for ULEZ in general. Sadiq Khan is completely out of touch with the thoughts and views of

Written Evidence from Individuals: Part Two

normal British people including the motorist. He directly and wrongly attacks ordinary British people as seen by his provocative comments here
- <https://www.youtube.com/watch?v=10GvN5VrTck>

The ULEZ system will negatively affect all citizens but particularly poorer families as they are unable to afford the charges. ULEZ is at least an attack on the motorist.

I do not believe that Sadiq Khan's plans are at all necessary or representative of the will of the British people although though no doubt they neatly align the WEF agenda. Perhaps the WEF ought to give up their private jets and posh cars before lecturing everyone else?

The actions of Sadiq Khan therefore undermine British democracy, our freedom of movement and a right to privacy.

Please, I ask of you to 'do the right thing' and restore

democracy and sanity [personal information redacted for

publication]

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC2105
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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? Will effect the poorest 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? People cannot afford the charges to travel to work or hospital appointments. It will cost me over £3500 or more a year and i find this unacceptable. We pay road tax already why are we being forced to pay this charge. We have a freedom of moment to travel where ever we want to go without being penalized. This is unfair 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? None not necessary
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? None as there is little evidence to show air pollution outside london has any 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

Written Evidence from Individuals: Part Two

approach? charges should have been inside London and not spread out of London. It causing more problems by expanding so needs to stop ULEZ from expanding

8. 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 effect the poorest if the ULEZ is expanded. just keep the road tax 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? We would not need any discount if only the ULEZ was stopped. UIEZ will cost more for poor regardless whatever discount there is.

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? If the distance based charging was stopped altogether then it would not be expensive.

12. Mayors and local authorities currently have powers to introduce new road charging 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 are abusing their powers to take money from the poorest to fund TFL. So they should not have

Written Evidence from Individuals: Part Two

powers to expand.

13. How are other 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. ULEZ needs to be stopped altogether. We cannot afford this stealth tax which the London mayor is imposing. He has not listened to the people even when majority voted against the ULEZ. The London mayor is acting like a dictator and is abusing his powers. He is not fit to run as Mayor. We all voted to Stop UL:EZ. You need to listen to the public and put a stop to this money making stealth tax to fund TFL.

[personal

information

redacted for

publication]

Road charging.

Reference	RUC2602
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This whole thing is an expensive farce. We already have road charging .It's called fuel duty and does not require an expensive camera system to be implemented.Public transport in this country is a disgrace.It is noisy ,uncomfortable, unreliable,dirty ,expensive and sometimes not safe .The motorist has be penalised enough.More responsible public spending is what is required instead of taxing working people to fill financial black holes.The populace will remember at election time. [personal information redacted for publication]

Road User Charging

Reference	RUC2851
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Any scheme should not impact less affluent members of society. People like tradesmen, small business owners, people working in the care sector and the disabled who need to travel by cars/vans shouldn't have to shell out even more money.

And as for air pollution, that seems to be a weak argument. I have never come across anybody in this country whose life or health has been impacted by poor air quality.

Regards

[personal

Written Evidence from Individuals: Part Two

information

redacted for

publication]

The future of smart road user charging opinion

Reference	RUC2128
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Dear Sirs,

Please register my proposal to the roll out of further smart road user charging.

The technology used is mission creep to further restrict our movement and our freedom and will eventually lead to more surveillance and more restrictions, etc. It is not the future I want my children to grow up in.

KR,

[personal information redacted for publication]

ULEZ and road Charging

Reference	RUC2780
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I've literally never written an email like this before but I'm disgusted at the current line of thinking that we want or need additional cameras and charging to use roads we already pay tax to use. How many different ways do you want to charge us for the same thing?!

We do not want it, we keep telling you but you literally lie and tell us we're saying we do!! It's disgusting and we see through the lies very clearly.

Do a proper poll and you would instantly see.

We don't want road charges. We don't want 15 minute cities. We don't want unlawful anti EU laws brought in to handle immigration. We don't want a cashless society. Stop with the things that allow you to control us in new and creative ways, we don't want any of it.

This is a smokescreen and we know it.

Actually ask us, without dismissing loads of our voices as incomplete or didn't fill the form out properly.

You have pushed the British people too far and our voice is only just beginning to echo the end of this nonsense.

Written Evidence from Individuals: Part Two

Giving evidence

Reference	RUC1656
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Hello there,

I don't want any restrictions in free movement.

Charges mean it would be more difficult and expensive to travel, so they would have a negative impact on our freedoms. New technology that goes with this plan means more surveillance which also would negatively impact our freedoms.

If the governing bodies want people to use alternative ways such as public transport, they should invest in a much better alternative transportation instead of charging us.

I believe that the free and unrestricted use of roads in public areas is a human right. Sincerely,
[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC915
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1. Road Tax has been the charging system for decades and is sensibly priced and easy to collect payment. 2. Smarter road charging would be extremely expensive and would greatly impact the poorest people, preventing them from travelling to work or to budget shops which are mainly in retail parks. Many businesses big or small will be adversely affected. 3. BIG BROTHER ALERT. None of your business where a citizen in a free country can travel to within their country. 4. None at all. 5. 1984. No, I do not want this. 6. Giving money to Mayor Sadiq Khan, who rides in a chauffeur driven limousine would not improve air pollution. As for climate change, the planet's weather has been changing for billions of years and the sun has a dramatic effect on our climate which is out of human control. 7. I see no benefits to these proposals. This dystopian scheme would result in restriction of movement to the point where people will be like a herd of cattle enclosed in small zones. It's impracticable and not suited to a free and democratic country like UK. We've all seen documentaries of communist China. 8. I don't want any changes. 9. N/A . 10. NO. This is ridiculous. 11. This should not be introduced. 12. If a Mayor or local authority wants to introduce these schemes they should at least have the decency to include their plans in their election manifestos. These far reaching proposals should be put to a referendum. 13. Other cities residents are out on the streets protesting. The people don't want these charges and the loss of their civil liberties that accompany them.
[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC912
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Good afternoon

My partner is a self employed [personal information redacted for publication] who drives a

Written Evidence from Individuals: Part Two

van that is not ulez compliant. He earns less than £17,000 per year and cannot afford £4000 per year ulez charges just to leave the boundary by less than a mile. My car although £0 road tax is also not ulez compliant, between us that's £8000 per year to drive less than a mile. That will cripple us and force us away from Hillingdon. The two of us live with my elderly [personal information redacted for publication] who has health complications and struggles being alone, are you going to drive us away to leave more strain on our already strained social care services? This is not just us in this situation. We simply cannot pay it on top of rising costs and bills and fuel and so on. This cannot keep going on. You will seriously put severe mental strain on people simply trying to get by. Please don't do this. It's not worth the pain and suffering it will cause.

GLA Call for Evidence: The future of smart road user charging February 2023 - ULEZ - Current Road Charging System

Reference	RUC1397
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What is the overall objective of and future Smart Road Charging Scheme? How can there be comment when there is no set objective?

How can we believe this Consultation is going to even be considered? It turns out in regards to Mayor Khans recent Public Consultancy "ULEZ EXTENSION TO OUTER LONDON", Mayor Khan actually ordered all of the ULEZ extension cameras MONTHS BEFORE the public consultancy even commenced! Then ignored the majority result of the consultation who were against any expansion of ULEZ?

I am answering question 1 of your Call for Evidence:

Q1: Do the current road user charging systems in London require reform?

Yes they do; ABSOLUTELY and COMPLETELY.

The 2 existing ULEZ zones; (as at February 2023), and most importantly, the proposed ULEZ zone extension into Outer London is littered with issues and structural flaws which seem to have been ignored, and any future charging system should take into account the current ULEZ major flaws, and form part of a major investigation and overhaul of ULEZ based on the following:

1. What is the overall London strategy for air quality and how is this monitored? We constantly hear the Mayor spouting for example "*4,000 deaths in outer London caused by vehicle pollution*". He is using an interpretation of the research from Imperial Collage London. When you drill down on this claim, it is clear that it is spurious at best, and completely untrue at worst; a sound-bite as opposed to an honest statement. Surely the starting point with this consultancy should be an Independant study into air pollution in London; in all 3 different zones of London; (remember, all 3 London ULEZ zones are completely different in their make-up and facilities/needs), with an independent ongoing monitoring of the results of all existing and any new schemes? A FOI request was answered "*one person has died between 2001 and 2021 with exposure to air pollution stated as the cause of death in London*". *This death was attributed to "environmental air pollution; however, we were unable to determine whether this involved car emissions"*. Everything else therefore is pure speculation. There is no doubt that the quality of air in London is vitally important to the health of Londoners, and therefore it is EVEN MORE important that a scientific & independent method of monitoring this in relation to ANY GLA scheme is implemented, BEFORE any new scheme is considered.

Written Evidence from Individuals: Part Two

2. The current method of categorising vehicles within the ULEZ scheme is CLUNKY at best, and not fit for purpose at worst. TFL relies upon emission standards set out in the 2006 Euro standards order. Example; any vehicle registered prior to this schedule; Euro 2 & 3 and older vehicles are not set out in this order; therefore, they are not defined in law. Furthermore, technically, any vehicle manufactured prior to 2006 cannot legally be charged in this scheme. Secondly, TFL rely on DVLA for their vehicle emission information to enforce this scheme. DVLA admit themselves that they are NOT the agency to be relied upon for accurate vehicle emission information prior to 2018. TFL state that "ULEZ is enforced based on the declared emissions of a vehicle by DVLA" DVLA state that their information on vehicle emissions particularly prior to 2007 is not at all reliable. Certainly, any information held by DVLA regarding vehicle emissions prior to 2007 should "never be used to enforce any scheme apart from vehicle ownership". This has resulted in the ULEZ scheme being enforced on unreliable DVLA information alone and has zero bearing on a vehicles' ACTUAL emissions. Furthermore, TFL's information held on their own computer system often does not translate to the information DVLA hold, and the appeal process is clearly not fit for purpose. Therefore, it is clear that DVLA do not have the correct or all information needed to create an invoice for daily travel. This entire system should be the subject of a full review before DVLA is used as an information source for any existing & further road charging schemes.
3. Boundary issues. Whilst the boundaries for the congestion charge, and the 2 current ULEZ zones are within the GLA's control, the outer London boundary with the Home Counties is not under the control of either the GLA nor TFL. This situation oversteps the powers that the GLA were granted under the Greater London Authority Act 1999 due to the overwhelming impact on residents of the Home Counties of Surrey, Kent, Essex, Herts, Bucks, and Berks. The act as we know gives Central Government the power to veto proposals by the GLA that are inconsistent with National transport policies and that are detrimental to areas outside Greater London. The impact for example of ULEZ being extended to outer London is huge, especially for residents of the Home Counties, and has not been considered when delivering any of the impact reducing schemes promoted by the Mayor. This issue has to be properly reviewed and fully dealt with as part of not only the existing charge schemes, but also of any future road charging schemes.
And of course, don't forget that none of the completely underwhelming compensation schemes such as scrappage do not apply to not only most of the employed lower paid in outer London, but equally in the Home Counties, who they impact upon more than most.
4. The two current, and one proposed ULEZ zone are all fundamentally different in many different ways. Transportation links in the outer London areas are in many cases, non-existent; the Home counties equally bad. Car use is often the only way for many people to move around. Each zone in Greater London needs to be treated as a different area, with different needs and solutions. The impact on the Home Counties must be properly consulted and considered as part of this consultation.

The whole ULEZ scheme is currently in such a mess, particularly in relation to the proposed extension into outer London. "One size fits all" simply does not work when looking at either air pollution issues or road charging.

DVLA is NOT a reliable source of data for vehicle emissions prior to 2018. This data is not compatible for a scheme such as ULEZ.

Written Evidence from Individuals: Part Two

This Public Consultation has had virtually zero exposure, and even when the consultation is complete and summarized, what is the point if the mayor has already made his decision?. The briefing document and subsequent questions are difficult to find on your own website. TFL/GLA have spent Hundreds of thousands of £ advertising; often falsely it is alleged, on promoting the proposed ULEZ extension, to the point that the Advertising Standards Authority are now investigating the honesty of the claims made in those advertisements.

Why is an equal amount at least, being spent on advertising this Public Consultation into road user charging?

Remember it was Central Government that advised the population to purchase diesel vehicles back in 2001 in the first place!

Smart road charging

Reference	RUC1303
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I just think it's a cash cow
You people are off no good to us who pay
your wages. Where round you be without
our taxes
Just
think
Thsnks
[persona
I
informati
on
redacted
for
publicati
on]

[no subject]

Reference	RUC212
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I object to all being proposed. Cars are now smarter than ever before. All traffic calming measures only increase pollution as do 20mph zones. Ulez don't work. No changes required as we already pay loads for our freedom of choice.

Regards

[personal

Written Evidence from Individuals: Part Two

information

redacted for

publication]

[no subject]

Reference	RUC103
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I do not and will not have a mobile telephone

I do not and will not pay for anything other than with cash

i already pay to drive via the road fund licence, any other form of charging is yet another attack upon the free movement of the common man

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[personal information redacted for publication]

City Move transport proposals

Reference	RUC176
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Having seen the report entitled 'City Move' I would like to strongly object to the proposed plans, the whole idea of the scheme seems to be aimed at controlling how the residents of London travel around the city, by using cameras and smartphones people will have to plan any journey they make in advance and pay ever increasing fees for whatever mode of transport they use, this will have frightening consequences to all of Londons occupants, it seems even more damaging to the poorer and disabled who cannot always use the cleanest means of transport to get around, it also seems to escalate the monitoring of people that started with the pandemic, please either review these plans again or at least allow the population of London know that these ideas are being thought about and have a proper consultation and referendum on this matter, thank you, [personal information redacted for publication]

[personal information redacted for publication]

answers to questions for Road User Charging

Reference	RUC713
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[no further email text]

ATTACHMENT:

Written Evidence from Individuals: Part Two

[personal information redacted for publication]

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. I would go further to suggest that what is in place right now, is too punitive. As for the plans to extend ULEZ, I cannot see any rhyme or reason why this would be necessary. There are more open spaces in the outer boroughs and certainly less congestion therefore very little in the way of pollution.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Do you not realise what this might do to the London economy? I don't feel I can answer this as I am not in support of any road charging. I know where you are headed with this, the idea that we pay per mile. The worry is that you are perhaps proposing to do this per person, not per vehicle. Does this mean if I sit on a bus, you will charge me from going from my borough to the next borough or even the one following that? In the document prepared by the Centre for London in 2019, it was suggested that "charging levels [will be] set against specified objectives." What those might be is a mystery to me and clearly the Centre for London, as they are not listed anywhere. One thing is certain, this MUST NOT lead to yet more surveillance either through cameras or a person's personal phone. We are living more and more in an Orwellian environment and it has to stop. What concerns me is people might take to civil unrest if this goes on the way it is.

The way it is, these "specified objectives" is unclear and liable to change when it is deemed viable to do so. Are you trying to include the 15-minute city into London? If so, that would be the biggest mistake.

The use of technology to monitor and charge for any future scheme is utterly wrong. Look at the way things are going? Bit by bit, we are losing our freedoms. There are far too many cameras in London and I object to this constant, 24/7 surveillance.

Next you will be telling me that I will be entitled to mobility credits and once I have used those up, I have to pay more. Well, do you think I would ever support such a thing, of course not and nor would the majority of good souls, living in London.

There is, again, more talk about digital identification and this digital pound. That in itself concerns me but add to that the measures that you are no doubt proposing and that is truly frightening. We are talking about all our very basic movements being monitored and the ability to take payments automatically from my digital bank, holding my digital pounds, whether I like it or not. Do you not appreciate how wrong that is?

You may think that your charging model is going to be easier...yes, it will be, for you! It is not needed and not required.

I believe you are considering that the charging scheme you may wish to introduce is passed onto all, not just vehicle users. This will trap people in their homes, there will be more suicides and riots. The measures introduced as a result of Covid has already

Written Evidence from Individuals: Part Two

proven what damage this kind of entrapment can cause. Will you be charging me for riding my bicycle around my borough, or other boroughs, for example. These are not measure imposed because of a climate emergency, because, let's face it, that is hogwash and does not exist. No, this is a licence to print money but more importantly, it is a way of pushing more control over the citizens of London.

What might be meant by the phrase "drivers benefitting from the scheme...while gradually extending the changing regime". The use of the word "regime" is odd, bearing in mind it is supposed to be beneficial.

3. 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 can imagine that at some point, you want to use the word "necessary". For example, is my journey necessary? Again, more hogwash and more opportunity for control. We saw all of this during the Covid "regime". Yes, I now have used that word because what could regime lead to? Tyranny, plain and simple and I believe that is precisely what all this extra charging is leading to. Covid was simply a pre-cursor, so you could determine how far you could go, before people turned. You were probably surprised by how people acquiesced so easily.

4. What strategies and targets could smarter road user charging support?

You tell me. You set the question. Personally, I do not wish to see any kind of smart charging introduced into London. I know (and so do you), where this could lead to.

5. What technology could be used to support smarter road user charging?

You want me to say things like the internet, home computers, smartphones etc. But I'm not going to say that, because quite simply, that is yet another imposition on our lives which I DO NOT support. The way you word these kinds of questions implies I am all for it. You are so misguided and clearly you have refused to take off your rose-tinted spectacles.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

According to a Freedom of Information Request to the Office of National Statistics, which asked: "How many deaths are recorded in London as a direct result of car emissions?" The answer was one. That was during a 20-year period from 2001 until 2021.

We no longer have steam trains, coal fires, heavy polluting petrol, industry, power stations etc., so your argument with regards to pollution and this whole climate change hokum, does not wash with me and many, many others.

7. Are road user charging schemes best 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 refuse to be drawn into this argument quite frankly. Whether they are city or regional in nature, the truth of the matter is that they are unnecessary and incredibly damaging to the economy and the businesses that work within it.

Written Evidence from Individuals: Part Two

I know what you are proposing, you want to introduce a charge across a full range of modes and ironically, this includes riding my bicycle and walking, surely that is evidence enough that these charges are not for the benefit of the climate, they are purely and simply, for the benefit of the mayor's coffers. You see, this is where your non-sensical argument falls at the first hurdle. Charging me for walking and riding my bike. Utter balderdash. I can't think of any other ways of being able to move around my city.

8. 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, a difficult question to answer and I will not be led to answering it. You write these questions as if everyone will be in agreement with it but you should have allowed people to disagree with any future measures. Mind you, because you have not been clear as to what those might be, we are hardly able to answer, are we?

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Once again, a question that assumes we are all in agreement to this. You have already proven that you are not prepared to help that many people when it comes to the provisions being offered with the Scrappage Scheme. I am reliant on my car for those big shopping journeys for food and yet, you want to charge me for doing that. In the year 2022 my car only amassed just over 600 miles of driving. Hardly an impact on the environment, I'm sure you would agree. Yet, in my road there are some households who use 3 cars daily and although they might be ULEZ compatible, put together and given the amount of time the cars are driven, their impact on the environment is far more than mine could ever be...if you believe all the nonsense about environmental impact, that is. In Sadiq Kahn's ULEZ expansion, he has offered not one area of compromise and for that, he will live to rue the day.

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 not something I wish to entertain on a city wide or national level. This has all got to stop. It has got out of hand and people will turn. You can only pull the elastic so far before it snaps. Do remember that.

11. If distance-based road user charging was introduced, do 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 assumptions keep on coming. There should be no distance based road pricing. You are asking me to make comment on something that you have provided no detail on. That is unjust and unfair and I would wager, it is illegal, too. A policy decision cannot be made when all the facts are not present.

12. Mayors and local authorities currently have powers to introduce new road charging 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 Two

I believe the mayor's remit has gone too far and these kind of potential schemes should be put to a referendum, not merely a consultation which many people are unaware of. My goodness, recently Mr. Kahn has been pushing this 4000 deaths a year agenda yet he has not once mentioned the fact that there is a consultation going on right now. Does that not strike you as odd. I found out about this from a social group I belong 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?

Really. You really want to ask me this? How many people actually know the answer to this question for goodness sake. I am all for taking some measures to look after our environment but not when it threatens the bedrock of the economy, which is what any proposed road pricing scheme will do. London will be a laughing stock on the international stage, it probably is already. How are other countries faring!! My goodness, this is madness. You tell me the answer...Better still, give me the full details of whatever it is you are scheming. Then we can all look at it, inwardly digest it and then, it can be put to a referendum, which is the fairest way of doing things.

I am stunned that these pricing measures are being considered and the way they are potentially being implemented. What happened to our country that was once the envy of the world for it's freedoms. Bit by bit our freedoms have been eroded and it is shocking to witness. You wish to bring in more charges at a time when so many people are suffering financially. This will severely impact the economy, as I have already maintained. I mention it again, because it is so important because remember, the economic multiplier works both ways. The more money people have in the wallets, the more the economy will bloom and vice versa. This is a sad indictment of where we are in the world and in particular, London.

Call for Evidence - The future of Smart Road User Charging - February 2023

Reference	RUC1237
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Dear Sir/Madam,

Please find the attached letter in response to the consultation for "Call for Evidence - The future of Smart Road User Charging - February 2023". Kind regards, [personal information redacted for publication]

ATTACHMENT:

[personal information redacted for publication]

Re: Call for Evidence - The future of Smart Road User Charging - February 2023
Dear Sir, I live and regularly drive in London. I will be directly affected by the introduction of road user charging as well as the policy and its potential goals. In

Written Evidence from Individuals: Part Two

response to your call for evidence, I supply answers to your 13 questions in the following text:

1. Do the current road user charging systems in London require reform?

Yes. They need to be simplified. It should be one charge to enter central London.

There should not be additional charges for vehicles if they are not electric or hybrid.

People do not drive vehicles with higher emissions because they want to. They own this type of vehicle because they are unable to afford an alternative. Penalizing such a driver makes it more difficult and delays the purchase of an alternative. Newer cars are generally more economical to run, which is already an incentive to change a vehicle without penalizing the owners further. The scrappage scheme in its current form is a waste of time, £2000 off a new vehicle will not make it any more affordable. When you consider a new vehicle to the value of £30,000 includes £5,000 VAT, being offered £2,000 back on something you're being forced to purchase is an insult.

2. How might smarter road user charging differ from the current daily charges for driving applied in London? It doesn't need to be smart. Vehicles are already monitored as they enter the area. Why complicate the issue and increase the cost of administration and complicate 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? It shouldn't be. How are you going to validate if someone is visiting an elderly relative to give care? Why should someone have to pay more to go about their work? These charges are not going to deter people from travelling in London or encourage many to replace their vehicles, it will just be added to the charges of their chosen profession so the general public will end up paying more for services. This means the only benefit of making such charges would be to increase income for the authorities (which I believe is the sole purpose of these charges).

4. What strategies and targets could smarter road user charging support? These charges should be considered on a national level to replace road tax, not to increase income for local authorities.

5. What technology could be used to support smarter road user charging? GPS technology installed in vehicles. People should not have to rely on having an app installed on a personal device which could fail. What happens if someone's phone fails, is lost or even just runs out of battery?

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? A single central London charge will already do this. A National charge on travelling to replace the current Road Tax 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?

We need a different system to Road Tax and Fuel Duty. There should be a system used by all vehicles that bases charges on the type of vehicle and distance travelled. The more a person uses the roads, the more they should contribute.

8. 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 should replace Road Tax 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?

Disabled drivers already get Mobility allowance, PIPs and other benefits. People on low incomes already get benefits, why should they receive discounts on travel? If the

Written Evidence from Individuals: Part Two

charges are reasonable then discounting shouldn't be necessary! If there is an area with low levels of public transport, then improve the transport 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? Absolutely not. Drivers are already paying Road Tax and Fuel Duty, why should they have to pay 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?

Road use should be the same Nationally. If the charges varied depending on where someone resides, people will register in cheaper areas to beat the 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)?

An electoral mandate is not enough.

There should be a referendum and the questions for the referendum must not be loaded.

There should be an option for "no change" on the referendum. The questions for the ULEZ consultation were clearly loaded in an attempt to obtain the result the local authority wanted.

13. How are other 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 other city and country schemes.

Yours Faithfully, [personal information redacted for publication]

Call for Evidence- The Future Of Smart Road User Charging February 2023.

Reference	RUC422
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Dear All

Please find attached completed Call for Evidence- The Future Of Smart Road User Charging February 2023.

Kind regards [personal information redacted for publication]

ATTACHMENT:

Key questions 1. Do the current road user charging systems in London require reform?

Abolish the road used charge as it is not required 2. How might smarter road user charging

differ from the current daily charges for driving applied in London? Not relevant 3. 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 relevant 4. What strategies and targets

could smarter road user charging support? Not relevant 5. What technology could be used to

support smarter road user charging? Not relevant 6. How could smarter road user charging

assist with tackling current challenges such as traffic, air pollution and climate change? Not

Written Evidence from Individuals: Part Two

relevant 7. Are road user charging schemes best 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 relevant 8. 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 relevant 9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 relevant 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 relevant 11. If distance-based road user charging was introduced, do 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 relevant 12. Mayors and local authorities currently have powers to introduce new road charging 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 relevant 13. How are other 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 relevant

Written Evidence from Individuals: Part Two

Call for Evidence- The Future Of Smart Road User Charging February 2023

Reference	RUC421
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Dear All

Please find attached completed Call for Evidence- The Future Of Smart Road User Charging February 2023.

Kind regards [personal information redacted for publication]

ATTACHMENT:

Key questions 1. Do the current road user charging systems in London require reform? Abolish the road used charge as it is not required 2. How might smarter road user charging differ from the current daily charges for driving applied in London? Not relevant 3. 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 relevant 4. What strategies and targets could smarter road user charging support? Not relevant 5. What technology could be used to support smarter road user charging? Not relevant 6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? Not relevant 7. Are road user charging schemes best 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 relevant 8. 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 relevant 9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 relevant 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 relevant 11. If distance-based road user charging was introduced, do 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 relevant 12. Mayors and local authorities currently have powers to introduce new road charging 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 relevant 13. How are other 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 relevant

Call for Evidence- The Future Of Smart Road User Charging February 2023

Reference	RUC423
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Dear Sirs

Attached is completed Call for Evidence- The Future Of Smart Road User Charging February 2023,

Written Evidence from Individuals: Part Two

Kind regards [personal information redacted for publication]

ATTACHMENT:

Key questions 1. Do the current road user charging systems in London require reform? Abolish the road used charge as it is not required 2. How might smarter road user charging differ from the current daily charges for driving applied in London? Not relevant 3. 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 relevant 4. What strategies and targets could smarter road user charging support? Not relevant 5. What technology could be used to support smarter road user charging? Not relevant 6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? Not relevant 7. Are road user charging schemes best 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 relevant 8. 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 relevant 9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 relevant 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 relevant 11. If distance-based road user charging was introduced, do 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 relevant 12. Mayors and local authorities currently have powers to introduce new road charging 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 relevant 13. How are other 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 relevant

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC2431
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I attach my responses to the key questions raised in the call for evidence. Slightly concerned that the deadline is 10 March yet on the web site it states a meeting will be held in February! Hope that is an error.

“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.”

Regards, [personal information redacted for publication]

ATTACHMENT:

Key questions

Written Evidence from Individuals: Part Two

1. Do the current road user charging systems in London require reform? Yes the current road charging systems need reforming to make it fairer for the people of London to travel in and around the city. If charges are made then it would be fairer if the charges cover a 24 hour period, so if someone travels into London for an evening and returns in the early hours of the next day they would not need to pay twice as they do under the present charging system. I do not agree with the present ulez charges as due to the modernisation of most cars the emissions are already of a European acknowledged safe standard. The money being wasted on expanding the zone could be better spent on assisting the small minority of drivers who were led to believe that diesel cars were better for the environment than petrol and those who have perfectly well maintained older cars to replace them. It seems counterproductive to be declaring the ulez as a green initiative when 15% of the cars in outer London will need to be scrapped.

2. How might smarter road user charging differ from the current daily charges for driving applied in London? I doubt they will be any different than all the other charges that motorists have to pay.

3. 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 seems to be wholly unworkable how will any system be able to differentiate between someone with caring responsibilities or someone out for a pleasurable trip into the city. There are so many people that rely on their cars for work due to the hours that they work and the place they work in that has limited or non existence public transport.

4. What strategies and targets could smarter road user charging support? Cheaper and more reliable public transport across all of London not just the inner boroughs and the city.

5. What technology could be used to support smarter road user charging? Presumably like all technology it will need replacing in 10 years at huge cost to the tax payers.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? Rather than bring in charges it would be better to understand why there are challenges for people moving around the city. I personally do not feel comfortable using public transport at night if travelling on my own. Platforms have no staff present, guards are no longer on tubes, it feels very unsafe and as police numbers have also been cut in the outer boroughs. It feels even less safe when arriving at your actual destination.

7. Are road user charging schemes best 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 don't believe anyone but the national government should bring in charging schemes and this should only be if some form of referendum was carried out.

8. 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 smart charging were brought in all current taxes paid by motorists should be removed, including car tax, petrol tax and vat on new car purchases.

Written Evidence from Individuals: Part Two

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 these apply to anyone who lives in an outer borough of London, we have low levels of public transport and it is extremely difficult to move from one side of the borough to another on public transport. Also as we have experienced for many months our public transport system at the weekend is almost non-existent, it seems the nine carriage Elizabeth Line trains are replaced by one bus on at least two weekends each month.

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? If all driving based charges were replaced by road user charging it should not more expensive then drivers pay currently. This would of course mean that those drivers who are already ulez compliant do not have to pay more than they do at present.

12. Mayors and local authorities currently have powers to introduce new road charging 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 think any local authority should be able to introduce new charges, this should be at the direction of the government and apply across the country. And any such changes should be agreed through some form of 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 have no idea, when travelling in Warsaw a few years ago there seemed to be a very good network of trams that were much cheaper to use than our own public transport system so think where there is good, reliable and not over priced public transport the schemes would work slightly better.

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC1365
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Please find attached my response to your Call for Evidence: The future of smart road user charging February 2023.

Regards,

[personal information redacted for publication]

ATTACHMENT:

Written Evidence from Individuals: Part Two

Submission for London Assembly Transport Committee investigation London smart road user charging

1. Do the current road user charging systems in London require reform?

No reform is required. Motorists are already taxed on fuel duty and VED. The addition of ULEZ is another unwarranted tax on motorist's already affected by the cost of living crises. Many London and Home Counties businesses competitiveness will be severely affected by ULEZ and any road pricing.

THERE SHOULD BE NO MORE CHARGING MOTORISTS TO GO ABOUT THEIR DAILY LIVES.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

There should be no smarter road user charging it is already effectively being done by fuel duty tax and the central London congestion charging. There is no justification or case made to extend it 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?

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. To vary charges depending on type of journey would be administratively complex and difficult for many sectors of the population, unethical and open to abuse.

4. What strategies and targets could smarter road user charging support?

Smarter road user charging should not be introduced see 3 above. If you want to reduce road traffic you need to invest and provide better affordable public transport. Improve and add additional bus routes. Improve train time tables which have been drastically cut since the Covid pandemic. This would be a much better strategy to implement.

5. What technology could be used to support smarter road user charging?

It would appear that this is already being introduced under the flawed extension to the ULEZ scheme to outer London under some considerable expense. No more technology should be provided to introduce smarter road user charging. The money saved should be spent on improving the existing roads including repairing all the potholes and improving public transport.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It won't assist as drivers will still use their cars without an improved and reliable public transport system. Vans and lorries will still have to make deliveries and any road

Written Evidence from Individuals: Part Two

pricing cost will be passed on to the consumer and increase the cost of living even more.

ULEZ together with forthcoming government limitations on ICE vehicles is already having an effect. Electric vehicles already suffer a totally inadequate charging infrastructure to support them plus the UK has not properly invested in future demands for electricity usage. The manufacture of electric vehicles and scrapping of roadworthy cars have major environmental impacts from aspects such as use of rare minerals, manufacturing emissions 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?

This should be done at a national level as it would eliminate the need for city boundaries and be fairer to all users. Vehicle excise duty and tax on fuel should be removed to make this is the only fair way of this scheme ever being considered.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

VED and fuel duty should be scrapped. All money raised by smarter road user charging should be used in maintaining and improving the road infrastructure.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Any discounts would open the scheme up to the risks of abuse and would be problematical and costly to administer.

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 no. It would it be totally unreasonable to increase Londoners living costs over the rest of the population. If the trial was unsuccessful would the scheme 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?

It should certainly not cost 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 not be left to a consultation only as the results of these will be interpreted as to how the Mayor of London wants, as currently demonstrated by the level of opposition to the introduction of ULEZ to outer London. All of these new schemes should be put to a democratic public vote.

Written Evidence from Individuals: Part Two

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

Surely this should be what you as a department should be investigating and advising people of the pros and cons in a proper consultation.

Submission by:
[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC751
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Dear Sir/Madam,
Please find attached my answers to the Road Charging Consultation.

1. Name [personal information redacted for publication]
2. Email: [personal information redacted for publication]
3. I am an Individual answering these questions.
4. Sector: N/A

Regards,
[personal information redacted for publication]

ATTACHMENT:

Road Charging Consultation

1. Name [personal information redacted for publication]
2. Email: [personal information redacted for publication]
3. I am an Individual answering these questions.
4. Sector: N/A

Key questions My answers in red.

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 keeps being expanded.

This is far too much already.

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.

It would be smart if you didn't charge people twice when the clock strikes mid-night. It would be

smart if the current £12.50 ULEZ tax was for a 24 hour period.

Written Evidence from Individuals: Part Two

3. 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 MP's and Councillors

should pay a premium and not reimbursed on 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. A happy citizen is a good citizen.

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.

7. Are road user charging schemes best 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 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?

Written Evidence from Individuals: Part Two

No where 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?

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)?

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 by voting. 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?

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.

Power to the People, and all that

Call for Evidence: The future of smart road user charging February 2023 Feedback

Reference	RUC624
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Call for Evidence: The future of smart road user charging February 2023

Key questions

1. Do the current road user charging systems in London require reform?

1. NO. The ULEZ and congestion charge has already impacted people adversely

Written Evidence from Individuals: Part Two

particularly during cost-of-living increases. What we need is to be supported to manage surviving and not to be charged more when we already pay road taxes and fuel taxes and so on. NO MORE CHARGING AND LEAVE MOTORISTS TO GO ABOUT THEIR DAY and

exercise their sovereign rights; without movement restriction and without being monitored and charged at every opportunity. This isn't supported by the people and consent hasn't been given for any of these measures. The people don't consent to these dystopian schemes, that seem to be incrementally introduced as part of a plan to monitor the people like is the case in dictatorship regimes – this system has no place in a free society where individuals have Human rights accorded under international and national laws. Everyone has the right to freedom of movement and residence. Under the United Nations General Assembly article 13. These human rights can't be undermined under the guise of protecting the environment; at the detriment to the mental, physical, economic lives of the community who pay taxes already for driving their car and daily living taxes via VAT, NI and Council tax to mention a few.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Instead of introducing more systems and movement restrictions with fines, adjust the existing ones to less ULEZ and car taxes, to support people manage during the cost-of-living increases.

3. 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 on top of current taxes; whether travelling for work, for caring or essential travel for your wellbeing. There is fuel duty, covering per mile as you pay more if travel more. We do not have a need or consent to more charging systems. People are already unable to cope and placing further financial burdens; freedom of movement restrictions aren't appropriate or fair in a system that claims to be doing this for the greater good of everyone.

4. What strategies and targets could smarter road user charging support?

The mayor's office needs to look at the health of the Londoners. The environment is a secondary concern to those using multiple vehicles, private jets and helicopters and they seem to be off the radars whilst the average and poorer people seem to be targeted under these restrictions on people's freedom of movement under these schemes.

5. What technology could be used to support smarter road user charging?

Human beings want LESS technology not more. There is no consent given by the people for these schemes. Consent shouldn't be assumed when sections of society are excluded from giving their views as the survey has not been advertised and neither encouraged a nation-wide debate on these proposals. There needs to be transparency and fairness. There is not even a consultation questionnaire produced, that's how of little concern they are about peoples views. It has a list of questions with an email again not conducive to encouraging responses. It says "please send evidence by email" implying only a few can respond if they have some sort of evidence. There should be a proper survey with long term consultation process. This all seems very rushed and hushed.

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 Two

The ULEZ is already in place, and this wasn't supported either. The people don't want any more. We are also taxed on car emissions and this is enough now. People are starting to see a trend across the government departments and consent is not given for these restrictions and financial squeezing of people who are already struggling.

7. Are Road user charging schemes best 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 users charging at a national level. Its called ROAD TAX; FUEL Duty and VAT on most fuels. Enough is enough. We do not need any more charges. All these schemes pose difficulties in financial challenges for people and a level of intrusion into people's rights and right of free movement that has no place in a free society.

8. 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 involved in these proposals and 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. This seems to be about restricting movement and justifying lockdowns. The people don't consent to any of these schemes and need a nation wide long term consultation when anything like this is being proposed.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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. Especially when it is sold to us by Sadiq Khan is using 3 car convoys on a dog walking journey. Less hypocrisy and more understanding of people's freedoms is needed. E.g. this scheme is being promoted by Sadiq Khan who had a cavalcade of cars to drive 4.5 miles to walk his dog- even though there is a park close to his street where he can walk. This was hours after unveiling the pollution report. One of the vehicles is a Jaguar VB portfolio which is categorized as the highest tax band of polluting vehicles. We know he supports 15-minute cities and restrictions on people's movements under the guise of climate control and pollution – when in fact if he and others in similar political positions were so concerned they would be following this advice that seem to want to impose on the people. We would like to see them reduce their vehicle usage and private jets and helicopter usage. The people do not consent to oppressive restrictions on movement and anymore charges under any health, safety, climate, pollution guises.

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 Two

NO. Nowhere is a sensible place for a trial. This is starting to look like a dystopian society resembling dictatorship regimes.

11. If distance-based road user charging was introduced, do 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 be paying anything more. What is currently being paid in Fuel tax, ROAD TAX and so on needs to be reduced and not more added to this! Enough is enough, we the people don't consent to these schemes.

12. Mayors and local authorities currently have powers to introduce new road charging 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 need to be consulted nationwide with the opportunity to respond to a consultation with a proper survey with adequate and ample awareness of this scheme. Anything less is not a free and open society.

The consultation process should be open at least a year long and people should be encouraged to give their views on this matter. It seems that the consultation process is a token gesture. If people are not given proper notice and opportunity to comment through official channels long term ; then this is a dictatorship and not a free society.

13. How are other 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. Rather these appear to of come from non-elected individuals in positions of authority and power. People need the opportunity to be consulted nationwide and respond to the scheme in a long consultation process. This can't be rushed through without people knowing about this or voting on this – this would be a dictatorship.

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC222
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[personal information redacted for publication]

ATTACHMENT:

Submission to the London Assembly Transport Committee

Future of smart road user charging.

My submission below is based on a total adult lifetime living in different parts of London, whilst

working within [personal information redacted for publication]in traffic scheme design, traffic management and traffic scheme evaluation. Educationally I have an engineering

background and a post-graduate diploma in transport economics.

The GLA has implemented a number of transport policies in recent years, without fully considering

Written Evidence from Individuals: Part Two

their impact on the economy of both London and the surrounding counties. Indeed, the primary focus of those policies has been upon the believed needs of inner London, and the expressed intention to extrapolate those same policies out to the outer London boroughs totally fails to understand the differences in the geography and economic life of those areas. To an impartial observer the current policies appear driven by the desires of the public transport operators rather than the economic needs of the inhabitants of the London area. The primary objective of a transport authority should be that it is fair to all members of the public, and not create a disproportionate economic load upon any particular section of the population. To this end there are a number of considerations to take on board to correct the current deficiencies in GLA transport policy. Any revenue generation should be proportional to road usage. Charging schemes such as the ULEZ zones where a vehicle driving half a mile is charged the same as one that drives a hundred miles are both unfair and discriminatory against those who limit their vehicle usage. Differential charging based on spurious thresholds, such as an arbitrary atmospheric nitrogen dioxide level when the contribution to that level by traffic is not properly understood by the authority will inevitably lead the authority into disrepute. Demonstrably false claims further discredit the authority and weaken its ability to carry out its function. Revenue generation on one form of transport should not be set at a level to subsidise another form, especially when the one form is the only available way to carry out a specific activity. For example using revenue generated from rural car usage to subsidise urban mass transit systems. Heavily subsidised mass public transport is an unnecessary burden upon the community, especially when it only benefits a small densely populated area, whilst it is funded by areas that have no access nor wish to use it. This is especially true of transport dedicated to leisure activity. Running excessive underused public transport to encourage such activity should never be at the expense of the general public. There is also a problem where affluent urban dwellers use subsidised public transport that poorer rural dwellers have contributed to, but are not in a position to use. I have the following comments upon your questions.

1. Do the current road user charging systems in London require reform?

Yes. Charges should be proportional to usage, in the way that fuel tax is proportional to net mpg and miles driven. Any scheme that uses public funds should also be designed to involve minimal capital cost and

Written Evidence from Individuals: Part Two

operational input.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Road user charging should be set at a national level. Otherwise it will result in population shift, to the detriment of those areas that penalise travel.

3. 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 possible to perform direct distinction between purposes of travel. Many trips are multi-purpose. For example a nurse detouring to stop off at a supermarket on her way home from work. If all journeys were charged per mile then it could be possible to give a set discount for specific types of worker, but that should only be set at a national level. Back in the 80s we decided that the only fair (and economic) way to do this would be to bill the vehicle owner based on mileage recorded at successive MOT examinations. It would be a national scheme with fund distribution allocated by the Department for Transport based on traffic survey studies. Given the move to electric vehicles, and the reduction in fuel revenue this entails, this is both economic and possible. The cost of implementing such a scheme would be a very small fraction of the GLA's current proposal and considerably fairer.

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?

There is no need for expensive technology. Both the capital cost and operating cost of such schemes are an unnecessary expense. Such schemes also breed resentment which inevitably results in public unrest. Also see answer to question 3 above.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

This is a loaded question, based on false assumptions. In the GLA there appears to be a common misbelief that vehicles generate all the air pollution recorded. This is not true. For example roughly 67% of nitrogen dioxide is generated by nature, and of the 33% generated by human activity only 10% comes from road vehicles. That's 10% of 33%, or roughly 3% of the total. The contribution that road traffic does makes is already reducing as older vehicles are naturally scrapped and new, possibly electric, ones take their place.

Spending vast sums of money to hasten this process is a gross misuse 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?

Written Evidence from Individuals: Part Two

User road charging schemes should always be a national system. The perceived injustices to persons located on the fringes of local schemes, both just inside and just outside, invariably distort the local economy. Some also cause real hardship, for instance a large nationally used specialist hospital sited just inside a local 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?

Given the slow reduction in revenue from fossil fuels any new charges should mimic them in their application. A tax on public electric charging points or a mileage based charge is one responsible option. Flat rate charges like ULEZ and Congestion Zones should be scrapped as they are grossly unfair to marginal road users who travel very short distances into or within a zone.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 3 above. A scheme based on mileage driven could allow mileage credits to specific groups, but the administration of such a scheme could be onerous and there could be considerable debate on the relative merits of individual groups. The GLA should comply with the wishes of the public, not those of the transport operator.

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 localised trial would be discriminatory. Only a full UK scheme, worked out to include foreign vehicles charged at ports of entry and exit, would be truly workable. A local scheme would rely on cameras, signs and considerable computer power, together with great administrative expense. It would also be subject to the current abuses as instances of stolen and duplicated number plates continue to increase, leading to litigation against innocent parties and alienation of the general public. A simple annual calculation based on information gathered at the annual MOT would be a far simpler scheme, and much fairer.

11. If distance-based road user charging was introduced, do 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 the same as all similar road users. Differential charging distorts the local economy. Many modern cars have instruments that display instant fuel consumption and drivers are more cost aware of the

Written Evidence from Individuals: Part Two

effects of congestion. This makes them aware of the costs to themselves of congestion, and, despite the GLA's assumptions, few choose to drive in congested areas unless their journey is necessary. Congestion should be allowed to self regulate.

12. Mayors and local authorities currently have powers to introduce new road charging 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 all schemes were of a national basis, then this question would not arise. Bodies like the GLA should not be allowed to implement schemes without a referendum of the people affected, and majority agreement by both the residents and local authorities affected. Such a referendum should include postal information to all residents of an authority area, and the majority decision of those residents must be accepted. And this shows the crux of the matter. Such schemes also affect people who reside beyond the area involved who have legitimate reasons to drive within an authority area.
[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC138
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Dear sir or madam

Reference response to Call for Evidence: The future of smart road user charging February 2023

Please see attached a copy of my response to call for evidence the future of smart user charging February 2023.

Please also note, I do not give my consent to the introduction of smarter road user charging (which I do not consider should be a devolved matter) or a national distance based road users charge scheme in any form. They are draconian Marxist lunatic policy. I believe they go against our constitution, laws and inhibit our right to free travel and free choice.

Your sincerely [personal information redacted for publication]

ATTACHMENT:

To whom it may concern

RESPONSE TO - Call for Evidence: The future of smart road user charging February 2023

Key questions with answers-

Written Evidence from Individuals: Part Two

1. Do the current road user charging systems in London require reform?

1 Answer- yes to remove them, They are draconian and unnecessary, too expensive, based on flawed data, biased against driver's, they have been introduced to rationalise the next stage of smarter road user charging. They act as a stealth tax on top of existing taxation for profiteering off driver's . I do not give my consent for smarter road user charging being implemented

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

2 Answer- The existing charging is based on flawed biased data They have been implement against consent. Smarter road user charging will differ because it will be too expensive for individuals; it relays on a smart phone with data space for running apps; it is draconian; it is designed to prevent free choice of travel and I do not give my consent for 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?

3 Answer- There is no need for driving in London to vary charges, they need scrapping instead I do not give my consent for this. People will use and decide for themselves based on their personal circumstances and this freedom of choice **MUST** not be removed via charging and profiteering off road user's.

4. What strategies and targets could smarter road user charging support?

4 Answer- I don't give my consent for inventing a taxation for profiteering off driver's or road user's via a stealth tax of smarter road user charging on the guise it is to replace previous draconian biased profiteering off road user's

5. What technology could be used to support smarter road user charging?

5 Answer- I do not give my consent for the introduction of technology to be used as a profiteering stealth taxation system.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

6 Answer- it can't. **(A)** government has already legislated against pollution therefore smarter road user charges are unnecessary. I do not give my consent for them to be introduced. **(B)** traffic is created by unsustainable imported population growth and a bad London plan that supports high concentrated density in the capital. I do not give my consent for smarter road user charging being implemented as a taxation

7. Are road user charging schemes best 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 Answer- (A) best set up - Any charging must not be a devolved issue I do not give my consent for smarter road user charging **(B) benefits or difficulties** – There are **NO** benefits; difficulties will be removing people's right of choice to decide how they travel, people's freedom to travel due to cost, people's ability to afford, no assess to technology, totalitarian regime system, we don't live in China

Written Evidence from Individuals: Part Two

8. 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 Answer- I do not give my consent to the introduction of smarter road user charging. If it were to be introduced, it should replace the following taxation for **ALL** vehicles as follows; **(A)** vat on- fuel / electric, purchasing of vehicles, maintenance labour and parts, Insurance Premium Tax (IPT), **(B)** importation; **(C)** Vehicle Excise Duty (VED); **(D)** council tax; **(E)** GLA (Greater London Authority) council tax; **(F)** personal tax allowance; **(G)** all forms of taxation and expenditure associated with road infrastructure and vehicles levied by national, regional and local authorities; **(H)** all current charges and penalties in place under any restrictions such as ULEZ LEZ LTN Parking charges bus gates **(I)** car registration fees

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 Answer- I do not give my consent to the introduction of smarter road user charging. exemptions for anyone over 50 years; exemption for 17-25 year olds; exemption for companies; exemption for low income families; exemption for disabled; exemption for self employed

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 Answer - I do not give my consent to the introduction of smarter road user charging or a national distance based road users charge scheme in any form. It is a draconian Marxist lunatic policy

11. If distance-based road user charging was introduced, do 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 Answer- I do not give my consent to the introduction of smarter road user charging or a national distance based road users charge scheme in any form. It is a draconian Marxist lunatic policy. If introduced via back door policies and fake consultations, at local or national level **BOTH** schemes should first removed all and any historic taxation, vat and previous draconian policies associated with vehicles, infrastructures, registration and **ONLY** one policy 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)?

12 Answer - I do not give my consent to the introduction of smarter road user charging or a national distance based road users charge scheme in any form. They are draconian Marxist lunatic policy. All powers for mayor or local authorities via devolved powers to introduce new road charging schemes should be revoked. An electoral mandate is woefully insufficient and a total injustice. **FULL** and impartial Consultations with complaints procedure are the bare minimum for such draconian policies or referendum

Written Evidence from Individuals: Part Two

13. How are other 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 Answer- I do not give my consent to the introduction of smarter road user charging or a national distance based road users charge scheme in any form. They are draconian Marxist lunatic policy. Don't know and don't care what other counties or cities are doing. I am 100 % against such policies I do not give my consent for them.

SUMMER - I do not give my consent to the introduction of smarter road user charging or a national distance based road users charge scheme in any form. They are draconian Marxist lunatic policy. I believe these intended policies to be draconian measures that remove our rights to free choice and free travel movement within our own county. They go against our constitution and bylaws. I believe them to be illegal within our democratic country. They will be harmful, detrimental to health & wellbeing and restrictive upon law biding tax payers. I believe these policies are an over reach of governance on the part of the state. I **FULLY OPPOSE THEM**. They can also not be justified give bus routes are being reduced in the proposed area's.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging

Reference	RUC3035
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Please find attached regarding my comments on the above subject.

My interest is that I have family in [personal information redacted for publication]and various other locations within the M25 corridor.

Regards

[personal information redacted for publication]

ATTACHMENT:

Call for Evidence: The future of smart road user charging February 2023

Points for consideration

1. Do the current road user charging systems in London require reform?
ULEZ within London has already impacted enough people, I personally know of an elderly driver who had to relocate to a council flat in Kent as he could not afford to pay the charge every time he exited his own road. Some may say perhaps he should give his car up and rely on public transport, he can just manage to get from his home to his car. Like so many he can't afford taxis and wherever you live you have to get to a bus or train stop. Theses charges drive us to become prisoners in our own homes and ultimately affects our health.

Written Evidence from Individuals: Part Two

Wealthy people like Sadiq Khan have no concept of what it really is like to struggle to feed our families.

The price of fuel for our cars and our homes is crippling us without any more additional charges.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Review and amend the existing charging system which basically means the problem moved to surrounding areas and now in turn you propose to tax them too.

Transport for London's own vehicles spew diesel fumes and their replacement electric vehicles whilst producing less harm to the environment locally will do more harm to the environment during their production, and bigger, heavier vehicles will damage the roads more.

If you are serious about reducing pollution in the UK, switch freight transport off the road and motorway network on to trains.

3. 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, no one joy rides for the fun of it, they cannot afford the fuel!

4. What strategies and targets could smarter road user charging support?

The big brother controllers are the only ones to benefit, certainly the common man that pays their wages will not get any benefit from it, in fact is detrimental to our health giving us even more to worry about.

5. What technology could be used to support smarter road user charging?

Whatever technology is used will give the powers that be even more control over us, there are so many opportunities for abuse of power with the volume of data required to Police these charges. We are entitled to move freely around our own country without being monitored constantly.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

When will someone raise their head above the parapet and admit that we are all being treated as idiots?

Our population has increased by 10 million, a lot of that due to immigration, how many additional drivers does that equate to clogging our roads and producing more emissions?

Our efforts are totally wasted whilst meantime other countries are increasing their pollution and trendy wood burners do more harm to our environment than the cars. Meantime Sadiq Khan's schemes encourage us to scrap our cars, does he realise that the emissions produced in the production of a new car exceed those produced whilst keeping our older cars for much longer periods. Or that electric vehicles cause damage to our road surfaces and in many cases cost more to use in total?

Written Evidence from Individuals: Part Two

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Clearly Sadiq Khan is trying to push his scheme through in a wider area with no regard for other Councils or their residents. A national system presumably will not take local issues or objections into account.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

You cannot have it both ways, the motorist is already clobbered for road tax 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?

None, just do not charge it in the first place. As ever those on low incomes, disabled, or wealthy will be taken care of, the rest of us who just about manage or get a small private pension are the only ones that will feel its impact! It comes to something when you can not afford to visit relatives or your mother in a care 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?

Undoubtedly that is the future aim, we already pay a national, distance-based road user charging scheme, fuel duty and 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?

Am I reading this correctly? Londoners already benefit from having a far better transport system than the rest of us. Concessions cover both train and bus transport, unlike the rest of the country, and this seems to ask if they should pay less to use the roads? Of course not. Presumably the charges contribute to TfL's budget. Somehow, I very much doubt the charges will be used to pay for improved transport in the rest of the country if the scheme is rolled out nationally. The road tax was supposed to be used to pay for the roads, of course it fell into the pot and got swallowed up.

My additional comments

This survey affects everyone, since eventually the plan will be to roll the scheme out to the rest of the country, under the radar and with little notice and disregard to the opinions of those most affected. So many of us throughout the country are affected by the proposal to expand the ULEZ area but most people do not even know about it. Major changes that have such a massive impact on so many of us should be widely advertised, opportunity given to discuss this in scheduled meetings.

Written Evidence from Individuals: Part Two

A while ago I asked for our vehicle record to be checked by TFL as the log book said it is exempt but checking on the ULEZ website said it was not. I queried this and was told that the ULEZ website was correct, so had to avoid outer London at all costs. We recently had to drive through Blackwall Tunnel enroute to a holiday because of the QE2 bridge closure, we got back to an £80 fine and appealed it, producing our log book for our 3-year-old petrol car. The fine was dropped and the 'records amended' but how many others records are incorrect? Why on earth didn't they match the DVLA records in the first place?

Consultation on Road User Charging

Reference	RUC2922
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Dear Sir.

Please find attached, my response to your call for evidence in respect of the Road User Charging consultation.

Regards [personal information redacted for publication]**ATTACHMENT:**

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. 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. Let the people recover.

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 isn't forced to pay 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?

You should not have to pay extra over and above VED and FUEL DUTY, whether you are travelling for work, caring for someone, for essential services, for personal or leisure reasons. We already pay fuel duty, which is a cost per mile, so we are already paying more for every mile we drive. We don't need any more road charging systems, either at local or national level. People are already on their knees and suffering.

4. What strategies and targets could smarter road user charging support?

Written Evidence from Individuals: Part Two

None. You shouldn't be using personal surveillance in anyway whatsoever. Instead, why don't you look at the health, welfare and happiness of the nation instead of spurious targets?

5. What technology could be used to support smarter road user charging?

Human beings want LESS technology intruding in their lives, not more. We the people do not need nor do we want any form of 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 ULEZ is already doing this. We the people don't want any more. We are already taxed beyond reason 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 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 and local level, it's called ROAD TAX and FUEL DUTY and ULEZ. 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?

It shouldn't. The people writing this report should focus on the health and welfare 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 the people do not want a road charging scheme. Especially 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. No more hypocrisy, we need you to understand and LISTEN TO WHAT PEOPLE ACTUALLY WANT please, instead of imposing what Sadiq Khan wants, against the will of 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?

Written Evidence from Individuals: Part Two

No. Nowhere is a sensible place for a trial. It is not wanted nor needed FULL STOP! This is starting to look like a work of dystopian fiction. Let the people be free. Leave us alone to live our lives the way we choose, peacefully and quietly and, without any authoritarian interference.

11. If distance-based road user charging was introduced, do 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 in terms of their jobs, businesses, personal finances, relationships, physical and mental health, not to mention the loss of freedom and privacy from the intrusive personal surveillance based payment systems that would track our every move! It is far worse than any Orwellian nightmare and, completely intolerable and unacceptable in a free and democratic society.

12. Mayors and local authorities currently have powers to introduce new road charging 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 also have the power NOT to introduce same, which is far more important. 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?

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. Anything else is a dictatorship.

Furthermore, the proposed expansion of the ULEZ to take in every London borough is counterproductive, as it works against encouraging people to use public transport. For example; Stanmore is the terminus of the Jubilee line, but it falls within the boundary of the proposed ULEZ expansion.

Where people would naturally park their vehicle at Stanmore and take the train into London, they will now be forced to pay the ULEZ charge just to get to the station, on top of the cost of parking and the train fare. That is grossly unfair on people who are already making every effort to reduce the volume of traffic transiting in and out of London.

In totality, ULEZ and all forms of road charging amount to a tax on jobs and businesses and, act as a deterrent to anyone thinking about coming into London. It will have a devastating impact on workers, tourists, shoppers, visitors to theatres, concerts, restaurants and other branches of the hospitality industry.

In short, it is apparent that you won't be satisfied until you have driven everyone out of and away from London – Then what?

Written Evidence from Individuals: Part Two

In summary, I am vehemently opposed to the expansion of the ULEZ and all forms of smart road charging.

Enclosed Road User Charging Response

Reference	RUC1125
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I enclose Call for evidence document for Smart Road Charging.

[personal information redacted for publication]

ATTACHMENT:

Call for Evidence.The future of smart road user charging February 2023

Key questions

Do the current road user charging systems in London require reform?

No. Presently we have the ULEZ which already impacts people enough. People are suffering due to the state of the economy and the impact of the last few years. We do not need more regulation and monitoring.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Instead of proposing new systems, the present system needs a review. For example the daily charge stops at midnight as if you return home after midnight then you have two charges to 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?

You should not have to pay extra whether you are travelling for work, for caring or for essential services. We already pay fuel tax, 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?

Drivers will only lose money paying for these proposals. They already pay for petrol and this is taxed so they would have to pay double to travel if charges are proposed.

Written Evidence from Individuals: Part Two

5. What technology could be used to support smarter road user charging?

Drivers do not want more technology impacting on their lives as they have an overload already.

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. People only travel when necessary due to costs etc. Electric cars do not solve the problem the electricity has to be produced and this will not diminish climate change. Also people need to plug in the cars and it takes longer than buying petrol. Also have you thought about disposing the batteries when they have outlived their use?

7. Are road user charging schemes best 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 Tax and Fuel Duty 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?

This should never be introduced as it will impact on price of food and all goods being increased. People will not be able to afford it. I suppose certain people will have exemptions like the governing people and have no concerns for the working class. Families will suffer as be unable afford to visit relatives or go out for a day.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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. It will cost money to look into exemptions and this can be abused. Also will poor people be able to afford to drive. Why not look into providing good and affordable cheap transport systems as you are cutting them instead of increasing 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. Nowhere is a sensible place for a trial. This whole idea is sadly going to make lives a misery. We are born free and should be allowed to travel when necessary. We already have charges in London so what do you mean.

11. If distance-based road user charging was introduced, do 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 Two

They would all pay more. It would cost many, many people dearly. 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 an electoral mandate for these bodies to use those powers (for example a local referendum)?

All of these new charging schemes people should be able to vote on them, ensuring a democratic country, anything else 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?

The people should have been given all the information on other countries and cities and then be allowed to vote on introduction of Smart Charging ideas. All of these new schemes should be put to a public vote like any democratic country would do.

FW: Call for Evidence: The future of smart road user charging February 2023

Reference	RUC1082
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To whom it may concern,

in response to the Call for Evidence: The future of smart road user charging February 2023, regarding the City Move proposals for London,

We provide the following responses to the document regarding Road User Charging Scheme for London , Sponsored by C40 cities.

Note that our responses are in the attached document, embedded in the text , provided by your relevant link.

ATTACHMENT:

To whom it may concern,

in response to the Call for Evidence: The future of smart road user charging February 2023

We provide the following responses to the document regarding Road User Charging Scheme for London , Sponsored by C40 cities.

Note that our responses are embedded in the following text , provided by your relevant link!

London has always been a leader in transport innovation. But with a fast-growing

Written Evidence from Individuals: Part Two

population

and economy, the capital now faces a number of road-related transport challenges:

- Congestion has been growing in London, due to the reallocation of road space, population

growth and a recent reversal of the longer-term decline in overall vehicle usage.

-

- Response: Why are people using their cars more? More funds should be put into public transport in order to create less pollution and facilitate journeys so that the public is not obliged to invest in private vehicles.

-

- Response : Provide better roads, rather than re-allocating road space, in order to address issues relating to congestion.

-

- Traffic-related air pollution has remained consistently above legal limits, harming the health

and wellbeing of all Londoners, particularly children.

-

- Response: provide proof of the above statement.

- There is only one death that has been registered in London in the last 20 years , as being due to pollution!

-

- Car dependency has led to a decline in physical activity and social connectivity.

-

- Response: the choice of physical activity is up to the individual.

- A decline in social connectivity is more appropriately designated as being due to social media than to car use. If more funds were funneled into public transport, social connectivity would automatically be enhanced.

-

- The number of people killed or seriously injured on London's roads remains high.

Response: Consider the number of people that can be harmed by electro magnetic radiation that a SMART CITY produces? This project is more dangerous than air pollution caused by vehicles, for public health!

-

- The dominance of cars and other vehicles on London's roads blights the public realm and

deters people from enjoying active lifestyles.

- Response: Provide proof of the above.

-

- Very little of the driver taxation collected by central government is spent on London's

Written Evidence from Individuals: Part Two

roads, creating an imbalance between the relative financial contributions of drivers and public transport users to overall transportation system costs in London, as well as a poor quality road network.

-
- Response: Central government should choose to spend more driver taxation funds on London's roads.
-
- The current charging scheme does not fully compensate for the negative impacts of vehicle usage, which harm the poorest and most vulnerable in society the most.

Response: What are the negative impacts of vehicle use?

Provide proof of number of deaths caused by pollution in London.

Further taxation that is proposed will clearly harm the poorest in society and the most vulnerable...why should we the people pay more for road use, when we already pay vehicle tax?

Well-designed road user charging can help manage the demand for limited road space and

reduce overall motor vehicle usage in favour of public transport, walking and cycling. But the

way London's road users are currently charged has major drawbacks:

- When it was introduced in 2003, the Congestion Charge (CC) was world-leading and successfully encouraged the more efficient use of road space, but its effectiveness has diminished with the pace of growth in London and changing travel patterns.

Response: If the Congestion Charge does not work then it is preferable to drop it altogether rather than adjusting it to this new scheme.

- Although desperately needed to address a growing air quality crisis, the Ultra Low Emission

Zone (ULEZ) – like the CC – does not reflect the level of vehicle usage; a driver who drives

1 kilometre is charged the same as one who drives 50 kilometres.

Response: prove the affirmation of the 'growing air quality crisis'.

improve public transport rather than charging private use of vehicles.

Individuals are free to travel .

- Both the CC and ULEZ can be seen as unfair to people on low incomes.

Response: we are all being unduly taxed which affects those on low incomes the most.

Why not introduce higher taxes to corporations which make excessively high profits rather than introducing further taxation to the remaining 99% of the population, who are all on a relatively extremely low income?

Written Evidence from Individuals: Part Two

• A growing number of road user charging regimes have been introduced or are planned for

London – each with different vehicle standards, hours of operation, charge amounts and

payment arrangements – creating an increasingly complicated system for the capital's drivers to navigate.

Response: why has such a complicated system been put in place that the capitals' drivers must manage?

has this confusing system been adopted in order that the public feel cornered into acceptance of this new proposal?

New technologies and changing public attitudes now present an opportunity to replace the

current patchwork of road user charging schemes with a more sophisticated system that

captures the true cost of journeys. The following design principles should form the basis of

such a scheme, which the report calls City Move:

1. A distance-based scheme, with charges set in advance and varying according to vehicle

characteristics, and recently observed local congestion and pollution levels at given times.

2. A single City Move London transport platform that allows users to compare, plan and pay

for journeys across the full range of modes, proactively suggests alternatives and offers

additional services.

Response: it is noted that the City Move London transport platform includes all types of travel and is not limited to cars.

1. An account linked to the individual, not the vehicle, enabling a fairer approach to charging,

including targeted discounts and options to split the charge between passengers.

Response: This is very concerning and suggests that the individual is liable to pay for his/her movements around the city and that individuals are rewarded /punished (with payments) accordingly!

1. Charging levels set against specified objectives, with revenue spent on London's roads,

public transport and associated environmental and public realm measures.

Response: where are the above mentioned objectives specified and what are these objectives. How can the public know if or when they might change?

1. A website and smartphone app for user registration, journey planning and payment, satellite

navigation for journey verification and roadside cameras for added enforcement.

Written Evidence from Individuals: Part Two

Response: The level of control indicated above is extremely concerning and suggests a scenario typified in Communist China as opposed to the so called 'free' western world!

1. A level of service or 'delay repay' guarantee, with drivers getting a partial or full refund

where a journey takes significantly longer than estimated.

2. A system of Mobility Credits to promote uptake of the app and encourage healthier and

greener ways of moving around.

Response: This Suggests a social credit system a scenario typified in Communist China as opposed to the so called 'free' western world!

1. A dedicated business account for managing all commercial vehicles, with cheaper prebooked

off-peak delivery slots to encourage retiming and consolidation.

A new smarter and more comprehensive scheme would offer substantial benefits both for the

city, and for individual users. For users, the scheme would be:

Simpler

- Replaces a multitude of charges with a single system that is easy to understand and use.

Response: 'easy to understand and use' does not mean that this system is appropriate.

- Tackles both congestion and pollution at the same time.

Response: Congestion is largely caused by poor management of our roads and by blocking roads off to prevent use by vehicles.

Prove that there is an increase in pollution over the last 20 years.

- Integrates additional driver services.

Smarter

- Reduces vehicle delays and makes journeys more reliable.

- Operates through smart technology that compares alternative journey options, enhancing

choice for customers and promoting behaviour change.

Response: SMART technology gives cause for concern as it relies on an increase of the exposure of the public to harmful electro magnetic waves.

The public should be free to operate without using smart technology and without any obligation to have a smart phone!

Fairer

- Reflects the impact of individual journeys in terms of road surface damage, economic costs

and environmental damage.

Response: there are many aspects to the impact of journeys and we do not want to rely on any SMART system for a judgement of this It is up to the individual to take

Written Evidence from Individuals: Part Two

responsibility to decide whether a journey is appropriate or not .

- Ensures that everyone that contributes to congestion and pollution pays, rather than just

those within the narrow boundary of the current schemes.

- Charges less for drivers using cleaner vehicles, travelling in less congested areas or outside

peak times, or in areas poorly served by public transport.

- Allows a more targeted and equitable approach to charging.

Response: we do not wish to have our movements taxed or judged by the system .

Freedom of travel is written into our constitution and statutes that go against this right are unlawful!

The phrase, 'equitable approach to charging' is misleading and suggests some kind of fairness which is clearly absent in a system that obliges all members of the public to carry a smart phone or similar tracking device, in order that it can control movement of the individual.

For all Londoners and the city as a whole, the scheme would be:

More efficient

- Promotes the use of public transport, walking and cycling, as well as car sharing, for more

efficient use of space.

- Is able to adapt to different objectives as vehicle technology develops or new policy challenges emerge.

- Ensures that roads are self-financing and frees up funding for public transport and public

realm improvements.

Healthier

- Reduces harmful emissions of all the main transport-related air pollutants.

- Improves road safety, particularly for vulnerable road users.

- Encourages people to socialise, exercise and lead active lifestyles.

Greener

- Incentivises a reduction in overall motor vehicle usage, as well as switching to cleaner vehicles.

- Encourages people to choose sustainable modes: public transport, walking and cycling.

- Allows for the creation of better green infrastructure and public realm throughout the city.

Response: it is clear that the objective of City Move is to control the movements of the individual and charge them accordingly for their movements.

The use of the word 'Green' pales into insignificance when the infrastructure needed to put such a system in place is damaging to the environment in terms of setting up a

Written Evidence from Individuals: Part Two

Smart network with high levels of health damaging Electro magnetic fields and in terms of the many trees that must be irradiated in order to function.

Our modelling shows that if drivers on the most congested roads are charged the equivalent of a

cup of coffee or a bus ticket, emissions and air pollution could be reduced by up to a fifth. Analysis

of the impact of a scheme based on the principles above on different user groups shows there would

be no disproportionate disadvantage to any particular group.

This report elaborates the features of a scheme, based on the design principles set out, that can

deliver these benefits. To realise these, the report calls on the Mayor of London to:

1. Develop a single, distance-based road user charging scheme to replace all existing schemes

by the end of the 2020-2024 Mayoral term.

2. Prepare for implementation by developing a customer platform, upgrading the required GPS

and mobile network capacity and conducting a pilot to test the technology.

Response: 'upgrading the required GPS and mobile network capacity' produces high levels of radiation , poisoning people and the environment as well as destroying trees and natural habitats.

1. Introduce the user platform across London from the beginning to maximise the number of

drivers benefitting from the scheme's smart features and incentives, while gradually extending the charging regime, starting with areas of high demand and poor air quality.

Response: We do not wish to be subject to any charging regime or any other kind of regime , as indicated in this document.

1. Collaborate with other cities across England to introduce elements of the scheme in the

implementation of Clean Air Zones, to improve overall air quality and meet health objectives.

Response : Clean air in the London Underground network should be addressed as a primary factor to improve overall air quality and meet health objectives

1. Work with government to replace existing vehicle and fuel taxes with a national distancebased

system, while enabling towns and cities to implement complementary schemes that tackle local congestion and pollution.

Response: we do not want further charges for travel.

we do not want a personal travel account, to restrict our travel and movements.

it is prejudice to limit travel to those who have a smart phone.

we do not want any analytics on our journeys and movements ; this is private and

Written Evidence from Individuals: Part Two

personal information.

we hold onto freedom of movement as written into our primary statutes.

we do not want our movements checked and controlled with lightweight portable cameras.

we do not want to have to authenticate apps in order to travel.

We do not want mobility credits to coerce us into specific behaviours, or to be psychologically manipulated.

This consultation is laid out in a way that is difficult to freely respond to without being railroaded into predesignated responses!.

FW: Response to The London Assembly Transport Committee on 'Call for Evidence: The future of smart road user charging February 2023' - liaison with Commons Transport Committee work on the same subject

Reference	RUC2715
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[personal information redacted for publication]

Further to my response to this 'call for evidence' sent about a week ago, I have now had a chance to look in much more detail at the excellent work of the House of Commons Transport on Road Pricing, culminating in the report that was published in January 2022. Please see: <https://committees.parliament.uk/publications/8754/documents/88692/default/>

I would like to strongly recommend that the Secretariat and Members of the Assembly Transport Committee take the time to read it and also to read the very detailed transcripts of the many very experienced witnesses called to give evidence. Please see Page 18 of the above-referenced document for a full list of witnesses and for links to the very detailed transcripts of each of the several discussion sessions with the various witnesses. All very much worth reading so as to give a very high-level of common background knowledge, and to try and ensure that you fully understand their conclusions so far, with a view to aligning where possible unless there are good reasons not to.

I am not sure what further witnesses you are intending to invite for your further evidence-gathering sessions, however I would urge you if possible to invite a couple of very experienced representatives of major road user organisations who made a number of very helpful inputs into the Transport Select Committee discussion, namely: Duncan Buchanan, Policy Director (England & Wales) Road Haulage Association; and Mr Toby Poston, Director of External Affairs, British Vehicle Rental and Leasing Association.

Written Evidence from Individuals: Part Two

If you haven't already, I would also recommend that you send your 'Call for Evidence' to the Chair and Secretariat of the Commons Transport Select Committee, as well as to the Roads Minister and Transport Secretary, and the Minister for London, inviting them to respond by your deadline. Details are as follows:

Mr Paul Scully MP, Minister for London [personal information redacted for publication]The Rt Hon Mark Harper MP, Secretary of State for Transport [personal information redacted for publication]

Mr Richard Holden MP, Under-Secretary of State for Roads and Transport [personal information redacted for publication]Mr Iain Stewart MP, Chair of Transport Select Committee, House of Commons [personal information redacted for publication]

House of Commons Transport Select Committee Secretariat [personal information redacted for publication]

Many thanks for your consideration of the above.

Best regards,

[personal information redacted for publication]

----- Original Message -----

From: [personal information redacted for publication]To: [personal information redacted for publication]Cc: [personal information redacted for publication]Sent: Monday, 27 Feb, 2023 At 11:06

Subject: Response to The London Assembly Transport Committee on 'Call for Evidence: The future of smart road user charging February 2023'

To: Scrutiny, London Assembly Transport Committee

To: [personal information redacted for publication], Acting Senior Policy Advisor London Assembly Transport Committee

cc: Transport Committee Chair and Members

Dear Scrutineer [personal information redacted for publication],

Written Evidence from Individuals: Part Two

Thank you for recently publishing details of this 'call for evidence', and please find attached my responses.

Your invitation to respond was issued on 9th February and you have given only a month for people to respond to this very important and far-reaching consultation by the 10th March.

Given that this consultation has had almost no publicity and that no awareness emails appear to have been sent to those on the TfL customer distribution list (where for example the July 2022 ULEZ Expansion consultation was indeed promoted) it is a concern that an issue which could affect more than 2-3 million motorists in London and the Home Counties has not been adequately publicised, and that millions of potentially interested respondents are blissfully unaware of the consultation having been launched.

Worse still, even though TfL/City Hall currently seem to be spending a small fortune on radio advertising for each of the ULEZ Expansion scheme, for TfL 'Autopay' and for the new 'Scrappage scheme', with ads being played ad nauseam almost every 30 minutes on many stations, I have not heard a single advert promoting this very important consultation.

Surely the seemingly enormous TfL/City Hall advertising budget can be slightly reprioritised to give this consultation the publicity it so desperately needs?

If it can be promoted more strongly going forward, perhaps the closing date can also be delayed by a couple of weeks to allow concerned residents time to consider and respond accordingly?

Even the closely-related TfL ULEZ Expansion consultation of July 2022 was open for at least a couple of months, as I recall, and this one is potentially even more far-reaching in its possible impact on millions of people and the London economy as a whole. It also needs to be promoted to people in the inner Home Counties, given the large numbers that drive into London, and radio adverts would indeed cover this, even if the TfL mailing list is restricted to people in the GLA area.

Hopefully all the AMs on this Committee as well as their other AM colleagues will themselves have already publicised this 'call for evidence' to their own constituents, either directly, or via their local MPs and Councillors'/Councils' mailing lists? I have not myself yet received any information about it from my local AM, or MP or local Councillors, and I fear that this is a widespread omission.

Written Evidence from Individuals: Part Two

May I also request you please to send the consultation with an invitation to respond to the following Government functions, as they will undoubtedly have an interest in the topics being discussed?:

- The Department for Transport, including the Transport Secretary, the Minister for Roads and the Minister for London
- The Treasury (The Treasury team responsible for motor/road taxation policies and for developing a national usage-based charging system to replace VED and fuel tax on EVs)
- The House of Commons Transport Select Committee, Chaired by Mr Iain Stewart MP (The Secretariat email address is: transcom@parliament.uk)

Please note that the Commons Transport Select Committee completed their own preliminary investigation into the topic of Road User Charging about a year ago, and my attached comments reference their work, which I feel must be fully considered and hopefully taken on board by this Committee, so as to achieve the closest possible alignment between the national and London initiatives, and to avoid TfL/GLA unnecessarily deviating from the UK national approach to road charging. Thereby incurring unnecessary expense and wasting limited resources in trying to separately 're-invent' something that is already being addressed nationally.

Finally I note that there is a meeting of the Assembly Transport Committee on the 28th February, well before this consultation closes, so I hope that sufficient time will be given to consideration of the detailed results at a subsequent meeting of the Committee?

Many thanks for your consideration of the above.

Best regards,

[personal information redacted for publication]

enc: Responses to 'Call for Evidence: The future of smart road user charging February 2023'

ATTACHMENT:

Response to The 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?

Short answer:-

No. Retain the existing Central London CC and Central/Inner London ULEZ for the foreseeable future (but do not extend ULEZ to Outer London as there is no mandate for this, and nor does the Business Case stack up with a positive BCR).

Do not waste any further London taxpayer funds on TfL being permitted to task itself with seeking to develop and implement anything new for Road User Charging, which is London-specific, and which is therefore highly likely to be incompatible with an eventual national, UK-wide, solution.

The House of Commons Transport Select Committee has already conducted two detailed investigations into this issue, taking wide-ranging and detailed expert evidence to produce a comprehensive report in February 2022. Both the evidence gathered and the reports must be carefully reviewed by the London Assembly Transport Committee and by TfL before progressing any further with any possible plans for an expensive, but London-specific, RUC 'vanity project'.

Please see and review:

Full report from House of Commons Transport Select Committee - February 2022:

<https://committees.parliament.uk/publications/8754/documents/88692/default/>

Summary Report:

<https://publications.parliament.uk/pa/cm5802/cmselect/cmtrans/789/summary.html>

Press Release:

<https://committees.parliament.uk/committee/153/transport-committee/news/160791/road-pricing-act-now-to-avoid-35-billion-fiscal-black-hole-urge-mps/>

Longer answer:-

Any proposals for any further Road User Charging (RUC) in London must always be considered in the context of very similar work by the Department for Transport and The Treasury on a National Road User Charging scheme, and must fully align with the eventual national UK scheme in terms of its philosophy, architecture, design and the technology used. There must be no more wasteful TfL 'cottage industries' that seek to deliver expensive and wasteful 'vanity projects' for TfL/The Mayor of London!

Written Evidence from Individuals: Part Two

It is unacceptable for TfL (or for any other UK Local/Metropolitan authority on its own) to waste significant scarce local/regional taxpayer funds in developing and then implementing their own, nationally incompatible, Road User Charging scheme, beyond those already in place (and for which development and implementation costs have therefore already been covered eg. London's own Central Zone CC and Central and Inner London ULEZ).

TfL running costs are already excessive, and its approach to spending scarce taxpayer funds remains excessively profligate, as is its 'stealth taxation' of the London economy through the existing CC and ULEZ schemes. Every effort must be made to reduce TfL's burden on taxpayer funds and on London-based businesses (through road usage charges).

The £565m in Central Government Grant Settlement funding agreed with TfL for 2023/24 (in addition to the £598m of HMG Grant Settlement to TfL agreed for the second half of 22/23) should not in any way be used to support yet another TfL 'cottage industry' in seeking to develop and implement its own, unique, RUC scheme. Unfortunately there appears to be some evidence to suggest that TfL has, in fact, already started to recruit a costly team of IT experts in this area, beyond those needed for currently operational projects. This recruitment must immediately be ceased and the team disbanded, or it must be agreed with HMG that these experts become a (virtual or actual) part of an eventual DfT/Treasury team addressing the UK-wide issues, and are at least part-funded by that national Government activity.

TfL expenditure with Capita (for the back-office servicing of the CC and ULEZ and processing of associated PCNs and fines) and with Yunex Traffic (for the ever-increasing camera and communications network) is already excessive and is a very poor use of scarce taxpayers funds. Such funds are currently simply spent on private sector service providers that offer zero maintenance/improvement to the road and bus transport infrastructure itself. It is simply 'dead money' that provides handsome profits to Capita and Yunex Traffic, but for no public benefit, and seems to be in the region of £300m to £500m p.a. This is an enormous 'opportunity cost' to London.

A National Road User Charging scheme is having to be seriously considered by HMG as a result of the ever-increasing proportion of new vehicles that are Electric Vehicles (EV), and which are therefore exempt from Vehicle Excise Duty (VED), intended by the Government to encourage take-up by new buyers changing from older Internal Combustion (IC) vehicles, and obviously do not pay any petrol/diesel fuel duties.

Assuming the Government does not renege on this EV exemption from all existing motoring taxes anytime soon, then there will be a steady decrease in annual VED revenues (currently some £7bn p.a. which are applied to the national 'Roads Fund'). Equally, the revenue from Petrol and Diesel Fuel duties (which are effectively proportionate to mileage covered and to vehicle size/weight) will also decline as the remaining number of IC vehicles steadily reduces up to around 2040. Current annual fuel duty tax revenue is around £28bn p.a. and this is allocated to the 'general taxation pot' (so is not hypothecated to roads and transport).

The review by the Transport Select Committee strongly suggests that the national replacement RUC scheme for Electric Vehicles should be 'revenue neutral' and

Written Evidence from Individuals: Part Two

should not cause motorists, as a whole, to pay more in total in road taxation than they currently do. It also strongly deprecates the complexity that a 'patchwork' of schemes would bring across the country if multiple regions/ City mayoralties each seek to impose differing RUC local schemes, in parallel with a national RUC scheme.

The following paragraphs are particularly important for TfL and the Assembly Transport Committee to note and take on board in their deliberations:

"26. The Government must set out a range of options to replace fuel duty and vehicle excise duty. Those options should be revenue neutral and not cause drivers, as a whole, to pay more than they do currently. One of those options should be a road pricing mechanism that uses telematic technology to charge drivers according to distance driven, factoring in vehicle type and congestion. If motoring taxation is linked to road usage, the Committee has not seen a viable alternative to a road pricing system based on telematics. The Government's preferred options should be submitted to an arm's-length body for evaluation [see paragraph 44].

National and local

27. Witnesses were generally in favour of a nationally run system, rather than implementing a range of local schemes. They cited cost, user friendliness and clear governance as key benefits of a national scheme. Mr Buchanan said:

Our members work nationally and cross-regionally. They deliver everywhere. One of the enemies for us is local complexity. You have different rules in London, different rules in Manchester, different rules in Birmingham, and it just adds more and more complexity.....

28. The devolution of road pricing could lead to the introduction of clunky, unconnected schemes that charge users the same price for driving one mile into the zone as those who drive across it for hours in a day. The more regional schemes that are created, the harder it will eventually be for the Government to implement a functional national system. Fuel duty and vehicle excise duty are Treasury taxes that require a national-level replacement rather than a patchwork of incongruous local schemes. Indeed, the introduction of a range of more-or-less-generous local road pricing schemes would risk engendering regional inequality and driving economic disadvantage.

29. The taxes imposed by fuel duty and vehicle excise duty are increasingly duplicated by local schemes that charge motorists for entering congestion zones and clean air zones. New taxes, and particularly those that rely on new technology, take many years to introduce. The patchwork of devolved schemes may make it impossible to deliver a national road pricing scheme. The simultaneous operation of local and national road pricing schemes would subject drivers to confusion and unfair double taxation."

It is worth noting that the emerging conclusion of the House of Commons Transport Select Committee report is that any eventual national RUC scheme should be based on a telematics solution that takes into account distance driven, and also factoring in vehicle type and congestion.

Written Evidence from Individuals: Part Two

It is also worth noting that the type of expanded RUC scheme that TfL/City Hall currently seem to be favouring is to use the additional 2750 cameras now being installed to cover the Expanded, London-wide ULEZ area (despite the Consultation showing overwhelming opposition to ULEZ Expansion) as a camera-based, but one-off charge, very similar in concept to the Central London CC, just expanded in area) RUC system. It seems that the outline plan is that, once the incremental revenues from the ULEZ Expansion fall away in a couple of years time, the expanded CC scheme would kick-in to provide a sustained boost to TfL revenues through a further very regressive tax on Greater London.

So here again we see an example of TfL/Mayor of London arguably 'predetermining' the outcome ahead of any consultation. This echoes the seemingly cynical way that the outcome of the July 2022 ULEZ Expansion consultation was arguably already predetermined. There is evidence that the 2750 additional cameras for ULEZ Expansion were ordered in April 2022, with the Consultation not even starting until July 2022, and the Mayor's 'decision to proceed' not being publicly announced until November 2022, despite the considerable opposition reflected in the Consultation.

It is strongly believed that any Business Case for ULEZ Expansion could only have shown a positive Benefit Cost Ratio (BCR) if it assumed that ULEZ revenues would - within 3 years at most- be replaced by incremental, and much more widespread, Congestion Charging revenues (whether flat-rate or 'pay-per-mile'). Two to three years of positive ULEZ Expansion revenues alone, would not in any way have covered or justified the enormous capital set-up costs of the camera network expansion (~£250m) and the £110m scrappage scheme.

It is also worth noting that true 'pay-per-mile' RUC would require even more cameras than the additional 2750 (seemingly very prematurely purchased, and possibly therefore in conflict with normal TfL major procurement process and procedures), as it would need a very high density of cameras within each of the zones, and not just at the new external boundaries, in order to achieve the 'granularity' of coverage that a genuine 'pay-per-mile' scheme would need.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Instead of proposing expensive and complex new schemes/systems that will almost certainly be incompatible with the eventual national RUC system, simply adjust the charging logic/criteria existing CC and ULEZ systems, but first rectify any anomalies.

For example the daily ULEZ charge currently runs from midnight to the following midnight, meaning that a night-shift worker whose hours straddle midnight would have to pay twice for trip to work and then back the next day. Please fix this by giving every user a full 24 hours of paid usage within the zone, measured from the exact time that they first crossed into the zone.

As a second step, there could be time-of-day-related charging depending on when during the day the zone is first entered. This might help to 'flatten' the rush hour peaks of traffic and congestion by charging more for first entries between- say- 7am

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and 10am for example. Both CC and ULEZ entry charges could be reduced from their 'peak' levels at times of the day when congestion is lower, so as to incentivise 'off-peak' road travel.

3. 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 should not have to pay extra whether one is travelling for work, for caring or for essential services. All reasons for driving are equally valid. It is not for TfL/The Mayor to make a value-judgement on the 'worth' of each car trip and to seek to charge differentially for them. In any case how could this be validated and enforced, short of a 1984-style dystopian inquisition and lie-detector test, or a huge additional layer of even more expensive bureaucracy! After all, on weekdays no one with any sense is on the roads driving for the simple 'pleasure' of driving; there is a purpose behind every road trip and every journey matters (to coin a phrase).

The Mayor of London even drives in his taxpayer-funded 3 large-car convoy to walk his dog on Clapham Common only a few miles from his home, when there are other parks much closer to hand and walkable. It seems that this is regarded as an essential journey; many others might beg to disagree but everyone should be free to make their choices; and not to have the decision taken by anonymous 'others' and imposed upon them.

We already pay fuel duty, which is a cost per mile, since you pay more if you drive more. We don't need any more overlay road charging systems in London. Consider that with VED and fuel duty the IC car motorist is already being taxed three times over in Central London with the CC, or four times over if they are not ULEZ compliant, or even 5 times over if they also have to pay local Council CPZ annual parking charges which are already often emissions-related. Please stop treating motorists as 'cash-cows'.

Many motorists are of very modest means but do depend on their older cars and vans because they live far from any decent regular public transport, or are relatively immobile and need to visit elderly relatives or get to hospitals, or cannot afford to change a fully-customised tradesman's van for a newer one because van supplies are so short and prices so high.

Please do not disregard or downplay the genuine problems that the prospect of the dogmatic and science-blind imposition of the very expensive ULEZ Expansion is causing to millions of less affluent motorists in Outer London and the Home Counties, who now have to worry about a further, and very regressive, tax.

There are huge numbers of outer London residents that cannot simply 'mode-shift' to cycling despite what the 'Cycling Czar' for London might like to think. Please understand the huge differences between Central/Inner London and the outer London suburbs in regards to transport options. Many outer London locations might only have a PTAL of 1 or 2, compared with PTALs of 4 to 5 often found in Inner/Central London.

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A cynically low increase of TfL bus mileage by less than 0.5% in Outer London is being suggested by TfL/The Mayor as adequate compensation for the ULEZ Expansion. This is wholly misleading and patronising and is an insult to the intelligence of people in outer London who currently depend on a car for many good reasons. The Mayor is being totally disingenuous when he presents this extra '1 million bus-miles' as being a significant or adequate compensation for a £12.50 daily levy; it is in fact only a tiny 0.5% increase on the current overall bus service level, at best, so outer London bus users will in general see almost no improvements.

4. What strategies and targets could smarter road user charging support?

Why cannot the London Assembly/TfL/The Mayor look at and empathise with the health and happiness and financial constraints of the average motorist, instead of spurious, virtue-signalling 'targets' for yet another expensive TfL/Mayoral 'vanity project' that applies a very regressive further tax on those least able to afford it?

5. What technology could be used to support smarter road user charging?

In general road users and travellers want less technology and bureaucracy intruding into their lives, rather than more. There is already far too much surveillance and bureaucratic interference. Also, there is a risk of social exclusion of older motorists and travellers if too much reliance is placed on one having a smart-phone and being an experienced user of it.

If the question is about how to make the current Central London Congestion Charge smarter, then -as suggested above- the level of charging could be varied according to the time of day that the first entry is made into the zone, or according to the time that the final exit is made from the zone (so as to incentivise 'off-peak' travel during times when when congestion is less).

If the question is really asking about full 'pay-per-mile' RUC, then clearly the best technological solution is not an extremely dense network of fixed cameras (which seems to be the direction in which TfL seems to be currently headed, given its recent purchase of 2750 cameras before ULEZ Expansion was even formally agreed by the Mayor), but rather a system based on telematics (not Yunex cameras) that takes into account the type of car and the time of day (linked to the level of congestion typically expected at that time of day).

As already stated in answer to Q1, this MUST be architecturally and technologically-aligned with and be fully compatible with whatever national system will be developed by the DfT and Treasury as part of the national road-pricing project.

TfL must not waste huge sums of London taxpayer funds in separately developing their own system that has a different logic, design and architecture from the national system. The two must be fully compatible, and ideally identical.

TfL must be fully represented on whatever multi-disciplinary team is established by DfT/Treasury to design and build the national road-pricing system, and must not bring into service any new system that differs in any significant way from the national system.

The country's hard-pressed taxpayers cannot afford the luxury of multiple regional metropolitan 'cottage industries' all employing expensive IT teams to essentially

Written Evidence from Individuals: Part Two

develop a very similar, but incompatible, functionality on totally different systems. This would also destroy the huge economies of scale that could otherwise be achieved if the same or very similar equipment is purchased nationally. The GLA must treat public funds with far more care than it so far has. The 9.7% increase of the GLA precept on London Council Taxes for 2023/24 is unacceptable, and should not be repeated.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The existing ULEZ and CC schemes are already doing this. People don't want any more intrusion into their lives. Air pollution in cities, including London, generally is hugely lower than it was 20, 30 or 60 years ago.

Only around 30% of air pollution, at most, is due to motor vehicle traffic in any case. TfL needs to address the far worse pollution from river-boat traffic (no controls on extremely 'dirty' large diesel engines), construction vehicles on building sites, diesel trains, wood-burning stoves, and – not least- the London Underground, where PM2.5 levels are dangerously high at some 10 to 15 times higher than on the roads above (and - as such- far in excess of the 2010 Government statutory limit of 20ug/m³). TfL/LU for some reason appears to be in denial of this latter point, despite thereby putting all its Underground staff, as well as regular deep-level tube users, at significant health risk as a result. Perhaps there is a case here for the HSE to investigate a breach of the HSAWA?

The GLA also needs to address the longstanding air pollution problems caused by the out-of-control burning rubbish dump in Rainham, not to mention the public rubbish incinerators in North East and and South-East London.

Please stop exploiting the motorist for further, highly regressive, spuriously-justified stealth taxes simply because it is so relatively easy to do and - instead- actually take some other more meaningful steps in the areas listed above, that will do far more to improve overall air quality, but are indeed more of a challenge to deliver than yet more camera surveillance and road charging.

Non-EV motorists are already taxed via VED on a CO₂ emissions-related basis; London boroughs already levy their very substantial Residents Parking/CPZ charges often based on CO₂ emissions levels and on whether cars are diesel, petrol or electric; and purchases of electric cars have already been massively incentivised over IC cars nationally through zero-rate VED and by there being no equivalent of fuel duty levied on recharging costs.

Enough is enough- no more incentivisation or 'virtue-signalling' is needed. Why can the Mayor personally not at least set a good leadership example with his 3 large-car motor entourage by changing them all out for smaller EVs instead of a 4 litre Range Rover accompanied by two more similarly excessively large IC vehicles? Some might infer a degree of hypocrisy here?

Written Evidence from Individuals: Part Two

7. Are road user charging schemes best 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 fairness, ease of use, simplicity and avoidance of excessive complexity to the average motorist (and avoidance of multiple expensive 'cottage industries' across different local authorities all working towards the same aim but in multiple different, and confusing, ways all at taxpayers expense, there MUST only be one, national, approach going forward to road usage-based charging, beyond the schemes that already exist.

TfL is already a bloated and over-expensive, organisation and given its financing constraints, it should not be recruiting a further expensive team of IT specialists to over-design some overly complex and 'clever' London-only RUC system. Any members of this team that have already been recruited need to be made virtual members of the national team working on this, or be immediately offered a transfer to the DfT/Treasury working team, or otherwise in the meantime should be let go.

This must not be exploited as an opportunity for TfL and the Mayor on their own to seek to make a further 'name' for themselves internationally in yet another virtue-signalling 'vanity project' at the expense of the long-suffering London taxpayer and London and Home Counties commuter motorists.

Please also see my answer to Q1 for more detail.

If devolved authorities have a concern about receiving adequate compensation from the Government for road usage in their areas, going forward, then an eventual national smart RUC system will (in discussion with the Treasury and the DfT) need to be designed to recompense devolved authorities appropriately for road usage within their domains, perhaps on an annually-reviewed basis.

It does not require the devolved authorities including TfL/GLA to 're-invent the wheel' from first principles so as to ensure that they can then apply their very own regressive 'stealth tax' overlaid on top of all the eventual national RUC system revenues. RUC should not be regarded as an additional cash-cow by lazy local authorities including TfL/GLA/ Mayor of London, over and above existing and future national motorists levies.

8. 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 a national level (as discussed in great detail in my answer to Q1) the aim should be revenue-neutral, namely to recoup the same aggregate revenue that VED and fuel Duties/Taxes together currently generate (ie. about £35bn p.a.). The aim should not be to generate any additional revenues beyond the substantial £35bn p.a. tax burden already raised nationally from motorists.

For EVs, the new RUC system to be developed by The Treasury/DfT will be establishing a new tax revenue base as a replacement for VED and fuel duties, neither of which is currently paid by EVs. It will be for devolved authorities such as TfL/GLA to then negotiate a suitable grant settlement mechanism with the

Written Evidence from Individuals: Part Two

DfT/Treasury about compensation for road usage within their areas on an annual basis, but – crucially – that is measured using the national RUC system.

The continued exemption of EVs from all motor taxes is not sustainable, or morally/environmentally justifiable, in the medium/long term, as it will encourage excessive road use by EV owners owing to the relative economy of usage.

It is also the case that EVs, by virtue of their much greater weight, and potentially faster acceleration, may well produce even more PM2.5 pollution than existing petrol cars, both from increased tyre and road wear, as well as from increased brake-pad/disc wear, and this needs to be addressed by a new distance/usage -related charge particularly aimed at EVs.

For the remaining IC vehicles that are ULEZ-compliant, they will continue to be paying VED and fuel duties (and higher local Borough CPZ parking charges), as they are now, until at least the late 2030s when the vast majority will have been finally scrapped due to natural life-expiry. There should be no additional RUC charges as a result of the new RUC scheme for IC vehicles, as they will already be paying a consumption-related charge. The existing specific flat-rate Congestion Charges in the very centre of cities (eg. the existing Central London CC Zone) would continue for IC and EV vehicles.

The new RUC measures must be broadly revenue-neutral, recognising that many motorists are not affluent, have older cars, and already have many other cost-of-living pressures. This London Assembly Committee should focus on the health and prosperity of London and the Home Counties motorists and London as a business-friendly city, and not on ever more ways to price people out of driving their cars and vans for business or for visiting family. This particularly if there is no adequate public transport as an alternative- as is currently the case in many parts of the outer boroughs and inner parts of the Home Counties.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 further London-specific road charging scheme is needed. Exemptions rules for the national RUC scheme will be developed nationally and TfL should of course actively participate in these national discussions on behalf of London's needs.

The existing exemptions as they apply to both the Central London CC and to Inner London ULEZ should continue. If the introduction of the ill-advised, and deeply unpopular, Outer London ULEZ continues, then the currently-proposed exemptions for it should continue to apply, with some consideration of additional exemptions for people in parts of Outer London boroughs that are poorly-served by public transport (which TfL/The Mayor are not yet doing anything substantive to address, some positive suggestions from all the Opposition Parties having unfortunately been outvoted at the Assembly meeting on 23rd February). Less hypocrisy and 'virtue-signalling'; and more understanding would be most welcome, please.

Written Evidence from Individuals: Part Two

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 will of course be pursuing a new national distance-based road user charging scheme in order to protect its approximately £35bn p.a. motoring-related tax revenues that are currently at threat, as EV penetration steadily increases in the run-up to 2030.

TfL/GLA must **not** second-guess this or in parallel pursue their own expensive and wasteful 'cottage industry' approach to RUC. Instead, TfL should be a full and active member of the Department for Transport/Treasury multidisciplinary team, ensuring that the national RUC scheme can also be successfully applied in Greater London.

The Government will absolutely need to trial whatever national RUC system is developed before its large-scale national roll-out. Extensive trialling will be needed in both in both a rural and city environment. It may be appropriate for London to be selected as an example of a city environment for a trial, but Manchester, Leeds, Birmingham etc . could equally be considered.

11. If distance-based road user charging was introduced, do 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 stated in the response to Q1, and in line with the ground rules for the national RUC scheme that will be developed, the revenue effect nationally of any new national RUC scheme should be broadly neutral, such that around £35bn p.a. continues to be raised nationally in motoring taxes.

Any existing London schemes (eg Central London CC) should continue charging at approximately the present levels.

Neither London or any other devolved metropolitan cities/regions should introduce further motoring 'stealth taxes' by developing their own, non-standard, RUC schemes so as to be able then to levy yet another additional stealth tax on motorists, over and above the national scheme.

There will of course need to be detailed negotiations with the DfT/Treasury, about the cost-per-mile that the national system will levy on different types of road in London and in the other devolved metropolises. There will also need to be a mature, constructive and apolitical discussion between metropolitan areas (including TfL/GLA) and the DfT/The Treasury about how their respective annual central Government grant settlements should reflect revenue raised for road usage in their own regions, using the national RUC scheme.

The development of a new RUC must not become yet another TfL 'cottage industry' aimed at generating yet another stream of 'stealth tax' revenue, that is done independently of, and differently from, the national RUC scheme and system. Metropolitan authorities should not be wasting scarce UK taxpayer funds on constantly 're-inventing the RUC wheel' in their own particular, and mutually non-compatible ways.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

With the necessary work by the Government on developing a national RUC scheme about to start, central Government must impose a moratorium on Mayors and devolved local authorities preventing them from developing and implementing any more of their own, non-standard, usage-based road charging schemes. Whilst accepting that they can continue, for the time being, to operate those that they may already have developed and secured clear public support to implement (eg. London CC, and Central/Inner London ULEZ in the case of London).

Of course extensive consultations will be required for the proposed eventual national RUC scheme that is developed, and these consultations might perhaps be done on a regional basis. Most importantly the consultations must all scrupulously follow the well-recognised 'Gunning Principles' for consultations.

Please see: <https://www.consultationinstitute.org/the-gunning-principles-implications/>

It would appear that TfL/The Mayor unfortunately did not follow the 'Gunning Principles' for the London-wide ULEZ Expansion consultation held in July 2022, and there is the allegation and concern that there may have been an element of 'predetermination', in clear breach of one of those principles.

If TfL/The Mayor nevertheless, and in act of bad faith, wastefully continue to try and 'do their own thing' by developing a specific London-wide RUC scheme (as they seemingly attempted to do for London-wide ULEZ Expansion-hoping that this would 'de facto' be a precursor of/trojan horse for, a subsequent London-wide pay-per-mile scheme), then a legally binding London-wide referendum with a requirement for a 66% majority in favour for it to proceed, should absolutely be required. Only this would provide a clear and unambiguous electoral mandate before any Mayoral decision can be made to proceed and commit capital funding.

It is worth noting that the Mayor did not include either London-wide ULEZ Expansion or Congestion Charge area Expansion in his last election manifesto. In these circumstances, a binding referendum almost becomes a necessity for major proposed changes in road charging, if true democracy is to be preserved.

As a general comment, all non-trivial changes to existing London road charging schemes should in future be much more widely consulted upon and much better efforts must in future be made by TfL/GLA to publicise its own consultations and to encourage a very large response.

As a very specific example, the outcome of this current consultation on Road User Charging in London, could well have an impact on millions of motorists in Greater London and the Home Counties, and yet it has been even less well publicised by the GLA/London Assembly than the one for London-wide ULEZ Expansion in July 2022, which itself had only some 65,000 responses, and a very short response time of only 4 weeks from its launch on 9th February to the 10th March closing date has been given.

Written Evidence from Individuals: Part Two

Why cannot this very consultation be advertised on radio/TV/in the local press regularly instead of the seemingly interminable and frequent adverts one hears and sees almost ad nauseam for TfL 'Autopay' and ULEZ Expansion and the scrappage scheme (for which the eligibility criteria are an extremely 'high bar') at least twice an hour on most radio channels? Surely the seemingly enormous TfL advertising budget could run to this, unless there is actually a desire (for whatever nefarious reason- perhaps revenue boosting through another stealth tax?) to keep this consultation a very well-kept secret?

This is wholly unacceptable and undemocratic and should be urgently addressed by the Assembly Transport Committee and - in the meantime- the response deadline must be considerably extended beyond the 10th March, so as to allow for responses from all those who might well have valid points to make and yet are currently in blissful ignorance of the very existence of this consultation and its far-reaching potential proposals.

Not least, this consultation by the London Assembly Transport Committee must specifically be sent to, and invite responses from, the Department for Transport (including the Transport Secretary, the Roads Minister and the Minister for London) as well as the Treasury, and to the House of Commons Transport Select Committee.

The July 2021 consultation on London-wide ULEZ only attracted around 65,000 responses in total (apart from the around 5000 or so negative responses that were deliberately discarded by TfL/The Mayor apparently for no valid reason).

For a scheme that will adversely impact hundreds of thousands (if not a million or more) people in inner/outer London and the Home Counties, it is disgraceful that more efforts were not made to publicise that consultation, and it is even more disappointing that the consultation results were then still ignored by TfL/The Mayor. There appears to be some evidence now of 'Pre-determination' on the part of TfL/The Mayor. This needs to be urgently investigated as - if found to be correct - it could destroy public trust in the GLA as a public institution, which would be most unfortunate.

Fortunately we still live in a democracy, despite the authoritarian approach that certain metropolitan Mayors seem to wish that they could follow, by simply ignoring and riding roughshod over public opinion, including even MPs from their own party as well as several boroughs.

13. How are other 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 'policy goals' for London in respect of RUC do not seem to have been clearly articulated and communicated to the public at large, and nor have the public been consulted on them before these policy goals were enshrined in the Mayors Transport Strategy (MTS) by the Assembly.

Given their very wide-ranging potential impact, this is a clear democratic deficit, and must not be allowed to happen again in future. Assembly Members need to pro-

Written Evidence from Individuals: Part Two

actively communicate and publicise these crucial strategic developments to their electorate (perhaps via the respective local MPs and Borough councils, including those in the inner fringe of the Home Counties) before they are voted on by the Assembly Members for inclusion in the MTS. Assembly Members must be fully aware of, and guided by, the views of a large cross-section of their constituency electorate, before voting on such important issues in the Assembly.

I have limited knowledge of what other cities in the UK or elsewhere are doing, but have heard that Manchester has had to put its own plans for a CC or ULEZ-equivalent scheme on hold pending a wider public review, following a very large volume of public objections, and that there are also growing public concerns in Bath, Bristol, Canterbury and Oxford around similar schemes.

There appears to be a widespread 'democratic deficit' on decisions in UK and overseas major cities concerning RUC. This must be changed. If the 'C40 Cities' agenda is indeed a major driver for transport policy-making in all these cities (is it?), then the 'C40 Cities' agenda must be clearly and openly explained to the electorate, and consent must be obtained. Why is the Mayor's Chairmanship of 'C40 cities' not declared on the GLA Register of Public interests, and is it an honorary or remunerated role?

End of comments

GLA Transport Committee Consultation - Future of smart road user charging

Reference	RUC1044
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Hi

I attach my submission response to the above

consultation. Regards

[personal information redacted for publication]

ATTACHMENT:

Submission for London Assembly Transport Committee investigation London smart road user charging 1. Do the current road user charging systems in London require reform? No further reform is required. ULEZ is being implemented which will already impact people enough. With the ongoing cost of living crisis impacting on many London communities and ULEZ affecting many London businesses including competitiveness with adjacent regions, what is needed now is NO MORE CHARGING MOTORISTS TO GO ABOUT THEIR DAILY BUSINESS. The ever increasing costs of running a business will force companies to close and move to other parts of the UK creating an employment crisis. 2. How might smarter road user charging differ from the current daily charges for driving applied in London? By introducing smart road user charging, it will impact on everyone living in London as well as businesses endeavouring to be competitive in the market place. It will discourage employers

Written Evidence from Individuals: Part Two

to operate within the Greater London area. It will discourage members of the population living outside the Greater London area to use trader and businesses within controlled zone creating yet further employment issues. 3. 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. To vary charges depending on type of journey would be administratively complex and difficult for many sectors of the population. 4. What strategies and targets could smarter road user charging support? The problem is the income from charging would never be used for the purpose intended, it would be just lost in the excessive overheads of running the Greater London Assembly. Currently, taxes such fuel duty and road fund licence were all intended to help pay for road repairs and upgrades, none of which is happening and the UK currently has some of worst roads in Europe. 5. What technology could be used to support smarter road user charging? There is too much technology already and monitoring/intrusion into the lives of the population. 6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? ULEZ together with forthcoming government limitations on ICE vehicles is already doing this. The population is being forced to adopt electric vehicles with a totally inadequate charging infrastructure to support them. Electric vehicles have major environmental impacts from aspects such as manufacture, use of rare minerals, etc. The upgrades of the electrical infrastructure for electric vehicles, building heating heat pumps, etc. creates major impacts on climate and environment issues.

4 March 2023

7. Are road user charging schemes best 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 consideration about road charging schemes should be done at a national level and should be considered in conjunction with vehicle tax and road fund licence/ vehicle excise duty. This is the only fair way of this scheme ever being considered. 8. 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 was introduced it would have to replace the vehicle road fund licence/vehicle excise 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? Discounts for underprivileged members of the population would always be important and there are many areas in the Greater London Area where public transport is all but impossible to use. Any discounts open the scheme up to the risks of abuse. 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 would it be reasonable to yet again increase Londoners living costs over the rest 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? It should certainly not cost more, but if road users are still paying fuel duty, electric charging taxes and road fund licence, how can it cost 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)? 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. This issue was evident in the ULEZ extension consultation where the majority of Londoners and businesses opposed the ULEZ extension. But the London Mayor ignored it and still imposed the extension implementation. 13. How are other 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. Submission by: [personal information redacted for publication]

Written Evidence from Individuals: Part Two

London assembly

Reference	RUC187
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[no further email text]

ATTACHMENT:

Government.uk

1. Absolutely not
2. Will make it more expensive and infringes on people's privacy
3. Essential workers could have a permit
4. Smarter roads only serve to capture people's data and privacy. Rich people will move around easily as they can afford it.
5. I am totally against smart road charging
6. How about putting the travel costs on fuel instead. This is fair, no car tax, the more you travel the more you pay
7. I do not agree with this policy

[personal information redacted for publication]

London charging

Reference	RUC2171
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[personal information redacted for publication]

ATTACHMENT:

I live outside London so the scheme doesn't directly impact me BUT I do have to travel into London on occasions so have an interest and observations. Traffic in London is heavy and in places so slow it becomes pointless and I'd welcome ways to reduce it, however the alternatives are not cost effective or reliable, I pay road duty on my vehicle tax and fuel so might as well use it.

I usually take train into London but the cost is exorbitant and especially travelling in and around London such that 2 or more people in a car is much cheaper and cost efficient. Underground is squashed, expensive and keeps going up, this will make it worse, However...

- 1) I travel outside the charging zones, traffic is a mess. There are congestion zones and charges already in place – what has been the measurable and documented impact of these in reducing traffic or do many just pay up?
- 2) What are you trying to encourage, smaller vehicles, motorbikes, cyclists, pedestrians?
- 3) The current congestion zones are complicated, not knowing which may be impacted and how to avoid – possibly many drivers needlessly pushed outside the zones creating more problems. While I don't support extending the ULEZ to M25 it will make it clearer....
- 4) Electric cars should not be cheaper – they take up space and roads as well.

Written Evidence from Individuals: Part Two

- 5) How do you address vehicles from outside uK?
- 6) How do you address HGV traffic which is mainly diesel based and needs ongoing access? No doubt an exemption....why can't we have one as well?

[personal information redacted for publication]

[no subject]

Reference	RUC1241
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To whom it may concern,

This letter is for your
interest, thank you.

[personal

information redacted

for publication]

ATTACHMENT:

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 Two

7. Are road user charging schemes best 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

Written Evidence from Individuals: Part Two

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.

My answers to questions 1, 4, 6, 7, 11, 12

Reference	RUC2110
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Dear London Assembly,
Please find attached my answers. Kind regards,
[personal information redacted for publication]

ATTACHMENT:

1. Do the current road user charging systems in London require reform?

Yes. The current road user charging systems are not enough to reach the goal, recommended by the Committee on Climate Change, of a 37% cut in car emissions. Therefore it is necessary to reduce car mileage to tackle the climate emergency. If London goes ahead with a mileage charge targeting greenhouse gases, this would set a great example for other world cities. 42% of miles in England are for leisure. A higher charge for mileage could persuade people to use their car for leisure less and take trains. If they wished not to do this, it wouldn't cut them too hard.

4. What strategies and targets could smarter road user charging support?

Cutting greenhouse gases and other air pollutants substantially, and reducing congestion.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It will give drivers an incentive to drive fewer miles, and would also cut congestion. Even small road user charges have proven to make people think twice whether 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?

Written Evidence from Individuals: Part Two

A national system would make things very easy and well known for drivers and should be a future goal. But in the meantime and as we are facing a climate emergency, London should not wait for a national government and go ahead. Moreover as stated above, if London introduced a scheme relatively soon this could encourage other large and congested cities.

11. If distance-based road user charging was introduced, do 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 vital that drivers should pay substantially more per mile than at present, considering the urgent need to cut down emissions of CO2 and pollutants. Income from the charges should be used to improve public transport, particularly in areas in which it is currently insufficient. This would also help drivers to prepare for a change in their travel habits.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Elected politicians need to live up to their responsibility to tackle the climate emergency without delay. London politicians should be aware of the findings that nearly two-thirds of Londoners think that traffic contributes largely to climate change and that they are motivated to help to prevent climate change

Proposed Road Charging

Reference	RUC1668
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To whom it may concern

I am writing to voice my concerns over the proposals and the impact to myself.

There is a clear pattern of minimal if any consultation at all. Information to the public is being proven to be manipulated to suit a cause.

The current pattern of changes will restrict or cease vehicle ownership and use for normal working people, particularly the working class. I highly doubt there would be a benefit to a significant number of road users. If there was it certainly would not last as charges would merely sail away once we are locked in. If this replaced Road tax there may be a plus for some but I doubt it, this will certainly be just another cost for the road user to absorb.

Written Evidence from Individuals: Part Two

The huge number of service providers, particularly small and speciality businesses are already at a point of collapse. So many have already gone out of business it's obvious there is already an issue where so many businesses are severely struggling.

Private vehicle use will be only affordable with roads freed for the privileged and in the luxury and high-end ranges. The impact of ULEZ and the ULEZ expansion, plus the extended roll out of CCTV is devastating to quite normal law-abiding citizens. The ever-

reducing margins have generated an explosion in enforcement tickets being issued . While there may be no excuse to driving above the speed limits the vast majority of tickets are not issued to outright road menaces.

Traffic calming is nothing of the sort it merely moves things around and leads to more frustration as residents themselves have found out. The Borough that I work in has seen the service heavily impacted in travel times for trades work and other travel influenced

services. The impact on emergency services is scandalous and a terrible miscalculation.

The ill-informed promotion of Diesel vehicles saw many suffer unnecessarily. My petrol vehicle saw its road tax more than double when it is actually Euro 4, and ULEZ compliant. Will I see a reduction or a refund, certainly not. It is clear to road users and the general public now that there is a campaign to extract as much cash from an unprotected soft target.

I live around 3 miles outside London but had previously lived in 3 separate London boroughs. Most of my friends and family including my children live in London and visiting or helping anyone out is becoming ever difficult.

I use my own vehicle for business and pleasure.

I have worked for a London Borough for 38 years. My existing role is providing [personal information redacted for publication]reports that often supports court cases. I undertake physical often invasive investigations prior to preparing my reports. My role requires a fully kitted personal protective kit, an array of tools and various items of specialist test equipment.

I have a number of physical afflictions mainly from previous incidents when I was in construction. My mobility is ever worsening and I will be applying for a mobility permit in the near future.

Kind Regards [personal information redacted for publication]

Public Survey Road Charging

Reference	RUC528
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Please see attached

Written Evidence from Individuals: Part Two

ATTACHMENT:

The Public consultation survey 2023: Road user charging

Do the present road user charging systems in London require reform?

Honest belief and without prejudice.

No. (ULEZ) Ultra low emission zones are already impacting the motorists enough economically, I believe what the people need now is no more charging motorists to go about their journey of travel. I believe the people have not voted for this and do not want this, and because its such an important subject, road- user charging scheme for the people and motorists, it should be put to the people via local and national democratic referendum vote.

I believe the people and motorists want minimal state regulation and minimal state interference and I believe the people the motorists do not want and have not consented to unnatural intrusive methods via unwanted surveillance and monitoring, the people, the motorists who have not voted for this, I believe naturally as human beings want liberty, freedom and choices and the respect of all alienable Rights and Human Rights for example Human Right to Privacy without state interference of subjecting the people the motorists to unwanted surveillance road user charging systems.

How might smarter road user charging differ from the current daily charges for driving applied in London?

Instead of proposing new systems which only hinder the people, and the motorists, help the people and the motorists by enhancing already in place systems for positive purposes, for example offer discounts to the motorist for various times of day of driving, and for driving certain roads in routes which will ease congestion from other popular road routes.

How might charges in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

No human being, the motorist should have to pay extra, for travelling to work in the car, caring responsibilities or for essential services, this would be another unfair road charging tax on the people the motorist when the motorist already pays fuel duty, I believe the people do not want or need any more road charging systems. The motorist has not voted for this, and because it is such an important subject for the people the motorist, reiterate it should be put to the people the motorist via a democratic Referendum vote locally and nationally.

What strategies and targets could smarter road using support?

Why not support the people the motorist by offering discounts, exemptions, allowing motorists to drive their journeys with minimal state interference, respecting human

Written Evidence from Individuals: Part Two

beings Human Rights, and by encouraging road user friendly routes that offer the people the motorist positive driving experiences.

What technology could be used to support smarter road user charging?

Human beings want minimal technological intrusion and I believe respect of the Human Right to Privacy of the people and the motorist is important.

How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
for example global cooling.

(ULEZ) Ultra low emission zones is already doing this by taxing the motorist via VED on emissions, the people the motorists who unfortunately have older cars with perhaps higher car emissions are being taxed more for driving an older car, therefore this is also a wealth tax on the people on less income the motorist with an older car either by choice or necessity. Surely enough is enough for the people the motorists. The unsustainable and impractical Electric car has been by deliberate design incentivised to manipulate and nudge the people the motorist into driving Electric cars for the ultimate agenda of using various methods for taxing the motorist and driven out of ownership of their car by price as I believe this is the ultimate agenda.

Are road user charging schemes best set up at a regional or local level, or as a national system, and what benefits and difficulties would you expect with either approach?

The people the motorist already have road user charging at the national level its called Road Tax and Fuel duty. The people the motorist did not vote for this and the people the motorist I believe does not need or want this, instead why not help the people the motorist by offering discounts on their Road Tax and Fuel duty and by offering discounts and exemptions to the people the motorist locally, regionally and nationally and thus offer an enhanced positive driving experience via helping the people and the motorist.

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 focus should be on helping the people and the motorist not on more ways to price the people the motorist out of driving their cars the vehicle helps the person and the motorist in visiting their friends and families. The focus should always be on positively helping the people the motorists.

What discounts and exemptions would you like to see for any new smarter road charging scheme, for example help disabled people and people on low incomes, those who need to drive to work, or people with low levels of Public transport.

I believe the people the motorists do not want a road charging scheme and because it is such an important subject for the people the motorists,

Written Evidence from Individuals: Part Two

I believe it should be taken to the people via a democratic Referendum vote, rather than a Public consultation survey that not all people the motorists may be aware of the Public consultation survey, which I believe ends on the 10th March 2023.

The people the motorist must be given the leeway in appropriate timescale to discuss and debate at different venues for example at village halls, Town halls etc, with their local politicians and MPs and it should be put to the people the motorist via a democratic Referendum vote locally and nationally because road charging user scheme is such an important subject.

There needs to be net zero hypocrisy and more understanding, please for the people and the motorists.

The people the motorist should be helped with discounts and exemptions to help disabled people and people on low incomes, also those who need to drive to work should be helped and also the people who live with low levels of Public transport. There should be investment of Public Transport to help the people with their choices in journey of travel for example investment in Trains and Buses, and to help make sure the Trains and Buses are regular and consistent in time tables for the people throughout the UK and in rural areas, and the Trains and Buses are economical in prices offering discounts and exemptions for the people to further expand their choices of travel.

If the government were interested in a national distance based road- user charging scheme, would London be a sensible place for a trial of the road user charging scheme?

This is a tax on the people the motorist for driving the vehicles on the roads, the ultimate agenda I believe to price the motorist out of driving the vehicle, therefore I believe where ever this road-user charging scheme is piloted its going to be unpopular with the people the motorist and because its such an important subject within a democratic and open society it should be put to the people via Referendum vote locally and nationally.

The Politicians serve the people, the Public, the motorists, therefore as Public servants and as servants of the people it is for the Politicians to take it to the people via a democratic vote on this important subject for the people to choose whether they want and need this road-user scheme?

If distance-based road user charging was introduced, do 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 because this is the area where the people the motorists live, but I believe it would be discriminatory to the people and motorists who want to visit and drive to London via vehicle to have to pay more expensive road-user tax simply because the person the motorist does not live in the London area.

Written Evidence from Individuals: Part Two

Ultimately this is a tax on driving roads thus economically hindering the motorist, when the focus should be on positively helping the people the motorist by discounts and exemptions and encouraging positive road user experiences for the people the motorists.

Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think further is required beyond an electoral mandate for these bodies to use these powers (for example a local referendum) ?

All of these new schemes are important and serious in subjects therefore should be put to a democratic Referendum peoples vote, where the people the motorists should choose whether they want the road user charging scheme and any other serious subject schemes should be put to the people in local democratic referendums and national referendums.

How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving are they looking at achieving similar policy goals?

Firstly, we the people did not have a say on policy goals, within a democratic open society the people must be given a chance to choose via local and national democratic referendum vote on the important subject of road using charging scheme, because anything less is undemocratic and the Politicians as Public servants serve we the People, their constituents the motorists, and without the peoples democratic vote in local and national referendums the Politicians I believe have no peoples mandate to either introduce or implement the road- user charging scheme, or any other proposed schemes.

Best wishes,

[personal information redacted for publication]

Public survey

Reference	RUC517
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Dear Sir/ Madam

Please see the Public consultation road user survey.

Thank you

Kind regards

[personal information redacted for publication]

ATTACHMENT:

The Public consultation survey 2023: Road user charging

Written Evidence from Individuals: Part Two

Do the present road user charging systems in London require reform?

Honest belief and without prejudice.

No. (ULEZ) Ultra low emission zones are already impacting the motorists enough economically, I believe what the people need now is no more charging motorists to go about their journey of travel. I believe the people have not voted for this and do not want this, and because its such an important subject, road- user charging scheme for the people and motorists, it should be put to the people via local and national democratic referendum vote.

I believe the people and motorists want minimal state regulation and minimal state interference and I believe the people the motorists do not want and have not consented to unnatural intrusive methods via unwanted surveillance and monitoring, the people, the motorists who have not voted for this, I believe naturally as human beings want liberty, freedom and choices and the respect of all alienable Rights and Human Rights for example Human Right to Privacy without state interference of subjecting the people the motorists to unwanted surveillance road user charging systems.

How might smarter road user charging differ from the current daily charges for driving applied in London?

Instead of proposing new systems which only hinder the people, and the motorists, help the people and the motorists by enhancing already in place systems for positive purposes, for example offer discounts to the motorist for various times of day of driving, and for driving certain roads in routes which will ease congestion from other popular road routes.

How might charges in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

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What strategies and targets could smarter road using support?

Why not support the people the motorist by offering discounts, exemptions, allowing motorists to drive their journeys with minimal state interference, respecting human beings Human Rights, and by encouraging road user friendly routes that offer the people the motorist positive driving experiences.

What technology could be used to support smarter road user charging?

Written Evidence from Individuals: Part Two

Human beings want minimal technological intrusion and I believe respect of the Human Right to Privacy of the people and the motorist is important.

How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
for example global cooling.

(ULEZ) Ultra low emission zones is already doing this by taxing the motorist via VED on emissions, the people the motorists who unfortunately have older cars with perhaps higher car emissions are being taxed more for driving an older car, therefore this is also a wealth tax on the people on less income the motorist with an older car either by choice or necessity. Surely enough is enough for the people the motorists. The unsustainable and impractical Electric car has been by deliberate design incentivised to manipulate and nudge the people the motorist into driving Electric cars for the ultimate agenda of using various methods for taxing the motorist and driven out of ownership of their car by price as I believe this is the ultimate agenda.

Are road user charging schemes best set up at a regional or local level, or as a national system, and what benefits and difficulties would you expect with either approach?

The people the motorist already have road user charging at the national level its called Road Tax and Fuel duty. The people the motorist did not vote for this and the people the motorist I believe does not need or want this, instead why not help the people the motorist by offering discounts on their Road Tax and Fuel duty and by offering discounts and exemptions to the people the motorist locally, regionally and nationally and thus offer an enhanced positive driving experience via helping the people and the motorist.

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 focus should be on helping the people and the motorist not on more ways to price the people the motorist out of driving their cars the vehicle helps the person and the motorist in visiting their friends and families. The focus should always be on positively helping the people the motorists.

What discounts and exemptions would you like to see for any new smarter road charging scheme, for example help disabled people and people on low incomes, those who need to drive to work, or people with low levels of Public transport.

I believe the people the motorists do not want a road charging scheme and because it is such an important subject for the people the motorists, I believe it should be taken to the people via a democratic Referendum vote, rather than a Public consultation survey that not all people the motorists may be aware of the Public consultation survey, which I believe ends on the 10th March 2023.

The people the motorist must be given the leeway in appropriate timescale to discuss and debate at different venues for example at village halls, Town halls etc,

Written Evidence from Individuals: Part Two

with their local politicians and MPs and it should be put to the people the motorist via a democratic Referendum vote locally and nationally because road charging user scheme is such an important subject.

There needs to be net zero hypocrisy and more understanding, please for the people and the motorists.

The people the motorist should be helped with discounts and exemptions to help disabled people and people on low incomes, also those who need to drive to work should be helped and also the people who live with low levels of Public transport. There should be investment of Public Transport to help the people with their choices in journey of travel for example investment in Trains and Buses, and to help make sure the Trains and Buses are regular and consistent in time tables for the people throughout the UK and in rural areas, and the Trains and Buses are economical in prices offering discounts and exemptions for the people to further expand their choices of travel.

If the government were interested in a national distance based road- user charging scheme, would London be a sensible place for a trial of the road user charging scheme?

This is a tax on the people the motorist for driving the vehicles on the roads, the ultimate agenda I believe to price the motorist out of driving the vehicle, therefore I believe where ever this road-user charging scheme is piloted its going to be unpopular with the people the motorist and because its such an important subject within a democratic and open society it should be put to the people via Referendum vote locally and nationally.

The Politicians serve the people, the Public, the motorists, therefore as Public servants and as servants of the people it is for the Politicians to take it to the people via a democratic vote on this important subject for the people to choose whether they want and need this road-user scheme?

If distance-based road user charging was introduced, do 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 because this is the area where the people the motorists live, but I believe it would be discriminatory to the people and motorists who want to visit and drive to London via vehicle to have to pay more expensive road-user tax simply because the person the motorist does not live in the London area.

Ultimately this is a tax on driving roads thus economically hindering the motorist, when the focus should be on positively helping the people the motorist by discounts and exemptions and encouraging positive road user experiences for the people the motorists.

Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think further is required beyond an electoral mandate for these bodies to use these powers (for example a local referendum) ?

Written Evidence from Individuals: Part Two

All of these new schemes are important and serious in subjects therefore should be put to a democratic Referendum peoples vote, where the people the motorists should choose whether they want the road user charging scheme and any other serious subject schemes should be put to the people in local democratic referendums and national referendums.

How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving are they looking at achieving similar policy goals?

Firstly, we the people did not have a say on policy goals, within a democratic open society the people must be given a chance to choose via local and national democratic referendum vote on the important subject of road using charging scheme, because anything less is undemocratic and the Politicians as Public servants serve we the People, their constituents the motorists, and without the peoples democratic vote in local and national referendums the Politicians I believe have no peoples mandate to either introduce or implement the road- user charging scheme, or any other proposed schemes.

Thank you

Kind regards

[personal information redacted for publication]

Re: 0103 – GLA TRANSPORT COMMITTEE – [personal information redacted for publication]EVIDENCE - ROAD USER CHARGING

Reference	RUC2187
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[personal information redacted for publication], 2017, Thu 9-3-23

On 09/03/2023, [personal information redacted for publication]wrote:

> Dear GLA Transport Committee

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> Please see appended my submission in response to your Call for Evidence on:

> The future of smart road user charging.

>

>

> [personal information redacted for publication]Thu 9-3-23

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ATTACHMENT:

Transport Committee

Written Evidence from Individuals: Part Two

Call for Evidence: The future of smart road user charging February 2023

RESPONSE TO CALL FOR EVIDENCE

1 – TEXT BEFORE QUESTIONS

1.1 – “For Londoners, the potential introduction of variable or distanced-based smarter road user charging would be the biggest change in how daily transport is paid for since the introduction of Oyster and the Congestion Charge nearly 20 years ago.”

1.2 – “A number of the Mayor’s policy targets mean journeys must shift away from private car use towards more active travel and public transport. The Mayor’s updated Transport Strategy has added more definition to plans for the future development of smarter road charging to: “address the triple challenges of toxic air pollution, the climate emergency and traffic congestion”.”

RESPONSE

2 – TAXATION OF PRIVATE TRANSPORT – CARS, VANS, LORRIES

2.1 – Car, van and lorry drivers are already grossly over-taxed.

Annual Licence Fee

Fuel Duty

VAT on fuel and insurance

VAT on vehicle repairs

MOT

This huge level of taxation is used to subsidise other forms of transport, and other government spending, so drivers get a bad deal – many would say ripped-off.

2.2 – London taxpayers already pay a lot of tax to the Mayor and GLA – but get little back in return.

2.3 – Instead, the Mayor and TFL actively undermine the use of cars and vans, despite the big benefits to London of car and van use.

2.4 – The taxes on driving far exceed the money spent on providing facilities for drivers, including road maintenance and new road building.

This applies nationally, but particularly in London.

2.5 – There is no possible justification for any new taxes on driving, such as any charge to use the road network in London.

2.6 – The Mayor and TFL have announced policies with no consideration for their impact on many people, notably those in outer London.

Outer London is very different from inner London - and more so than central London - in terms of how

people choose to live, and how they need to live – and this increases the more the further away from the central area they live.

2.7 – The Mayor, TFL and the GLA generally show no understanding of the realities of life and travel in

London – especially outer London - and no recognition of the huge benefits of cars and vans to wider

Written Evidence from Individuals: Part Two

society – as well as to the individual road user.

2.8 - There is no apparent concern for the efficiency of people's lives, or of the wider economy, in the way that the Mayor and TFL talk about transport in London.

2.9 - Proposals are put forward with little or no Benefit / Cost analysis.

Instead, they are just pronounced - and taxes spent - on a basis of prejudice and hope.

2.10 - There is little or no sign of any genuine post-scheme analysis.

Such as there is, such as for the ULEZ expansion to inner London, is heavily biased and politicised.

2.11 – It is shameful that there has been no significant upgrade to any road in London since the Mayor and

GLA began in 2000, beyond some work on the A406 North Circular, and the building of the A23 Coulsdon

Bypass.

2.12 - The Mayor and TFL do not act to increase capacity or improve traffic flow, so as to reduce congestion

and delay, and boost the economy.

Instead money is squandered on schemes that harm movement and damage the efficiency and productivity

of the London economy.

2.13 – Drivers and the travelling public have been shafted by successive mayors, and it is long time that

balance returned to road and traffic management.

2.14 – “the biggest change in how daily transport is paid for” – This is misleading.

Drivers already pay a huge range of costs to own and use a car.

This proposal would be a big new extra cost – and wholly unjustified.

3 - AIR QUALITY

3.1 – The Mayor and TFL are deliberately misleading the public, and cynically stirring up paranoia over air

quality, by claiming there is an issue of toxic air in London, when that is not the case.

The Mayor and TFL ignore and massage the data for their own purposes.

3.2 - The Mayor only listens to those who sing his tune, and rubbishes and insults anyone who challenges

his ignorance and prejudices.

3.3 – The Mayor and TFL ignore the fact that air quality has improved greatly over recent years, and is

cynically misleading the public and taking advantage of decent trusting people.

3.4 – The data published by the Mayor and TFL show this clearly, but the Mayor and TFL ignore facts that

do fit their preconceived prejudices.

3.5 – Air quality on the Underground is poor, and often worse or much worse than at street level, yet the

Mayor and TFL want more to use buses and trains.

The Mayor and TFL downplay and ignore bad air quality on the Underground.

4 - CARBON DIOXIDE

4.1 – There is no climate emergency – were there to be, it would be and would have to be declared by

national government.

Written Evidence from Individuals: Part Two

Any issue of climate is a matter for national government, and negotiations and agreement with other countries.

It is not a matter for the Mayor of London.

4.2 - There is legitimate concern over whether and how much CO2 emissions may be a problem and how any problem may be tackled.

4.3 – The UK as a whole is responsible for about 1% of world CO2 emissions.

London is responsible for no more than around 1/8 of that 1%.

Transport is only responsible for about 1/4 of UK CO2 emissions.

Thus transport in London is only responsible for less than 1/30 of UK CO2 emissions, and so less than 0.03% of the world total.

4.4 – The Mayor can have very little impact on CO2 emissions from transport – and much transport is buses and trains.

For the Mayor to talk about road pricing to reduce climate change is no more sensible than King Canute trying to stop the waves.

4.5 – Cars and vans are not a real problem, because CO2 emissions have reduced greatly over recent years, and will fall further over the future – even if mileage increases.

5 - TRAFFIC CONGESTION

5.1 – There has been traffic congestion in London since Roman times, 2000 years ago.

5.2 – The Mayor, TFL and the GLA show a worrying failure to understand congestion, its causes and solutions.

5.3 – The Mayor and TFL have pursued policies which actively make traffic congestion worse.

5.4 – Transport science has become politicised and unreliable.

5.5 – Traffic congestion is widely misunderstood.

5.5.1 - For example, traffic congestion on school days is not worse than during school holidays because of parents taking children to school by car – it is more an issue of lots of children walking to school, and going by bus – which then obstructs the movement of general traffic.

More demand to travel and more travelling = more congestion and delay.

5.5.2 - Bikes in general occupy each road segment for longer than cars

5.5.3 - Then one slow bike can cause more delay than one slow car to a whole line of normal cars.

5.5.4 – Analysis of dynamic use of the road leads to different and more valid conclusions than considering solely static ones – for example three cars ahead may mean no delay to one behind, but one bike may cause real problems getting past.

5.6 – Minor changes to road layout can generate big changes in congestion, positive or negative.

5.7 – The Mayor and TFL ignore many ways to make the road network operate better, and instead actively

Written Evidence from Individuals: Part Two

harm it with ill-considered schemes.

5.8 – Congestion may be defined / measured by the amount of extra time taken for a journey, compared with what it would take without the congestion.

5.9 – A car journey of 3 miles that takes 8 minutes with no obstruction or delay may take 9-10 minutes under normal daytime conditions, and 12-20 minutes with peak time congestion.

5.10 – The equivalent journey by walk and bus might take 13 minutes (6+6+1) if there were no delay

walking, such as crossing the road or others on foot in the way, if the bus came immediately on traveller

reaching the stop, if the bus didn't stop to pick or set down on the way, and if it did not have to wait at any junction.

In normal daytime conditions, with the bus running every 10 minutes, the journey would likely take 21

minutes, 7 (walk) + 5 (wait for bus) + 8 (on bus) + 1 (walk).

In the peak, lots of getting on and off, with school-children on the bus, and crossing the road, the 8 mins on

bus could easily become 20 minutes - and the journey take 33 minutes.

5.11 – Car: 8 – 10 – 15 Bus: 13 – 21 – 33

The car is the clear winner in each case.

5.12 – It is possible to damage car travel, but not to make bus nearly as fast as car is now.

5.13 - Congestion is partly queues of vehicles on the road, but it is also poor traffic management, people

crossing the road, bikes slowing down the road, queues of people at bus stops and rail stations, queues to

move around inside the bus or train, waiting on the bus or train while other people get on and off, and buses

blocking the road so other traffic can't get past.

5.14 – When buses get busy, they may get full, and people have to wait for the next bus.

That is another form of congestion.

5.15 – The car can choose from a range of routes, and choose the best route to minimise time and distance

and delay.

5.16 – The bus (normally) has to follow a prescribed route and timetable.

That often means travelling further, and possibly changing buses.

5.17 – Trains are only financially viable when they are crowded and congested.

5.18 – Most who travel by train experience significant congestion and delay – yet the Mayor and TFL ignore

this, and just want more to travel that way.

5.19 – The Mayor, TFL and the GLA are using traffic congestion as a stick to beat car and van drivers, while

discounting and ignoring all the congestion that infects and infests travel by bus and train.

5.20 – There is already cycle congestion in some places – even with low levels of cycling – apart from that

caused by bikes.

Written Evidence from Individuals: Part Two

If there is more cycling, then cycle congestion would become a serious issue – and there is no way to pay

for cycle schemes without taxing those who do not cycle – unfair discrimination.

5.21 – Pedestrian routes used to be crowded and congested, with walking made slow by other people getting in the way.

Even now, when most prefer to choose the car for its speed, comfort and convenience, there is still

pedestrian congestion in places - notably queuing for buses, queuing to enter and leave stations, queuing to

cross roads – even though pedestrians are given excessive priority over motor vehicles – with delays

caused by those on foot far exceeding delays caused to those on foot.

6 – TRAFFIC + TRAVEL ANALYSIS

6.1 – The Mayor and TFL and the GLA need to rethink their approach and analysis of traffic and congestion,

and perform a proper benefit / cost analysis of various modes of travel.

6.2 – It is absurd to suggest that most or even many journeys currently made by car could instead be

reasonably made by other means.

6.3 – Travel time is crucial to productivity.

The Mayor and TFL ignore this aspect of travel – with their narrow and outdated way of thinking.

A switch from car to bus for example is likely to lead to longer journey times and worse productivity, yet the

Mayor and TFL wholly discount and ignore this negative aspect.

6.4 – Walking is feasible for some short distance trips, but is far too slow and laborious for more than a

quarter mile or so.

Walking as a leisure activity is a separate issue, but is a significant proportion of total distance walked.

6.5 – Pedal cycling is unsuitable for almost all travellers for almost any journey.

It is long time that the Mayor, TFL and GLA stopped pretending otherwise.

Cycling as a leisure activity is a separate issue.

6.6 – Reducing accidents and injuries is a noble aim.

It is however nonsense to try and manage the roads so there are zero accidents – that can only lead to big

mistakes in traffic management.

Sadly the Mayor and TFL are pursuing policies that militate against real reduction in accidents, notably by

promoting cycling.

6.7 – Cycling is a fundamentally risky and unsafe mode of travel, and it is very worrying that the Mayor and

TFL mislead the public by pretending that cycling is a safe way to travel.

6.8 - The Mayor and TFL wholly ignore travel on buses as a leisure activity, and likewise trains.

6.9 - The Mayor and TFL wholly ignore travel by car as a leisure activity.

6.10 – Much cycling is a leisure activity, and this impacts on how provision should be made.

Written Evidence from Individuals: Part Two

6.11 - The Mayor and TfL largely ignore luggage – the need for travellers to transport goods when they travel.

6.12 - The car provides well for a range of luggage purposes.

The bus and the train are generally unsuitable for significant luggage – for example a lawnmower, several

bags or suitcases, large tools, bottles of chemicals, heavy items, etc.

The bike is wholly unsuitable for most luggage.

Much luggage cannot be carried by foot more than a short distance, or needs multiple trips.

6.13 - One trip a week to the supermarket by car replaces maybe 3 or 4 trips by bus + walk – more efficient

and less demand on the road network.

7 – 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). As part of a consultation last year

on the Mayor’s Transport Strategy and the ULEZ expansion, TfL asked for views on the future of road user

charging and how it might be implemented.”

7.1 – The Central London Road Toll, misnamed as the Congestion Charge, has raised money for the Mayor,

and has led to a reduction in the number of cars and vans in the central area.

7.2 – However, this tax was and remains a fraud.

It has not reduced congestion.

Traffic congestion in central London is worse than before it started, despite 20% less traffic.

7.3 – The LEZ and the ULEZ were supposed to be about improving air quality, with the charge simply

imposed to encourage only compliant vehicles to drive.

7.4 – Each of the Road Toll, LEZ and ULEZ are unfair, in that the charge is imposed on a daily basis.

That means that people who need to travel in the zone for maybe just one mile a day have to pay the full

charge.

7.5 – That does not mean that the schemes should be expanded, rather that they should be changed or

scrapped.

7.6 – There should be a referendum on whether to keep or scrap the Central London Road Toll.

8 – PERSONAL CIRCUMSTANCES

8.1 – I live in outer London, near the GLA boundary.

8.2 – I need to drive my car every day, mostly for distances of 8-15 miles, though sometimes much more.

8.3 – There is no practical alternative to using the car.

8.4 – There is no public transport option for many of my journeys – as for the wider public.

8.5 – My car is ideal for my purpose.

Written Evidence from Individuals: Part Two

It is quite old, but well maintained, and then low mileage means it is not sensible to buy more modern – if there is a car that meets my needs.

9 – SPECIFIC QUESTIONS

1. Do the current road user charging systems in London require reform?

9.1 - YES.

They should be reduced or scrapped.

9.2 - There should be a binding referendum on each one to see if it should stay or go.

The vote should be by area – at least central, inner and outer London being counted separately, with separate decisions for each.

9.3 - The ULEZ should not be extended to outer London.

9.4 - Those registered for Auto-Pay should be charged less if they only drive for a few hours.

For example, the current charge could be reduced to £1 for each hour or part (with 1h-1h5 charged as 1h,

and no charge for less than 5 mins), and a maximum charge of £10 a day.

That would mean that someone who only drove for a short while would not pay so much as now – which would be much fairer.

9.5 – No charge after 2100 or before 0600, and no charge on Sundays or public holidays.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

9.6 - No new smarter road charging scheme should be introduced.

9.7 - No increase to the scope of any scheme should be considered.

9.8 - Existing charges should be varied to a low per hour charge with a daily maximum less than the current amount.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

9.9 - No new smarter road charging scheme should be introduced.

9.10 - No increase to the scope of any scheme should be considered.

9.11 - It is wholly impractical to suggest any system of varying charges according to journey purpose.

9.12 - It is wholly impractical to suggest any system of varying charges according to need to travel, or need to use a particular vehicle or mode.

9.13 – There is no unbiased way to assess need to travel, or to assess who needs to use which mode of travel or type of vehicle.

4. What strategies and targets could smarter road user charging support?

9.14 - No new smarter road charging scheme should be introduced.

9.15 - No increase to the scope of any scheme should be considered.

9.16 - It would be wrong to charge different amounts for different times of day – except that there could be no charges made under existing schemes between 9am and 6am.

Written Evidence from Individuals: Part Two

9.17 - Drivers must know how much they are likely to have to pay before they travel, and must not be trapped into high charges by circumstances beyond their control.

9.18 - Monitoring of traffic could lead to a proper assessment of where increases in road capacity would be beneficial.

It could also show where changes in signal timings would be beneficial to aid traffic flow.

5. What technology could be used to support smarter road user charging?

9.19 - No new smarter road charging scheme should be introduced.

9.20 - No increase to the scope of any scheme should be considered.

9.21 - Any scheme needs to have a full evaluation of costs and benefits, including any installation costs.

9.22 - No scheme should be introduced that increases the tax burden on any driver.

9.23 - No data monitoring or tracking of movement or location of individuals or their vehicles would be acceptable.

This would be an unacceptable invasion of privacy.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

9.24 - No new smarter road charging scheme should be introduced.

9.25 - No increase to the scope of any scheme should be considered.

9.26 - Monitoring of traffic could lead to a proper assessment of where increases in road capacity would be beneficial.

It could also show where changes in signal timings would be beneficial to aid traffic flow.

9.27 - Air pollution is not primarily an issue of road transport.

Other sources are dominant.

9.28 - Air quality in London generally meets legal requirements.

In outer London, there are very few issues over air quality.

9.29 - Any issue of climate change is a matter for national government, not the Mayor, not TFL and not the GLA.

9.30 – Any idea of using such a scheme to reduce congestion and delay would likely fail as it is far too

complicated to try and relate any charging model to traffic conditions – and it would be very unfair to do so.

9.31 - Drivers must know how much they are likely to have to pay before they travel, and must not be trapped into high charges by circumstances beyond their control.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

9.32 - No new smarter road charging scheme should be introduced.

9.33 - No increase to the scope of any scheme should be considered.

9.34 - A national system would allow national taxes to be changed.

9.35 - There is no possible justification for any regional scheme – regions vary far too much to have any one

Written Evidence from Individuals: Part Two

scheme fits all approach.

9.36 - If some town or city wanted to introduce such charges, it would have little or no way to reduce other taxes, and it would be unacceptable to impose extra taxes on already over-taxed drivers.

9.37 - If some town or city wanted to introduce such charges, it would risk becoming a backward ghetto, where those with money who value their freedom to travel as they wish and choose would move away, and the areas left behind would risk decline and decay.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

9.38 - No new smarter road charging scheme should be introduced.

9.39 - No increase to the scope of any scheme should be considered.

9.40 - Any scheme should lead to a reduction in the overall tax burden on drivers or other road users as a whole

9.41 - It should also not impose any significant extra tax burden on any individual driver or other road user.

9.42 – Clearly any such scheme would have to replace road tax and fuel duty.

9.43 – As these are outside the remit and power of the Mayor and TFL, no such scheme would be acceptable.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme,

for example to help disabled people, those on low incomes, those who need to drive for work, or

people who live in areas with low levels of public transport?

9.44 - No new smarter road charging scheme should be introduced.

9.45 - No increase to the scope of any scheme should be considered.

9.46 - Government cannot assess need to drive – there are far too many individual circumstances.

9.47 - There must be no exemption for lorries, buses, taxis or minicabs.

9.48 - Pedal cyclists and motor cyclists must also pay for using the road if other road users are to be charged.

9.49 - It is wholly impractical to suggest any system of varying charges according to journey purpose.

9.50 - It is wholly impractical to suggest any system of varying charges according to need to travel, or need to use a particular vehicle or mode.

9.51 – There is no unbiased way to assess need to travel, or to assess who needs to sue which mode of travel or type of vehicle.

10. If the Government were interested in a national distance-based road user charging scheme,

would London be a sensible place for a trial?

9.52 - No new smarter road charging scheme should be introduced.

9.53 - No increase to the scope of any scheme should be considered

Written Evidence from Individuals: Part Two

9.54 – NO, London would be a poor choice for any trial.

9.55 - It is unclear how any trial might work,

9.56 - Any trial would have to be revenue neutral – the cost of travel for each user needs to be the same, as

before – otherwise the trial would not be genuine.

9.57 - London is far too large and complex an area for any such trial.

9.58 – Who would set the parameters for any trial?

9.59 – What would be the purpose and objective of any distance-based road user charging scheme – and who would decide?

9.60 - There is already a national distance-based road user charging scheme – fuel duty.

This tax is typically 10p per mile, more for larger cars and around town, less for smaller cars and in the countryside.

9.61 – Road tax is also a quasi- distance-based road user charging scheme, in that it is related to CO2

emissions, and they are loosely related to distance travelled.

9.62 - There is no justification for any new distance-based road user charging scheme.

9.63 - It might be possible to trial a scheme to replace the Central London Road Toil (Congestion 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?

9.64 - No new smarter road charging scheme should be introduced.

9.65 - No increase to the scope of any scheme should be considered.

9.67 - This question is badly worded.

9.68 - Nearly all who drive in London currently pay zero charges – no Central London Road Toll, no LEZ and no ULEZ charges.

9.69 - However drivers in London as well as elsewhere are already over-taxed. Thus the tax burden on drivers should be reduced.

9.70 - No new taxes that raise the tax burden on driving should be considered.

9.71 - The Mayor and TFL have no power to change national taxes.

That precludes London introducing any distance based road charging scheme.

9.72 – As noted above, any distance-based road user charging scheme should apply to buses and lorries,

and to those riding on two wheels, powered by motor or pedalling.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do

you think anything further is required beyond an electoral mandate for these bodies to use those

powers (for example a local referendum)?

9.73 - No new smarter road charging scheme should be introduced.

9.74 - No increase to the scope of any scheme should be considered.

9.75 - The law should be changed to remove those powers.

9.76 - The law should provide that any such schemes need a binding referendum from a reasonably defined

Written Evidence from Individuals: Part Two

electorate before they can be introduced.

9.77 - The vote should be by area – at least central, inner and outer London being counted separately, with separate decisions for each.

13. How are other cities and countries working on similar smarter road user charging ideas faring,

and what alternatives are they looking at for achieving similar policy goals?

9.78 - No new smarter road charging scheme should be introduced.

9.79 - No increase to the scope of any scheme should be considered.

9.80 - This question makes assumptions that are questionable and dubious.

9.81 – The word “similar” is wrong, since the Mayor, TFL and GLA have not defined what type of “smarter”

road user charging scheme they are considering – beyond that it might be distance-based.

9.81 – Out of around 200 countries around the world, very few have any sort of scheme in any part of their jurisdiction.

Most clearly have no interest in any such idea.

9.82 – Most countries that have problems with traffic congestion are improving their existing road network,

and building new roads to increase traffic capacity, reduce congestion and delay, and boost their economy,

responding to the hopes, wishes and aspirations of their public.

9.83 – That is a lesson for the Mayor, TFL and GLA – who in pursuing this concept are an international

outlier – and who are pursuing their own narrow view of how people should live, regardless of the fact that

many if not most in London do not agree with them, and reject outright this unwarranted and unjustified

interference with their lives,

9.84 - Other countries have very different cultures and standards and tax systems.

9.85 - Britain is known as a free country, where the right to travel freely is respected.

That should be maintained.

9.86 – Drivers already pay far more in tax than is needed to maintain the roads.

9.87 - Introducing charges to use the roads is unacceptable, and a breach of our fundamental rights,

freedoms and principles.

[personal information redacted for publication]

Re: Call for Evidence: The future of smart road user charging

Reference	RUC802
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Hello

I would like to submit Call for Evidence: The future of smart road user charging as a constituent of Greater London.

Written Evidence from Individuals: Part Two

Please find my response attached. Answers are in

red. Kind regards,

[personal information redacted for publication]

ATTACHMENT:

1. Do the current road user charging systems in London require reform?

No, as the ULEZ are in place which has already impacted people enough, instead we need NO MORE CHARGING MOTORISTS TO GO ABOUT THEIR DAY. The underprivileged are stressed thanks to the current state economy. We need LESS regulation and monitoring to recover and strive.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Before proposing new systems, adjust the old systems. For example the daily charge stops at midnight, which means someone who is visiting between 10pm and 2am pays twice. Sort it out before bringing in more regulations.

3. 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 unprecedented, unreasonable and cruel for the government to charge people to travel for work, caring responsibilities or essential services. Fuel duty and VAT is already a tax per mile so there must be not an additional "tax for movement".

4. What strategies and targets could smarter road user charging support?

Rather than looking for ways to target and tax the normal hard-working people, I would like the government to focus more on the health and happiness of this country.

5. What technology could be used to support smarter road user charging?

Technology should be used to improve the betterment of our live and happiness, not a tool to monitor and catch normal hard-working people from their daily live.

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 Two

The ULEZ and congestion charge are already doing this, if not they should too be abolished. People are sick of being penalised for just living their normal life. Government could do more to channel, not tackle, the above issues rather than bringing in more sticks, such as improving the public transport network, minimising road blocks, reducing road works' duration by working at night, encouraging hybrid working, 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?

Road user charging schemes are already in place at national level which is called road tax. New road user charging schemes should not take place 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 oppose the introduction of smart road user charging. It is counterproductive to London by increasing the burden of people's livelihood.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 oppose the introduction of smart road user charging. If the authority is interested to help the poor, smart road user charging should not be there at all, especially promoted by the likes of Sadiq Khan who took his dog for a walk in a 3 car convoy, emitted 14kg of carbon dioxide into the air for the nine-mile round-trip. Many working class people are working poor who are not being recognized with the current safety net. Road charging scheme is a regressive tax which catches the poor most.

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 even the slightest sensible as this is a tax for movement which ultimately creates a ghetto-like society based on people's social status. Britain has been and always a free country. Let us not repeat history of other countries.

11. If distance-based road user charging was introduced, do 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 ultimately pay more, along with other taxes already in place.

Written Evidence from Individuals: Part Two

12. Mayors and local authorities currently have powers to introduce new road charging 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 a real democracy, every laws and regulations which affects dearly the livelihood and freedom of the people should be decided by the people, so yes, the distance-based road user charging should be decided by the people, not the mayor and 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?

All legislation should be decided by the constituent and currently Londoners does not have a say on London's policy goals. What other cities and countries are working on has nothing to do with London at the moment.

Response to - Call for Evidence: The future of smart road user charging February 2023

Reference	RUC700
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[no further email text]

ATTACHMENT:

Road User Charging - Call for Evidence _0.pdf (london.gov.uk)

Call for Evidence: The future of smart road user charging February 2023

How to respond

The key issues we are looking to better understand are:

PERSONALLY SPEAKING, THE ULEZ CHARGE HAS BEEN IN SINCE 2019. IF YOU DO NOT HAVE A BETTER UNDERSTANDING BY NOW, DESPITE ALL THE FEEDBACK YOU HAVE RECEIVED, I DO NOT KNOW WHAT ELSE WILL HELP!

1. Do the current road user charging systems in London require reform?

YES, THE CURRENT CHARGING SYSTEM IS A BLATANT REVENUE MAKING ENTERPRISE. THE AIR QUALITY IS NO BETTER THAN IT WAS PRIOR TO THE CURRENT ULEZ SYSTEM BECAUSE LORRY COMPANIES AND RESIDENTS ALIKE FIND IT CHEAPER TO PAY THE CHARGE THAN PURCHASE NEW COMPLIANT VEHICLES WHICH ARE BOTH EXPENSIVE AND HARD TO COME BY.

LONDON BUSES ARE NOT ELECTRIC AND STILL SPEW OUT THE SAME LEVEL OF DIESEL AS BEFORE.

LORRIES ARE NOT ELECTRIC AND STILL SPEW OUT THE SAME LEVEL OF DIESEL AS BEFORE.

A WALK FROM HAMMERSMITH STATION TO CHARRING CROSS HOSPITAL ON THE FULHAM PALACE ROAD, A WEEK AGO, WAS THE MOST UNPLEASANT

Written Evidence from Individuals: Part Two

AND UNHEALTHY EXPERIENCE I HAVE HAD ON THE ROAD TO DATE. THE AIR WAS FILTHY. THE LOCATION IS RIGHT IN THE ULEZ AREA.

AS FAR AS I AM CONCERNED THE CHARGE IS MERE EMBEZZLEMENT ON LOCAL RESIDENTS AND SMALL BUSINESSES..

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

NEEDS TO BE HALTED AND RE-EVALUTED TO IRON OUT THE VERY OBVIOUS FLAWS AND INJUSTICE.

CHARGING WILL NEVER BE SMARTER UNTIL ALL VEHICLES ARE OF THE SAME EMISSION PRODUCING LEVEL. THIS WILL

Survey response from [personal information redacted for publication]Page 2 of 4
NOT HAPPEN FOR A LONG TIME, IT IS TOO EXPENSIVE AND TOO DIFFICULT FOR SOME RESIDENTS AND COMPANIES. THE SMALL COMPANIES TRYING TO EEK A LIVING BEING THE MOST VULNERABLE.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

SEE ABOVE.

4. What strategies and targets could smarter road user charging support?

SEE ABOVE. AGAIN, THE ULEZ IS A BLATANT REVENUE RAISING SCHEME WITH NO REAL WAY OF SUPPORTING CLEAN AIR UNTIL NEW COMPLIANT VEHICLES ARE EASIER TO COME BY; CHEAPER AND USED ACROSS THE BOARD I.E. RESIDENTIAL, BUSINESS AND PUBLIC TRANSPORT VEHICLES.

AT THIS PRESENT TIME IT IS NOT POSSIBLE FOR A VAST NUMBER OF RESIDENTS AND COMPANIES TO PURCHASE COMPLIANT VEHICLES.

SMALL COMPANIES ARE PARTICULARLY VULNERABLE TO EXTRA EXPENSE, WHICH IS LIKELY TO PUT THEM OUT OF BUSINESS.

ON ONE HAND, THE GOVERNMENT DEPARTMENT OF WORK AND PENSIONS IS TRYING TO GET RETIRED PEOPLE BACK TO WORK.

ON THE OTHER HAND, THE ULEZ CHARGE IS INSTRUMENTAL IN SMALL AND MEDIUM ENTERPRISES DOWNSIZING OR GOING BUST WITH THE LOSS OF JOBS THAT CURRENTLY EXIST BUT SOON WILL NOT.

ALSO, I HAVE GOT TO SAY, THIS IS THE WORSE SURVEY I HAVE EVER HAD THE DISPLEASURE TO RESPOND TO.

1. PROCEDURE IS UNCLEAR AND HARD TO UNDERSTAND.

2. THE CONTENT IS TOO VERBOSE FOR MOST PEOPLE TO HAVE TIME TO READ AND EVALUATE SUFFICIENTLY.

3. QUESTIONS THAT DEVIATE FROM THE REAL ISSUE.

4. THE PROCEDURE FOR RESPONSES IS ARCHAIC AND NOT THOUGHT THROUGH.

Survey response from [personal information redacted for publication]Page 3 of 4

5. MOST PEOPLE WOULD GIVE UP BEFORE THEY START. WHICH MEANS YOU LOSE PRECIOUS FEEDBACK YOU WOULD OTHERWISE HAVE IF MORE TIME, EFFORT AND EXPERTISE WERE USED ON THIS SURVEY.

6. STILL UNCLEAR ABOUT WHAT YOU ARE TRYING TO ACHIEVE WITH THIS JUVENILE SURVEY.

To view the full set of questions and to respond, click [here](#) or on the button below.

The deadline is Friday 10 March 2023.

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

Written Evidence from Individuals: Part Two

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.

Survey response from [personal information redacted for publication]Page 4 of 4

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

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 goal

Response to expansion of ULEZ

Reference	RUC1249
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Please read attachment as my response to expansion of YLEZ outside North circular. We've had enough.

ATTACHMENT:

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

Written Evidence from Individuals: Part Two

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.

7. Are road user charging schemes best 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.

Written Evidence from Individuals: Part Two

11. If distance-based road user charging was introduced, do 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.

response to questions

Reference	RUC324
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hi there

response to questions attached for reference and record

regards

ATTACHMENT:

Answers to Questions below

1. Do the current road user charging systems in London require reform?

Well there is ULEZ which has already impacted people enough. What we need now is "NO MORE CHARGING MOTORISTS TO GO ABOUT THEIR

Written Evidence from Individuals: Part Two

DAY". We had enough deception over the last few decades and specifically the last 3 years living under emergency regulations of fictitious threat creating fear fear stress and death. LESS regulation and monitoring is required not more.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

There is nothing smart about "charging and collecting" all sorts of taxes termed "revenue" is there?

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Free travel is a right not a privilege open to charges as desired by the powers to be because they feel they can.

4. What strategies and targets could smarter road user charging support?

Sounds like communism so called "targets" where the main tool of choice of control – we decline strongly

5. What technology could be used to support smarter road user charging?

People do not need more so called "technology" to live.

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 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 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?

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?

We the people do not want a road charging scheme. Especially 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. Less hypocrisy, more understanding, 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?

Written Evidence from Individuals: Part Two

Nowhere is a sensible place for a trial. This is starting to look like a work of dystopian fiction. 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 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.

12. Mayors and local authorities currently have powers to introduce new road charging 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.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

When do we the people have a say on i.e. policy, road charging schemes and are disclosed all the details discussed in non-public meetings?

Usually "policy" is presented to us the people when it is in force like in communism

Response to Road User Charging Consultation

Reference	RUC1834
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Please find attached my response to the above

consultation. Best wishes
[personal information redacted for publication]

ATTACHMENT:

Response to Road Use Charging Consultation.

Key questions

1. Do the current road user charging systems in London require reform?
No. We have ULEZ which has already had a major impact on people. We need to allow people to go about their day without having to pay or plan journeys ahead of time. The stresses that people have endured over the last 3 years, plus the sudden rises in utility costs, mortgage costs, insurance, have had a major impact on people's finances. We don't need more regulations to follow, more monitoring and more charges. Why can't you leave it alone and just let people recover?

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Written Evidence from Individuals: Part Two

There is already a costly system in place. Why can't the current system be adjusted to correct its faults? In particular, the daily charge stops at midnight, meaning that a person who is out or at work between 10.00 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?

Why should there be varied charges for different types of journeys? We already pay fuel duty, which is a cost per mile as you pay more if you drive further. We also pay car tax/VED annually, linked to the emissions of the vehicles. We don't need more road charging systems, people are struggling enough.

4. What strategies and targets could smarter road user charging support?

None. Why do we need to have spurious targets and strategies set? Why can't we just get on with our lives?

5. What technology could be used to support smarter road user charging?

Citizens of the UK are already monitored with security cameras on streets, high streets, entrances to shops, in shops, roads, smart motorways, smart phones, etc. Most people would like 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 doing this. Hybrid and electric cars are being 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?

We already have a road user charging scheme at national level. They are VED/car 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 replace the current 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?

We the people do not want a road charging scheme. It will be extremely time-consuming and costly to work out discounts and exemptions for certain people in a new scheme. The current scheme is working fine.

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 the sensible place for a trial. We the people do not want to be charged every time we leave our homes.

11. If distance-based road user 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 Two

than they do currently?

Londoners who drive should continue to pay what they are currently paying.

12. Mayors and local authorities currently have powers to introduce new road charging 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 live in a democratic country, not a communist dictatorship, and any of these new road charging 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 am not aware of any other cities or countries that are working on similar smarter road user charging ideas.

We, the people of England, had no say in the policy goals set, nor were we given any chance to vote on the policy. It is our inalienable right to have freedom of movement.

This consultation has not been well publicised and there is a very short time-frame for responses. This should have received much more attention and publicity with open discussions of what is proposed so that there is more understanding of the outcomes and consequences.

Response: Call for Evidence - The future of smart road user charging February 2023

Reference	RUC790
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Please find attached my full response to the above consultation. Kindly acknowledge safe receipt.

Thank you [personal information redacted for publication]

ATTACHMENT:

1. Do the current road user charging systems in London require reform?

Possibly, but not going further down the ULEZ or road charging route. The situation in the modern world is that cars are a necessity and the motorist should not simply be used as a cash cow. Motorists already pay Road Tax, fuel duty and various tolls and charges for driving in various areas and when entering various bridges and tunnels. People should be encouraged to use greener forms of transport, not penalised for driving. Society has actively encouraged supermarkets and stores to move to industrial areas out of town, and now the Mayor is penalising people from using these facilities, and in some cases making it impossible due to the prohibitive cost of paying charges. There is an assumption that cars are the main form of pollution and poor air quality but the pollution they produce is nothing compared to the pollution emitted by the many planes which travel over London. The air in outer

Written Evidence from Individuals: Part Two

London is far less polluted to the air in inner London and drivers in outer London should not be subject to the same penalties as those in inner London.

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 for driving in London but if 'smarter road user charging' is introduced, existing charges for Congestion Zone, LEZ and ULEZ should be abolished. ALL cars should be included in the scheme with cars with larger engines paying more than economical cars with small engines. Charges should also cover a 24 hour period, not midnight to midnight because this penalises, for example, a parent who pops out to pick up their daughter from a bus stop just before midnight and has to pay twice and shift workers whose working day goes past 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?

There should be significant reductions for tradespeople and people who need to use their cars and vans in order to do their jobs, ie delivery drivers, mobile carers etc. Volunteers who need to travel to their volunteering location should be offered discounts as well. It must not be forgotten that many thousands of people in outer London do not live within reasonable walking distance of appropriate public transport. A car journey which is essential for one person might be possible by public transport for another.

4. What strategies and targets could smarter road user charging support?

The best strategy would be to improve public transport so that more people would choose to use it where possible.

5. What technology could be used to support smarter road user charging?

My view is that technology should not be used and we should not have 'smarter road user charging'. However, if this route is chosen, the method of calculation of charges should not be by a mobile app as many elderly people do not possess the technology for this. Maybe the annual mileage should be submitted when an MOT is carried out.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Honestly, I don't think it will. The Congestion Charge and ULEZ in inner London has had a negligible effect on air pollution. It might reduce traffic, but by doing so you will prevent a lot of people having an acceptable quality of life and, in many cases, you will be responsible for people suffering through isolation, neglect and fear of leaving their homes due to the prohibitive cost. You cannot simply insist on trying to reduce air pollution in London because air moves! Do you remember the awful smell a few years ago when Dutch farmers were spraying manure over their fields and the air drifted over 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?

As I said previously, air moves so it must be at a national level. One difficulty which must be expected is civil unrest. Very few people want ULEZ to be expanded and the consultation (which was ignored despite your banner heading "Holding the Mayor to account") clearly showed that people do not support this idea.

8. 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 Two

All other taxes and charges should be removed: Road Tax, Congestion Charge, LEZ, ULEZ.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme

Discounts should be available for all people who need to drive as part of their job, disabled people and carers. Exemptions should be given for shift workers in critical roles such as nurses who are likely to be unable to get to and from work by public transport. I don't agree with discounts and exemptions for those on low incomes as long as other charges for drivers are 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.

No, London would not be a sensible place for a trial because there are so many other charging schemes already in place it would be impossible to calculate the outcomes accurately. How could you abolish Road Tax in one city only? It would be totally unfair as people in the trial area would be paying more than those not in the trial 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?

Less obviously, what with Road Tax, fuel duty and the current Congestion Charge and ULEZ costs, the motorist is being used as a cash cow when they are not the over-riding cause of air pollution which is the stick being used to hammer these schemes through.

12. Mayors and local authorities currently have powers to introduce new road charging 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 honestly don't know how you have the nerve to ask this question! The Mayor of London held a public consultation in the run-up to the ULEZ extension scheme and then totally ignored the result; indeed he buried evidence and lied about the results. No Mayor should have carte blanche to introduce schemes such as this without a full and fair consultation and, if necessary, a local referendum. As I previously stated, you are meant to be "Holding the Mayor to account...."

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? I don't know. Perhaps this is something you should be investigating and talking to them about, rather than asking this question in an opinion-based questionnaire

Responses to RUC Consultation.

Reference	RUC2036
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Good afternoon,

I am horrified that this idea is being rolled out without prior consultation of the residents of London who will be expected to pay for it all.

Written Evidence from Individuals: Part Two

All the signs have already been erected so I have to wonder if any notice will be taken of objections or otherwise by the people who actually live in the city and make it what it is.

It seems that we are being asked after the fact rather than before; I was under the impression that I lived in a democracy.

Attached please see my responses to your very

biased questions. Regards

[personal information redacted for publication]

ATTACHMENT:

RUC consultation

1. Do the current road user charging systems in London require reform?

A Yes they certainly do. Remove ULEZ, it penalises the already impoverished.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

A This cannot work. It will be expensive, will curtail individual freedoms and people will not accept it.

Who is to pay for this; no doubt once again the poor beleaguered taxpayer.

3. 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 This will require too much knowledge of people's habits and will result in total erosion of individual freedoms. It is neither need nor wanted by the inhabitants of London. Which organisations propose these schemes, we the people need to know? Residents should be consulted before these types 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. We supposedly live in a democracy; it is feeling less and less like a democracy every day.

4. What strategies and targets could smarter road user charging support?

A None whatsoever that cannot be implemented with the current taxes. What about upgrading traffic lights so they can be more responsive and operate in sync creating fast moving corridors, so that there could be a weekend mode, peak hour mode, off peak mode, all in sync. This would create the objective of moving the most amount of people through quickly. It is not necessary to implement a whole new scheme of electronic surveillance, further removing the freedoms of the people you are meant to serve.

Written Evidence from Individuals: Part Two

5. What technology could be used to support smarter road user charging?

A There are already thousands of cameras and 5g devices in London. Nobody consulted the people as to whether they wanted 5G anyway. How many more will be needed? Who do you intend will pay for all of that infrastructure? Why is that money not invested in a productive activity (e. g. Nuclear energy) instead of a social engineering experiment? We have just endured another experiment with the covid restrictions and that has turned out to be wrong thinking.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

A It will restrict traffic and make things worse. Public transport infrastructure is already at breaking point. Have any of you tried to use the underground during rush hour? London will become a third world city where people spend hours commuting to and from work for 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?

A Certainly not national. 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?

A The state of London roads is already appalling in some places, what is being done to address this problem? Currently, roads are not maintained properly and yet you want to embark on an even more ambitious and expensive project without having solved the problems of the basic infrastructure.

Why would anybody 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?

A In areas of low level of transport, introduce a system of smaller vehicles and/or vans, so buses can be used where needed. Legalise the use of scooters, so they can be considered a proper vehicle and be regulated; currently they are an unregulated menace. Bicycles could have a number plate so that law breakers can be identified and dealt with. Traffic lights can be optimised to ensure ease of traffic flow, currently some of the traffic lights are out of sync, too slow, causing delays and bottlenecks.

The cost of finding out which areas have poor public transport would cost so much to establish and would be open to all sorts of problems. The idea is just not thought through properly.

How are tradesmen to carry tools and equipment on the bus or the underground. I am self employed and cannot possibly carry all that I need in a haversack on my back. Plus, I often have to travel considerable distances to see clients and a charge would make my work uneconomic.

Written Evidence from Individuals: Part Two

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! 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. It is our capital city and our showcase to the world; it is not to be used for a vanity project to satisfy the egos of mini politicians.

11. If distance-based road user charging was introduced, do 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 Successive governments will raise the rates and people will end up paying a lot more over the years, whether the scheme works or not. People outside London need to access the city and to price them out of the market is nonsensical.

12. Mayors and local authorities currently have powers to introduce new road charging 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 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 is an abuse of power for Mayors to think to impose such charging schemes, particularly without consulting the people who pay for all 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?

A I don't know of any city that has implemented such measures. I doubt that any other city would consider doing so without the say so of the people.

Road Charging consultation response.

Reference	RUC2042
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Dear GLA

Please find attached my response for the road charging consultation.

Regards [personal information redacted for publication]

ATTACHMENT:

Road Charging Consultation

Key questions My answers in red.

1. Do the current road user charging systems in London require reform?

Written Evidence from Individuals: Part Two

Yes, the current road charging is already too excessive and restrictive. We currently have annual Road tax, fuel duty, Congestion Charge, LEZ and the ULEZ which keeps being expanded. This is already far too much, given the current cost of living and post covid crisis. Businesses are closing as they can't afford to stay trading. This could easily result in the towns being turned into partial or full ghost towns.

2. How might smarter road user charging differ from the current daily charges for driving applied in London? I don't want smarter road charging systems in London It would be smart if you didn't charge twice when the clock strikes mid-night. It would be "smart" and certainly not technological impossible, if the current arbitrary rip-off £12.50 ULEZ tax was 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? There should not be any further charges for driving in London. There are too many taxes on the motorist already. Essential services should be free.

4. What strategies and targets could smarter road user charging support?

The smart strategy would be to make car driving as cheap as possible for all, removing all ULEZ zones. Allowing people to carry out their daily needs and not put additional cost on to businesses in London and greater london that would inevitably be passed onto their customers

5. What technology could be used to support smarter road user charging? We don't need or want technology for road charging just for using roads. Just because mayor thinks he can, doesn't mean he 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. Air pollution even using TFL data wont improve more an a few percent and will be made redundant by 2030.

7. Are road user charging schemes best 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. People have had enough of being TAXED TO DEATH and will not take anymore. Government is elected to do what the electorate want; not the other way around you work for us. No 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? IF road charging is introduced it should replace all other taxes/charges on the motorist, ie Road Tax, LEZ, ULEZ and Congestion Charges 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 should be big discounts for all those people you've mentioned. And free for everyone living within the London 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?

No it is not a good place to start a distance-based road charging scheme as it already takes longer to travel in London then almost anywhere else..

11. If distance-based road user charging was introduced, do 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 as they probably drive less than

Written Evidence from Individuals: Part Two

they are currently charged, Business users should pay nothing as these cost would be passed onto their customers thus driving inflation,

12. Mayors and local authorities currently have powers to introduce new road charging 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. There has not been any referendum. You work for us, not the other way around and cannot do as you please. This should be put to a referendum and if people don't want to pay per mile then that must 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?

All other cities are objecting to the dictatorship of their council introducing pay per mile and 15 minute zones, especially where their towns were never designed for it. People feel are being governed by a dictatorships and will not stand for it any longer

Road charging consultation response

Reference	RUC514
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Good evening

Please see

attached

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Kind regards

ATTACHMENT:

Road Charging Consultation – 240223

1. Do the current road user charging systems in London require reform?

No. We have the ULEZ which has already had significant negative impact. What we need now is less charges to help a struggling economy. 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. Let the people recover. We already pay far too much at the pump, and companies are hitting record profits.

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. For example, the daily charge stops at midnight, meaning someone who is visiting between 10pm and 2am

Written Evidence from Individuals: Part Two

pays twice. Fix that first. London is already by far the most expensive region. Further charges are not necessary. If we really want to reduce congestion, make the trains cheaper and faster.

3. 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 charges, people are already barely surviving.

4. What strategies and targets could smarter road user charging support?

Why don't we look at the health and wellbeing of the nation instead of bogus targets?

5. What technology could be used to support smarter road user charging?

Human beings want LESS technology intruding in their lives, not more. We just need to ensure that the traffic flows well, and journey times are minimised. We need a bigger road maintenance workforce (not automated) to fix issues quicker. We also need to remove smart motorways. These are very dangerous as they remove the hard shoulder, and have resulted in multiple fatal crashes.

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 on emissions, electric cars have been incentivised, this is enough. By the way, the production of electric vehicles produces far more Carbon Dioxide than petrol/diesel cars. This can be offset if someone owns the vehicle for more than a decade, but most batteries don't last this long. Electrical fires are also bigger and more dangerous.

7. Are road user charging schemes best 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, which I believe on average is about every 7 years. (most of the carbon in cars is in the BUILD).

Written Evidence from Individuals: Part Two

8. 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 and visiting family. Especially after what has happened in the last 3 years, with many visits not being possible. Improve job opportunities so that people don't have to travel over an hour to London and back every day. Most travel would be eliminated by small businesses keeping afloat. People don't travel as a hobby, only because it is necessary for the livelihoods. Nobody likes sitting in traffic, especially me.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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. Especially 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. As stated earlier, public transport needs to be vastly improved. Less hypocrisy, more understanding, 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. This is starting to look like a work of The Hunger Games or In Time. As stated before, if there were more jobs, there would be less travel. 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 vehicle or driving-based charges, the same, or more than they do currently?

As stated before, we are already being charged far too much at the pump. I do not support this proposal at all, regardless of specific details.

12. Mayors and local authorities currently have powers to introduce new road charging 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. This should be a proper referendum, and the result should be quickly acted upon, not largely ignored like Brexit. If the people vote No, do not try and implement it in stealth later on.

Written Evidence from Individuals: Part Two

13. How are other 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. We are already overcharged, and we should only pay at the pump. If you really care about the economy, make cars much more fuel efficient. Our current grid can barely deal with current demands. Increasing electric vehicles would only lead to power cuts, and possible chaos on the roads.

Kind regards

Road Charging Consultation

Reference	RUC2026
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Dear Sirs,

Please find

attached. Kind

regards,

[personal information redacted for publication]

ATTACHMENT:

9th March 2023

In response to TFL ROAD USER CHARGING CONSULATION.

Dear Sirs

Please see below my response in regard to your consultation.

I am shocked at the short notice and how quiet you have kept this from the public. Please see my responses below:-

Question 1. No – the current charging system in London does not require reform. Maintain the current LCC and ULEZ charging zones as they stand today in March 2023 – do not expand them further and do not revise them for the foreseeable future.

Question 2. Smarter road charging is not 'smarter' in any sense, it is just an unjustified

Written Evidence from Individuals: Part Two

charge on top of existing schemes – road tax, fuel tax and tax on energy prices regarding electric cars.

Question 3. This would be too confusion for people and will complicate the cost of living, working and leisure in London – badly damaging the London economy further as it will put people off completely from visiting London and make it unaffordable.

Question 4. The strategies and targets that you should support are NONE as this should not happen.

Question 5. There should be no technology used as this should not be happening.

Question 6. NONE as it should not be happening.

Question 7. There will be zero benefits as this will be most costly than road tax and will cause huge public uproar and opposition.

Question 8. This should not be implement so no current taxes and charges need to be changed.

Question 9. Discounts and exemptions would not be necessary as this should not be implemented.

Question 10. London would not be a sensible place for a trial. London has been hit hard with the Covid 19 epidemic and this would kill what surviving businesses there are left, completely KILLING LONDON. It will never recover.

Question 11. If this was introduced (and it would be a huge mistake) how would this work? Would you base it on the size of your car? The colour? How many people in it? How fast you drive? If a family member had an urgent medical emergency would this be based on personal affordability according to the journey? Is this not an implied infringement of privacy and civil liberty laws?

Question 12. A full and fair referendum should be taken allowing everyone in the areas affected to have a vote. The results must be made public and adhered to unlike your referendum on the ULEZ expansion which has been ignored.

Question 13. Each individual city/town should be examined, analysed and consulted on before any changes are made. I don't see what other countries have to do with us. Hardship will result if this is not thought through and due diligence undertaken.

Road charging response

Reference	RUC2455
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Please find attached my response to your Road

Charging proposal thank you

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

ATTACHMENT:

Road Charging 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? 3

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

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

RESPONSES

Key question is to TFL & London Assembly: Why do TFL and the London Assembly feel the need to add yet another charging plan to impose on Londoners? Even with the 'Cost of Living' crisis there is

Written Evidence from Individuals: Part Two

still this insane drive to cripple Londoners, London businesses and anyone who does business or travels into London.

1. The current road user charging systems in London does require reform – They need to be reviewed and scrapped especially the current proposed ULEZ expansion. The Mayor did not feel that despite 60% of London's population voting against the ULEZ expansion that he should listen to those views, so goes ahead with it anyway. London is being crippled by the current cost of living crisis and the constant attack on motorists to keep paying for their use of the roads. Road tax does not seem to be enough and at every opportunity there is a new charge! My small business folded in 2020 not just because of Covid but also because as a small business, I could not get enough support as a sole trader to keep myself afloat with all the charges. I was unable to offer my services to other parts of London. The cost of travelling on the Tube and just using the tube to get from one location to another became near impossible as I could not carry my heavy and expensive equipment easily on the tube as I could using my car. I am now retired however I am the sole carer for my disabled mother, who lives outside of London, and therefore use my car to make regular visits to see to her needs before seeing to my own. Any further road user charges WILL cripple me and cause serious issues for my mother.

2. Smarter Road charging cannot be an additional charge that Londoners and businesses in London have to pay. It has to be one or the other. It is insane to have three or four different road charges all running at the same time. Where are Londoners going to get the money from to feed their families?

More and more businesses are being forced out of London due to these charges. London is no longer as competitive or as attractive as it used to be compared to similar cities.

10. London would not be a good place to do a trial. This proposed charging scheme will make more businesses leave London or put them out of business. They are already leaving London! As for Joe Public, they will be even more crippled which could lead to more crime. When people see no way to survive, crime is what they turn to.

11. Distance based charges SHOULD NOT be introduced! Londoners should not have to pay. They pay enough!

Written Evidence from Individuals: Part Two

12. Any road charging scheme should and must be voted on by the public. The Mayor MUST NOT be allowed to override a democratically voted for/against by Londoners as he did with ULEZ.

[personal information redacted for publication]

Road User Charging - Call for Evidence Response.

Reference	RUC735
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Dear Sirs,

Please see attached responses to the Call of Evidence on Road User

Charging. Regards

[personal information redacted for publication]

ATTACHMENT:

1. 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. We do not need any more penalisation of motorists – enough is enough.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

No more changes as stated above. Instead focus on what we currently have and review how this can be improve so that it is fair, transparent and ultimately supports the whole economy not simply a micro objective. How about improving London Transport and encouraging people to use bikes. A lot of these schemes are already in place and if not effective, work on improving these first, and not just targeting drivers as the 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?

Written Evidence from Individuals: Part Two

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 into 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?

None, this is simply a money generating scheme that will further make the UK one of the weakest performing economies in Europe. 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.

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?

I thought the ULEZ and Congestion Zone was supposed to be achieving this as claimed in reports. If not, then it is time to totally think out of the box and rather than penalising people with yet more unjustified taxes, you could consider incentivising as a form of changing behaviour i.e the introduction of 24 hours tube service was a great incentive. How about extending the Oyster card system and making travel more convenient and cost efficient.

7. Are road user charging schemes best 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 first and focus attention here. There is no equality in the proposed.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 fairly as stated above. The Government have no rights to suggest 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

Written Evidence from Individuals: Part Two

paid carer. Stop the big brother control and allow people to live their lives without what feels 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?

Despite initial promises, people will eventually pay more. Just look at the ULEZ and the congestion Zone. Prices and catchment area has grown yet this proposal is suggesting these are ineffective. So why are they still in place?

Many Londoners have already ditched 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.

12. Mayors and local authorities currently have powers to introduce new road charging 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 access to affordable and quality public transportation. Why do the UK feel the heavy handed approach of yet more taxes is the best approach. It is not and needs to stop.

Road User Charging - Call for Evidence

Reference	RUC1097
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Please find my response in the attachment.

Written Evidence from Individuals: Part Two

Kind regards, [personal information redacted for publication]

ATTACHMENT:

London Assembly Transport Committee

Call for Evidence - Smart Road User Charging

1. Do the current road user charging systems in London require reform?

Yes. Stop charging people more to drive their cars. We need less regulation and monitoring.

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. It's just another tax which is likely to have a detrimental effect on peoples' lives and small businesses.

3. 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 implies that the vehicle user would have to inform the 'system' of the type of journey being undertaken. This is far too intrusive and not the business of any 'authority'. People should be free to travel without being monitored or being given permission to travel. We already pay fuel duty, which is a cost per mile. We don't need any more road charging systems.

4. What strategies and targets could smarter road user charging support?

Smarter road user charging by its nature is very intrusive as noted in 3 above. It has the potential to be used to control peoples' behaviour and punish them through taxation/fines. All vehicles have to meet the MoT standard for safety and emissions and new cars have to meet the increasing standards for emissions. People should be free to choose the transportation method that best suits them without being taxed or fined. This is called FREEDOM!

5. What technology could be used to support smarter road user charging?

I want LESS technology intruding in my life, 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 within the North/South Circular roads. The ULEZ extension to Greater London (M25) should be stopped. There is no mandate for it, it has little to do with air quality – it is a cash grab. Vehicles are already taxed via Road Tax and Fuel Duty.

7. Are road user charging schemes best 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 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?

This is just another tax. We already have enough taxes and 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?

I refer to my answer to question 3. This is another authoritarian intrusion into peoples' lives. Do not implement a new road charging scheme in the first place.

Written Evidence from Individuals: Part Two

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.

11. If distance-based road user charging was introduced, do 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.

12. Mayors and local authorities currently have powers to introduce new road charging 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. Mayors and local authorities should remember that they work for us, the tax payers.

13. How are other 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 on the policy goals. The public should decide whether such policies are pursued by means of a referendum, then the public should vote on whether they want the road charging scheme. Anything else is a dictatorship.

[personal information redacted for publication]5TH March 2023

Road User Charging (my answers to the questions raised)

Reference	RUC203
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Dear Sir / Madam

Please find attached the above for your records, information and consideration.

Yours faithfully,

[personal information redacted for publication]

ATTACHMENT:

1. I BELIEVE WITH THE COST OF LIVING CRISIS, PLUS THE RISE IN INFLATION AND LOWER JOB SECURITY, THIS PROPOSAL ON TOP OF THE ULEZ IS HIGHLY QUESTIONABLE AND WILL PUT PEOPLE FURTHER INTO POVERTY. THOSE ON HIGHER INCOMES WILL NOT SUFFER AS MUCH AS THEY HAVE CAN SPEND FAR MORE OF THEIR ICOME ON TRANSPORT.
2. I THINK THERE IS ROOM TO IMPROVE THE CURRENT SYSTEM OF PRICE CHARGING. CURRENTLY THE CONGESTION CHARGE FOR A DAY ENDS AT MIDNIGHT. SO SOMEONE WHO HAS TO

Written Evidence from Individuals: Part Two

MAKE A JOURNEY BEFORE AND THEN AFTER THAT TIME HAS TO PAY TWICE.

3. WE ALREADY PAY VERY HIGH FUEL DUTY AND VAT ON BOTH FUEL AND INSURANCE. ROAD

USERS CONTRIBUTE A DISPROPORTIONALLY GREATER AMOUNT TO THE GOVERNMENT'S COFFERS

THAN THEY RECEIVE, SO THERE IS NO REASON TO BELIEVE THAT ANY EXTRA MONIES

GENERATED WILL NOT BE PUT BACK INTO THE NETWORK OR PUBLIC TRANSPORT.

4. IT IS NOT THE BUSINESS OF THOSE WHO ARE LIKELY TO BE INCONVENIENCED BY THIS CHARGE TO

JUSTIFY IT FOR THOSE WHO WISH TO BRING IT IN. IF THOSE WHO WISH TO BRING THIS

ADDITIONAL CHARGE ON THE ROAD USER CANNOT JUSTIFY IT, THEN IT STANDS TO REASON

THERE CAN BE NO JUSTIFICATION FOR IT IN THE FIRST PLACE.

5. AGAIN. IT IS NOT FOR THOSE WHO DO NOT WANT THIS TO MAKE PROPOSALS FOR IT.

6. TRAFFIC INTO LONDON HAS ALREADY REDUCED AND THE EFFECTS OF BOTH POLLUTION AND CLIMATE CHANGE ARE OVERSTATED.

7. THERE ARE ALREADY SYSTEMS IN PLACE WHICH TAKE INTO ACCOUNT BOTH FUEL CONSUMPTION AND

EMISSIONS. THESE ARE, THE ROAD FUND LICENSE AND FUEL DUTY, PLUS VAT. ALAS VERY

LITTLE OF THIS MONEY IS USED TO IMPROVE THE ROADS ON WHICH THE FUNDS RAISED SHOULD

BE SPENT ON.

8. I BELIEVE THAT THE CURRENT SYSTEMS (SEE ABOVE) ARE ALREADY SUITABLE FOR WHAT IS

NEEDED AND THAT BETTER GOVERNMENT SPENDING NEEDS TO BE ADDRESSED.

9. DISCOUNTS AND EXEMPTIONS ARE OPEN TO ABUSE AND WOULD LEAD TO FURTHER MISUSE OF

ROAD USER MONEY. PERHAPS SPENDING LESS TIME ON MAKING WHAT IS ALREADY IN PLACE

WORK AND NOT TRYING TO INVENT EVERMORE COMPLICATED AND EXPENSIVE SCHEMES

WOULD BE A BETTER USE OF PUBLIC TIME AND MONEY.

10. NO. THE CAPITAL GENERATES A DISPROPORTIONATE AMOUNT OF THE NATION'S WEALTH AND

ANY ATTEMPT AT MAKING IT MORE EXPENSIVE TO LIVE AND WORK THERE DRIVE OTHERS TO

OTHER ECONOMIES. WE HAVE SEEN THIS IN BUSINESS WISH TO INVEST AND RELOCATE TO

BETTER PLACES DUE TO HIGH COSTS OF BEING JUST IN THE UK LET ALONE LONDON.

11. THE BEST SCHEMES ARE USUALLY THE SIMPLEST. I DO NOT BELIEVE THAT VARIOUS MEASURES

Written Evidence from Individuals: Part Two

SUCH AS THIS WILL BE OF MUCH BENEFIT.

12. I BELIEVE IT IS TIME THAT ANY ADDITIONAL TAXES SUCH AS THAT BEING PROPOSED SHOULD BE AT THE VERY LEAST PUT TO A LOCAL REFERENDUM. IT IS, AFTER ALL, THOSE VERY PEOPLE IT WILL AFFECT.

13. I BELIEVE THE POLICY GOAL ARE UNDEMOCRATIC AND DO NOT HAVE THE SUPPORT OF THOSE WHO IT WILL MOST AFFECT. I BELIEVE THAT PEOPLE ARE ENTITLED TO MAKE A REASONED AND INFORMED OPINION AND BE ABLE TO EXPRESS THAT OPINION THROUGH THE BALLOT BOX.

FINAL NOTES SECTION

IT IS REGREATBLE THAT THIS HAS NOT BEEN AS WIDLY PUBLISCISED AS THE ULEZ SCHEME AND THAT PEOPLE HAVE NOT BEEN AS WELL CONSULTED ON IT AND ITS IMPACT ON SOCIETY AND INDIVIDUALS AS A WHOLE. I TRUST THAT MY ANSWERS TO THE QUESTIONS RAISED MY CAUSE PAUSE FOR THOUGHT.

Road user charging call for evidence submission

Reference	RUC3028
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Please find my submission to the above consultation.

Regards,
[personal information redacted for publication]

ATTACHMENT:

Road User charging call for evidence

Key questions

1. Do the current road user charging systems in London require reform?

The current road using systems in London should all be cancelled. They are undemocratic, unpopular, restrictive and against Freedom of movement and the Human Rights Act. There is already a massive reduction in traffic levels in London – it has been declining for years – and especially with the introduction of flexible working since the pandemic.

Drivers already pay for their car use, and the provision of road space through their local authority charges, fuel duty and vehicle excise duty.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Written Evidence from Individuals: Part Two

There should not be “smarter road charging”. This would discriminate against visitors, especially from foreign countries, those who are less familiar with smart phones / apps. The idea of submitting the details of every journey into an App, or having their every movement tracked via number plate recognition is abhorrent. It is reminiscent of communist regimes in China and Russia. It would not even guarantee that a journey would be guaranteed free of disruption, strike activity or staff not arriving for work.

3. 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 London Assembly should not be the arbiter of what they consider to be a necessary journey, nor the frequency of journeys for any activity. It contravenes the Human Rights Act and Freedom of movement by imposing external value judgements on how people live their lives.

4. What strategies and targets could smarter road user charging support?

The correct strategy is to live the “every journey matters” slogan: keep the roads open, in good condition, free for everyone to use to take the shortest route to their destination. The London Assembly should monitor and publish the number of deaths caused by delaying emergency services on route to incidents as a result of road closures (LTNs) / road works / cycle lanes/ wands preventing vehicles from moving out of their way.

5. What technology could be used to support smarter road user charging?

Any technology would be counter to personal data protection, freedom of movement and the Human Rights Act. It should not be used without the individual’s permission, just as people have to opt in to “cookies “on computers.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Forcing vehicles to make longer journeys by restricting the roads they can create more congestion unnecessarily, so your question sets out to mitigate the problems caused by road restrictions, and especially by the reduction in the speed limits to 20mph in central London. The longer a vehicle is on a length of road, the longer it is polluting that stretch of road, using more expense, greater more fossil fuels and costing money. Drive out of London, say on Nine Elms Lane through Wandsworth to see how quickly the quality of the journey improves once beyond the 20mph area. Some cars cannot even travel in 3rd gear at 20mph, which reduces the efficiency of catalytic converters.

7. Are road user charging schemes best 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 far superior as it is fair to all regardless of where they live. The national government is more responsive to the opinions of voters than local councils.

Written Evidence from Individuals: Part Two

The London Assembly has a vested financial interest in collecting money from drivers, which encourages the distortion of facts and evidence in pursuit of raising money. Consultations should be independent of the local authorities, in this case the London Assembly, as your only strategy and target is to charge drivers money.

8. 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 least you are talking about diverting revenue from other taxes to make up for your London Assembly changes, but these are not fairly implemented, and lack democratic decision-making. There are currently huge protest against these local schemes. They should not be allowed to be decided locally.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 fact that you have to ask about subsidising certain groups emphasises the unfair and undemocratic nature of your tax collection scheme. Let people pay the current charges, and drive where and when they wish to.

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 not be a sensible place for a trial of distance-based road user charging. The introduction of LTNs, 20 mph zones, and cycle lanes have created an artificial journey length / time relationship. London is dissimilar to most other cities from a commuting point of view. Outside London a far higher proportion of people drive to work.

London would be a very bad example as the north of London is provided with a good geographic coverage of tube lines, and south London is not. Inner London is well-catered for by public transport. Outer London is not. Outer London affects the neighbouring counties' provision of health, hospital, roads, leisure, and services like cemeteries, refuse centres etc, which should not be penalised, or distorted by a tax in one part of that network.

11. If distance-based road user charging was introduced, do 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 absolutely no justification for Londoners paying more to drive than they do now, or more than other cities. It will destroy the appeal of leisure and business activities in the capital, which is the major draw for UK tourism and visitors from other parts of Britain.

12. Mayors and local authorities currently have powers to introduce new road charging 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 Two

Mayors and local authorities should NOT have these powers to introduce road charging schemes as they are simply deciding to make people's lives worse, threaten the livelihood of businesses so the local authority can raise money. The people deciding are exempt themselves as they claim the cost on expenses. It is clear that the ULEZ extension has not respected the views of Londoners in the ULEZ consultations, and that the cameras were order before the consultation was completed, ignoring the electorate.

Elections are NOT sufficient as a mandate for these schemes, nor are they frequent enough. There should be a simple, specific referendum that allows everyone to say no. More weight should be given to those who would be charged i.e. drivers and car owners. Paying to drive in London should be voluntary, with people give a right to opt-in to the surveillance and charging. Anyone who genuinely believes there are benefits to paying could pay into a voluntary fund.

13. How are other 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 like Bath, Cambridge and Oxford are receiving a huge backlash from people who are suffering as a result of LTNs, filter roads, 15-minute neighbourhoods, and the restriction on travel to a maximum number of journeys per annum. People do not wish to be treated as a prisoner and a golden goose to boost the local authority coffers. Respect their freedom of movement and choice. Respect democracy. Respect the right to earn a living. Respect Londoners.

Road User Charging Consultation

Reference	RUC3112
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Dear Sir/Madam,

My response to your consultation is enclosed.

I am a freelance motoring journalist with concerns about your proposals. My requests for further comment from you were ignored.

Sincerely,

[personal information redacted for publication]

ATTACHMENT:

1. Do the current road user charging systems in London require reform?

Written Evidence from Individuals: Part Two

Only if the reform was to abolish or severely reduce, rather than reform to add another punitive system of charges. You won't do this, so why ask the question?

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

You're asking as if this is already going ahead. That's a dictatorial tone, as if you're paying lip service to the task at hand. Road charging plans should not go forward any further than they already have.

3. 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 want to charge people even more for doing these things, on top of VED, fuel duty and ULEZ tariffs? Do I have that right? There's no 'might' about it, sunshine. Road charging should not be adopted, unless everything else was severely reduced or abolished altogether.

4. What strategies and targets could smarter road user charging support?

The only thing road charging could support is the abolition of VED and fuel duty, but we both know that will never, ever happen as far as Hell freezing over.

5. What technology could be used to support smarter road user charging?

It's obvious that the ULEZ technology network has had this dual purpose built into it. Please stop taking us for fools.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Technology is not the answer. The people who can afford polluting new vehicles will carry on they always have. Effective public transport is the only mitigated solution that works in this scenario and will actually deliver on reducing traffic and air pollution. Even if the public transport network was improved, the idea of free choice disgusts our current leadership, who resent the notion of not being able to put the genie back in the bottle.

People should be allowed private cars if the public transport network cannot meet their requirements, or if their means allow.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Where is the option to opt out? Road charging should not be introduced on a city or regional level. There are no benefits to road charging apart from lining the Mayor's pockets; the difficulties are manifold and would make the lives of people on limited incomes, the people YOU CLAIM to be interested in helping, even harder. Why is this so hard to understand? Road charging is an appalling idea and should not be taken any 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?

It won't replace existing charges and taxes and you know this full well. It will be IN ADDITION TO, not instead of. The Exchequer cannot afford to lose VED income streams

Written Evidence from Individuals: Part Two

and the Mayor of London clearly sees the ULEZ as a licence with which to print money; road charging merely feathers his nest further. How much extra will this little scheme net him? We should be told.

Can we stop pretending it will 'reduce' anything? Road charging should not be adopted, at all, ever, amen. VED and fuel duty should be capped and the ULEZ considerably reduced, abolished altogether, or target gas guzzlers based on weight and emissions; the people running these cars can afford the charges regardless and will carry on thus.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Where does it end? Charging people to drive to work or those on low incomes, or anyone come to think of it, when there is little to no public transport network is disgusting when VED, fuel duty and ULEZ charges are already extortionate. Cutting back bus routes then battering people with more proposed charges is like pushing the worst off into a corner and punching them while they're down.*

Spend the money on strengthening public transport links instead of introducing so-called 'mobility credits' by stealth. Spend the rest making sure NHS staff do not have to pay to park by subsidising their parking fees.

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 charging should not be trialled ANYWHERE, for the reasons outlined above, i.e. existing charges through VED, fuel duty, and the extended ULEZ. If it is rolled out in London, there is precedent to take it elsewhere, just as ULEZ was used as a template for other clean air zones.

Stopping road charging before it is trialled in London removes that precedent.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Is this a question where 'if' stands for 'when'? No. Road charging should not be trialled in London, trialled on Londoners, who already pay the highest prices in the country to drive private vehicles.

12. Mayors and local authorities currently have powers to introduce new road charging 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 people say no, such plans should not be adopted. The majority did not want LTNs, yet they were adopted. The majority did not want the ULEZ expansion, yet it was adopted. Then the Mayor's Office has the affront to lambast those who resist. In a democracy, the people are supposed to be listened to. Put plainly, NO MEANS NO. We want the current mechanisms of democracy respected, rather than perverted to the cause of those who want to force their plans through come hell or high water.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for

Written Evidence from Individuals: Part Two

achieving similar policy goals?

Unless they were given fair and democratic means – i.e. a consultation followed by a binding referendum that the policy makers were obligated by law to follow regardless of whether they liked the result or not, other cities will be dragged along the same means, to the same result.

Road user charging consultation reply

Reference	RUC2612
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Please find attached my replies to the road user charging
consultation Regards

[personal information redacted for publication]

ATTACHMENT:

Do the current road user charging systems in London require reform?

No they need removing altogether

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 implemented.

unworkable system would be too complicated resulting in confusion and massive penalties for those unable to navigate the system.

What strategies and targets could smarter road user charging support?

Written Evidence from Individuals: Part Two

None. There should be no road user charging . It's an attack on freedom of movement resulting in a massive attack on those least able to afford it. Its discrimination of those who cannot afford the extra outlay also resulting in a loss to their quality of life.

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?

Its can't as roads make up a tiny percentage of the air quality problems. Added to that uk as a whole make up a tiny percentage of the world air quality and all the while we are doing this elsewhere they are pollution beyond anything the UK could ever do.

Are road user charging schemes best 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 signifiant public opposition to road charging schemes, it is recognised as an additional road tax. Shouldn't be set up at all.

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. We already pay per mile on our fuel that has worked for years and should continue .

What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 Two

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?

We already do distance based on our fuel, and current costs make it achievable for as many as possible.

Mayors and local authorities currently have powers to introduce new road charging 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]

Written Evidence from Individuals: Part Two

Road User Charging Questionnaire

Reference	RUC3095
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[no further email text]

ATTACHMENT:

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're extortionate enough and must be rolled rather than "differed".
3. 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 depth of analysis is invasive in the first place and must be abandoned.
4. What strategies and targets could smarter road user charging support? None.
5. What technology could be used to support smarter road user charging? There's already enough cameras. None.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? Such charges are stealth taxes and have never helped with tackling traffic in the first place.
7. Are road user charging schemes best 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 must be rolled back, not expanded.
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? Moot question. 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? Moot question. It must 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? Moot question. It must not be introduced.

N.B.: This isn't a copy-paste rush job with the answers, it's the only answer I have for these diabolical questions.

Written Evidence from Individuals: Part Two

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently? Moot question. It must 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)? That power is given to them by the public, to serve the public and must be recognised as such. I'm unaware of any peer that green-light any of this [congestion charge, ULEZ e.t.c.] to begin with.

13. How are other 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. Why don't you look to China like you do for inspiration.

Road user charging questions/replies

Reference	RUC1027
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Please confirm receipt by return.

ATTACHMENT:

Key questions

1. Do the current road user charging systems in London require reform? The proposed ULEZ extension must not go ahead. Evidence shows the air quality improvement is negligible but the financial impact on those affected will be considerable. The reporting says ulez/congestion charge is not now working in London and not now fit for purpose – why even think about extending ULEZ then? The facts show that the current system does not return high positive benefits to air quality or congestion in London. This question also needs qualifying, as to **exactly what area does this question refer to?** The city of London, inner London, outer London? Inner, outer and greater should not all be lumped together as 'London' as the different areas have different needs.

2. How might smarter road user charging differ from the current daily charges for driving applied in London? You want to charge more drivers, more vehicles and higher charges. You aim to charge everyone, regardless of vehicle characteristics. **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? Ideology says this can be done, as usual, it needs a reality check. Who will decide what type

Written Evidence from Individuals: Part Two

of journey is being undertaken? Does the driver have to 'declare' not just where they are going and how but also to do what/for what! **Not acceptable! We do not want to be tracked going about our daily journeys/business!!**

4. What strategies and targets could smarter road user charging support? Am sure different ones have been suggested but **none needed thank you. We are humans, we can work out our own strategies thank you.**

5. What technology could be used to support smarter road user charging? Obviously the ULEZ cameras are being put in place ready for smarter charging. It has all been pre planned. No-one will take any notice of this consultation – targets already set – just like with ULEZ.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? In simple terms – it will not. Idiotic ideology says it helps. Reports, facts and reality says otherwise. In all the greater London area the most polluted air is around Heathrow. Charge the planes?! LTNs and CAZ simply push cars onto less roads creating more congestion and pollution. Climate change is a global problem. We cannot solve it from the UK when China etc are pumping out whatever they like, all the time. When electric cars pollute more in their making than ICE. We can all do our bit with smarter journeys ie walking where we can but we can do that without charging. Everything comes back to **charging**. I wonder why???

7. Are road user charging schemes best 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 approach would have to be Government led. A complete switch over would be needed. No trials, just go for it - and wait for the fall out! Local schemes are already causing chaos, causing demonstrations, causing hardship, causing congestion. **Best not set 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? To try to achieve a fairer method of charging Fuel tax and road tax would have to be scrapped before bringing in National road user charging. Many would be crippled by the new scheme. However, it would mean those that travel most, pay the most – fairer? If done properly and effectively.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 include all the above categories only some people in the city would have to pay as the lack of transport criteria would apply to all those living in outer London. Who would decide exactly how low the levels of public transport needed to be to get discounts or exemptions?

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 cannot really (logistically) at any point be a two-teir system. They would have to bite the bullet wholesale. London (whatever area that really means) is not the place to trial it, thank

Written Evidence from Individuals: Part Two

you. If you mean the city of London that would not be representative of the areas it would potentially cover moving forward. Inner London has the best public transport and over the smallest area so is not representative of the areas further out that **do not have good public transport (if any at all) and where around 85% of people totally RELY on their cars for travel. THIS IS ALSO WHY THERE IS SO MUCH OPPOSITION TO THE ULEZ EXPANSION!!!**

11. If distance-based road user charging was introduced, do 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 - the current charging is proportionately extortionate. Especially the fines. It will cripple those who can least 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)? **Much more accountability.** It is frightening how much power these Mayors have. The London Mayor's current powers have gone to his head! It would be hard to imagine what extra powers could be bestowed upon him – and scary to contemplate! He is a law unto himself as it is. He is abusing his privileged role and actually needs to be afforded LESS powers. A Mayor's remit is to represent local people/local areas. Khan is failing Londoners. Thousands of pounds are being wasted on fake consultations that are mere tick boxes for the Mayor/authorities to say they have been done (like this one??) and with no intention of taking people's comments on board. How can the London Mayor have the power to ignore local councils/local people and railroad the ULEZ scheme through huge areas THAT DO NOT WANT OR NEED IT. Having a local referendum would at least re-instate a level of democracy and it would have to be 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? Introducing LTNs and CAZ - which have been shown NOT TO WORK.

[personal information redacted for publication]

Road User Charging Response for Call to Evidence

Reference	RUC1146
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Good afternoon,

Further to your call for evidence, I attach

my response. Kind regards,

[personal information redacted for publication]

ATTACHMENT:

Written Evidence from Individuals: Part Two

I am a regular driver in Zone 6 of South London, into Kent, and into central London. The main purpose that I drive is because I volunteer for [personal information redacted for publication] and often have to transport equipment and or travel in the early hours of the morning or late at night.

There is a current lack of regular and time efficient public transport options:

- in zone 6 other than irregular buses – for example, there are no tube lines;
- into other zones apart from trains into central London;
- Late at night or in the early hours of the morning;
- between East and West for example: it takes several buses to travel between Orpington and Bexleyheath, West Wickham, or Hayes, which are major towns, or buses and trams or trains between Orpington and Croydon.

Do the current road user charging systems in London require reform?

Any answer to this question depends on the purpose of the road charging systems.

It is not road charging that will improve the environment as proven by the congestion charge. There are very high levels of traffic in London despite the congestion charge which demonstrates that it is ineffective as a means of improving the environment and reducing congestion.

I regularly drive [personal information redacted for publication] into central London for [personal information redacted for publication] at public events. These journeys take far longer than they should due to congestion particularly in Zone 1, yet there seems to be very little reason why people need to drive in Zone 1 given the public transport options.

In addition, I see plenty of parents driving their children to school. There is absolutely no need for this.

If the London Assembly really wanted to reduce pollution they would not charge road users more but ban all vehicles in Zone 1 except for some road users such as buses, taxis, emergency services. The London Assembly should also significantly increase the public transport options and reduce the cost of public transport so that it is viable alternative in terms of cost and travel time compared to driving. There should also be a change of culture so that all work and entertainment places have clean and desirable changing rooms for those who cycle. In addition, there should be a reward scheme for using public transport. These would be far better targets to make real change. Lastly, school offers should take into account how the child will get to school and one of the deciding factor should be whether the child can walk or use public transport.

1. How might smarter road user charging differ from the current daily charges for

Written Evidence from Individuals: Part Two

driving applied in London?

There should not be any new charges. The costs would disproportionately affect those in outer London and on low incomes. It will also create barrier to those who volunteer for the benefit of Londoners but would now be faced with extra costs should road user charging be introduced and result in reduced volunteer numbers.

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?

The majority of journeys by car are connected to volunteering for [personal information redacted for publication] either to collect [personal information redacted for publication] to take to events or to travel to meetings. I make these journeys either during the early hours of the morning or late at night and or when public transport is either not running or very irregular. Therefore, those engaged in recognised volunteering should not have to pay when they are improving the lives of others.

In addition, the following should also not have to pay:

- Those community for the purposes of public service such as the armed forces or NHS;
- Those travelling to care for relatives;
- Those travelling to or from hospital.

Furthermore, those who live in areas where there are not viable or sufficient alternatives such as in outer South London, where there is only a limited bus service, compared to North London or East London that has the Tube, DLR, Bus, Boats, Elizabeth Line, should not have to pay.

Charities such as [personal information redacted for publication] should also not have to pay given the benefit they provide to Londoners, the NHS in London, and the economy by enabling events to go ahead.

3. What strategies and targets could smarter road user charging support?

None. It will be a further tax. We already pay enough tax.

Environmental targets would not be appropriate for outer London where there is not a viable alternative to driving.

If you want to change the culture charging people more is not the answer. Those who have the money will pay, and those who do not will be disproportionately affected. One only needs to see the results of the sugar tax as an example.

It would be better to increase public transport options so that people see it as a viable alternative.

Written Evidence from Individuals: Part Two

4. What technology could be used to support smarter road user charging?

An app so that exemptions from the smarter road user charging could be claimed easily.

5. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

If appropriate viable alternatives were not introduced prior to the introduction of smarter road charging then it would not assist in tackling air pollution as people would still be forced to use their cars. Just look at the congestion charging zone and the amount of traffic in Zone 1 – it is still heavily congested with traffic. Therefore, pollution would be the same.

You would need to change the culture of people before introducing smarter road charging so that there is a viable and practical alternative. South and South East London would need:

- Increase in number of bus routes;
- Increase regularity of bus routes;
- New public transport options such as a Tram service;
- Increase in train services.

The ticket costs of public transport would need to be reduced by 90% for public transport to be viable alternatives compared to car driving.

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?

A national system would be needed to avoid the creation of barriers and confusion. There are many people who live in Kent but care for relatives in the outer suburbs of South London which saves social care money. They would be penalised if it was not a national system.

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?

There would need to zero road tax and significant tax reductions for national and council to ensure that there was not an adverse effect on the population and enable people to afford the new tax or the cost of public transport. We already pay some of the highest taxes in the Europe and have some of the most expensive public transport in Europe.

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?

Written Evidence from Individuals: Part Two

Volunteers

People who live in areas of low level of public transport – i.e. if there is just a bus service there is insufficient.

9. 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 too big and has too many variables in terms of availability of public transport.

A smaller city where lessons could be learnt would be best. A smaller city would also allow studies to be undertaken to identify how much public transport availability would need to be increased by, what worked with the charging system and what did not work so that improvements could be made before its introduction into the largest city in the country. .

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?

Charges should be significantly less and instead more effort should be made to change the culture to a public transport based society. Charging Londoners more would have a disproportionate affect on the poorest in society who need to drive for work or for caring responsibilities.

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)?

A referendum would be required. Any introduction of smart road charging would be a significant change to everyone's lives. Viable alternative public transport systems are not in operation and therefore, people need a separate vote to be informed of the benefits and negatives. Should it merely be a policy in an electoral campaign, the campaign would turn into a quasi-referendum and other important policies would be lost in the debate about road charging. As a consequence, good policy ideas that would improve people's lives may not be heard or implemented if a party was not voted in as a result. Therefore, people, often the most disadvantaged would be adversely affected.

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?

Other cities have many more viable public transport alternatives that cover the whole city, unlike London, where North London has a much larger share of the tube network out to Zone 6 but South London does not.

Written Evidence from Individuals: Part Two

Road User Charging response

Reference	RUC2913
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Please see attached responses to you questions

ATTACHMENT:

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? N/A as don't believe reform is 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? No one else's business where or why I am traveling to any of these places so 0 charge and no tracking of.
4. What strategies and targets could smarter road user charging support. Could be used to force through restrictions in travel which would be unacceptable in a free society.
5. What technology could be used to support smarter road user charging? Don't want any technology to support this.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? Could be used to disadvantage poorer average citizen by restricting there what they are allowed to do .
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? Don't think these should be set up at city, regional level, or 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? Leave current taxes as they are, no change 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? All should be exempt unless you personally earn over £60,000 + a year.

Written Evidence from Individuals: Part Two

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? Anyone under the income personal income of £60,000 within the M25 should have £0 charge.
12. Mayors and local authorities currently have powers to introduce new road charging 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 publicly advertised 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

Road user charging responses

Reference	RUC2257
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Hello.
Please find attached my responses to your consultation. Provided as a private citizen.
Regards
[personal information redacted for publication]

ATTACHMENT:

Road User Charging responses

1. Do the current road user charging systems in London require reform?
They certainly do.
You need to stop controlling and charging people for going about their daily business and stop making life more difficult and even more expensive than it already is.
Please stop monitoring us.
2. How might smarter road user charging differ from the current daily charges for driving applied in London?
Depends on your definition of smarter. My idea of smarter would be to get rid of all charges. We already pay through road tax and council tax and general taxation. How can you justify taking more?
3. How might charges for driving in London be varied for different types of journeys,

Written Evidence from Individuals: Part Two

such as travelling for work, caring responsibilities or essential services?

It is disgusting that you are even considering charging people engaged in these activities.

4. What strategies and targets could smarter road user charging support?

I suspect the intended strategies are to stop people using private cars altogether and the targets are control and misery. All in the name of altruism, of course....

5. What technology could be used to support smarter road user charging?

How about NONE and not introducing dumber road user charging.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It won't.

Do you honestly think charging the least affluent Londoners £12.50 per day to drive anywhere is going to affect the climate of the planet? I (and many, many others) already choose not to drive into central London because of traffic and air pollution is a problem only in very localised areas, which require localised solutions.

7. Are road user charging schemes best 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.

The benefits to you are increased revenue and a reduction in private car use.

The difficulties to us is increased cost and a reduction in private car availability.

8. 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. By nature it will require increased monitoring to implement and I do not wish to live in a Chinese style surveillance state.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Exempt everybody from the charge by not introducing it.

Do not charge the least affluent Londoners £12.50 a day to use their cars.

Written Evidence from Individuals: Part Two

Do not charge my 80 year old mother £12.50 every time she wants to visit her grandchildren

Do not charge me £12.50 per day to drive to work. It is quicker for me to walk the 4.5mile journey than to take the three buses 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?

If the government were interested in such a scheme, I would find it deeply disturbing. The level of surveillance necessary to affect the policy would be terrifying.

11. If distance-based road user charging was introduced, do 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 bizarre question. Only the most naïve would think there was a chance of anybody (apart possibly from elected officials) paying less. The whole point is to price people out of using their cars. At least those who most need to use them and can least afford 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)?

Of course. Decisions like these should be made at the lowest level possible. Elected officials are there to do the administrative job of governing, not tell the electorate how to live.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

C40 cities. It's all about control and corporate profit. None of this is for the benefit of the "great unwashed". Stop encroaching into our lives. Stop the never-ending erosion of centuries old freedoms.

STOP!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Road User Charging Survey Response

Reference	RUC605
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Written Evidence from Individuals: Part Two

Attached.
[personal information redacted for publication]

ATTACHMENT:

ROAD USER CHARGING

1. Do the current road user charging systems in London require reform?
 - a. No. I work in London and frequently visit there socially – I travel by public transport. I used to live there and have noticed the reduction in cars already. We already have the ULEZ and the Congestion Zone. We should not charge motorists for going about their normal business. People are already suffering from inflation with prices being kept artificially high for whatever reason by this increasingly authoritarian government. We need less regulation and monitoring and let the people recover. I understand that the government will need to recover the taxes on fuel which they will use when they ridiculously and suicidally insist on the transition to electric cars but find another way of recovering the revenue.
2. How might smarter road user charging differ from the current daily charges for driving applied in London?
 - a. Instead of proposing new systems just fix the current 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?
 - a. You should not be charged extra when you are going about your normal life. Continue to use the fuel duty and vehicle excise license for that without imposing extra costs on the public.
4. What strategies and targets could smarter road user charging support?
 - a. Just consider the wellbeing of the nation instead of making ridiculous targets.
5. What technology could be used to support smarter road user charging?
 - a. We need less technology not more – just let people go about their normal lives unhindered.
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
 - a. This is already being done by ULEZ, Road Tax based on emissions and the ridiculous concept of electric cars is also being incentivised. Is it this a means to restrict the movement of 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?
 - a. We already have road user charges at a national level – it's called Road Tax and fuel duty. We do not need any more legislation.
8. 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 not be introduced. Rather than introduce this nonsensical proposal, the report should focus on schemes other than pricing people out of their cars and going about their normal everyday 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

Written Evidence from Individuals: Part Two

who need to drive for work, or people who live in areas with low levels of public transport?

ROAD USER CHARGING

a. I do not want a road charging scheme end of story. Is this just a means to restrict the movement of people? When the Mayor himself adheres to the rules other people will.

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 – no trials are 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?

a. It would be unacceptable – everyone 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)?

a. All such schemes should be voted on – when did we stop being a democracy? Did we vote for 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? a. The globalists are just insistent on imposing their ideology on the general public without the public having the opportunity to vote. The current Mayor is the Chair of the C40 Cities Climate Leadership Group which is trying to impose these authoritarian constructs on the UK population as well – we did not have the opportunity to agree to this. Who is funding this organisation? When did we agree to this over reach? This is a typical case of over reach and authoritarianism – why has this survey not been publicised widely and why is there such a short timeframe in which to respond?

Road User Charging

Reference	RUC703
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Please see my responses to your questions on proposed Road User charging in respect of your upcoming review on the subject.

Rgds – [personal information redacted for publication]

ATTACHMENT:

Key questions

1. Do the current road user charging systems in London require reform?

No. We have more than enough charging systems such as the Congestion Scheme & ULEZ which impact people's independence and ability to conduct their business in London.

Written Evidence from Individuals: Part Two

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

I would not advocate introducing additional charging methods. Why not fix the existing charging methods, such as the fact that ULEZ resets at midnight meaning that people who need to enter the zone before and after this time are 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?

The type of journey is irrelevant. It is a matter of choice as to whether people use a car or any other mode of transport. If the choice is to drive then this is already paid for in fuel duty and 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 would suggest none. There is already a network of cameras and surveillance systems throughout the capital. People want less technology, not more intruding on their lives!

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

These are not challenges per se; In any case the ULEZ scheme purports to do this 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?

Nationally we have Road Tax and fuel duty as well as specific tolls on some roads and bridges. This in my opinion should suffice. Additional charging systems administered by individual cities or regions would only add to confusion and be unnecessarily complicated.

8. 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 required. These schemes are revenue driven and ultimately designed to price people out of 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?

By definition these schemes are counterproductive, hindering the very people it is suggested they might help. The use of a car represents choice and gives people independence to conduct their business as they think fit.

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 trial or pilot of any such scheme should be considered 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?

By and large they should pay the same, but the inevitability is of course that they would end up paying far 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 Two

Any such proposed changes should always be democratically discussed and debated openly in a public forum.

13. How are other 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 are denied the opportunity to vote on policy in the first place so it is somewhat academic to suggest alternative to these types of initiative.

Road User Charging

Reference	RUC2090
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I am writing in response to the sneaky consultation you have not made clearly public.

Answers to the questions in attached document

1. No, maintain the current Congestion and Ulez charging within current zone as of March 2023. Do not expand to outer London where air quality is normal and where people need cars and vans regardless of age. We do NOT want to be unfaily charged or controlled against our will.
2. Road user charging is not "Smart" in any sense of the word, this means more contro, and charging however or TFL see fit, i pay road tax, this is enough.
3. The idea of charging different vehicles for different reasons is just complicated and unfair
4. The only support is do not introduce Smart roads
5. Technology is not needed as Smart roads are unwanted.
6. Charging people to still make journeys is completely pointless and will not solve congestion, all it will do is make people poorer, people will never give up their cars and vans.
7. Poeples do not want to be charged anywhere for driving their cars and vans, its called freedom and lifestyle choices, i do not want to be charged for this.
8. Road Tax should be the only charge i need to pay outside of central London.
9. No discounts, just no Smart Road charge
10. No. you pay road tax depending on what band your car or van falls within, no need for discounts on a extra charge that no one wants
11. No. i want to be able to drive any distance or anywhere i like without charge
12. Yes, a referendum, the people should have a say, its not a dictatorship
13. I do not care what other cities and countries are doing, i care about where i live.

Regards

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Smart Road Pricing Scheme

Reference	RUC2917
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Reply to consultation.

ATTACHMENT:

1. Do the current road user charging systems in London require reform?

Yes, they should stopped. FREEdom of movement is our right.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

By not introducing 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?

By not introducing it. FREEdom of movement, our right.

4. What strategies and targets could smarter road user charging support?

It will only go into the coffers of the failing Mayor of London who will continue to waste it.

5. What technology could be used to support smarter road user charging?

Don't waste money on making the lives of the people worse, spend it on making peoples lives better. Reducing crime, housing, employment, less bureaucracy The list is endless.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It won't. London is, or was, a great City. Traffic is a result of commerce, the life blood of a city, the pollution/climate issue is based on very biased views as best, downright lies at worst.

7. Are road user charging schemes best 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 not be imposed on people. It is not wanted.

8. 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 Two

Should not be imposed on people. It is not wanted.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Should not be imposed on people. It is 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?

Should not be imposed on people. It is not wanted.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Should not be imposed on people. It 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)?

These plans were not voted for in the first place by the people and are only being introduced because of the incompetency and financial ineptitude of those who somehow managed to get into positions of power and are misusing it under totally false excuses to tax us into submission. Why are these authorities trying to destroy our way of life. It must be clear that they have become hated and dividing society and wanting control over our lives. It must 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?

How would we know the truth? Any answer given by these 'other' cities and countries would only be given as positive by the probably similar cabal of "so called leaders" who are also failing in their duty to their citizens whom they probably don't really care about.

Smart Road User Charging - consultation response

Reference	RUC2746
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Written Evidence from Individuals: Part Two

I attach my submission to the consultation. My apologies that it runs to five pages.

Thank you [personal information redacted for publication]

ATTACHMENT:

Consultation questions taken on Tues 7th March 2023 from https://www.london.gov.uk/sites/default/files/2023-02/Road%20User%20Charging%20-%20Call%20for%20Evidence%20_0.pdf

The comments below are my own, relate only to cars and take account of the discussion in the December 2022 meeting. I am a member of the [personal information redacted for publication] and www. [personal information redacted for publication].org (formerly the London branch of the [personal information redacted for publication]). From Chartered Accountancy I moved to systems design (my degree is Engineering Science).

1. Do the current road user charging systems in London require reform?

Only if public transport becomes more attractive will a major shift to it occur. That requires funding and good design. To create sufficient funding, London needs an RUC system that will raise considerably more than the existing systems and that can be achieved only if much of the extra cost falls on those best placed to afford it, the drivers of larger cars.

Design must not be an afterthought. First, the bus network must be made more attractive. A new RUC system can create the additional funding for that.

And TfL must urgently change its approach in respect of planned major rail/tube investments so that their designs strongly support modal shift. North London provides an example with Crossrail2. As it does not significantly increase choice, a New Southgate branch would fail to support modal shift and indeed it would hinder it by denying Leytonstone the possibility of being served by alternate CR2 trains. Instead, alternate CR2 trains should serve Leytonstone and Tottenham Hale and the £4 billion plus price of the New Southgate branch should fund a new tube line linking Finsbury Park to Camden Road & Town and the eastern end of Bond Street station. This would combine support for modal shift with relief of the Victoria, Piccadilly and Northern lines.

Detail: Start with cross platform interchange at Manor House, head southwest through Finsbury Park and Nag's Head. At Camden, turn southward to serve Great Portland Street with Regent's Park and then Bond Street station's eastern end. (Consider continuing to Earl's Court and taking over the line through East Putney, with a passenger subway connecting to the eastern end of Putney's platforms.) The NIC 2016 report, 'Transport for a World City' showed with detailed analysis that a New Southgate branch is not essential.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Written Evidence from Individuals: Part Two

With London's new determination to support modal shift, RUC **within urban areas** needs to fund improvements to public transport to remove inequity and disincentives to its use. To collect the amount of revenue required for that, the new charging basis must take account, however crudely, of ability to pay (see response to Qu 3). In other words, if the system does not take account of ability to pay, it will not be possible to set the rates high enough.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Questions 3 and 9 relate to the issue of what one might call mitigation, reductions in charging.

The extensive discussion in the December 2022 meeting highlighted the great difficulty in devising workable mitigation methods.

In my opinion, the approach which (except perhaps for disability-adapted cars) is perhaps the only workable one is that charge rates should be proportionate to the square of car weight. So when buying a car, if one has a choice between a car of weight x and a car of weight 1.5 times x , then one would know that for the heavier car the RUC charge in urban areas would be 2.25 times as high.

This would make it possible to set urban area rates high enough to raise significant revenue yet not charge lower-income people a rate they could not afford. (This assumes that in general the larger one's car, the greater one's ability to pay. Of course that is approximate, but it does allow choice if the intention to charge much higher rates for heavier cars is publicised several years in advance. The expansion of the ULEZ was an opportunity to do this.)

Regarding pollution, we have to look broader than just tailpipe emissions. It is reasonable to expect that the volume of PM released at the road surface increases with vehicle weight. This March 2023 article states that tyres release around 9,000 tonnes of particles in London per year.

www.rac.co.uk/drive/news/motoring-news/drivers-could-soon-face-paying-a-tyre-tax-to-help-tackle-emissions/

4. What strategies and targets could smarter road user charging support?

Target

Modal shift. There are many reasons why London needs modal shift.

Strategy

(a) In urban areas, revenue generation from those able to afford it is needed so that improvements in the convenience of public transport can be funded.

(b) We must not perpetuate any impression (arising from what has gone before) amongst the public that tailpipe emission is the focus.

(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?

Written Evidence from Individuals: Part Two

Though many people may not agree with me, I believe the main contribution of smarter RUC would be in the scope it gives to better fund public transport by raising more revenue than at present, mostly from drivers of larger cars.

Smarter RUC can achieve modal shift but it will do so more by funding improvements in public transport, than by the deterrent effect of the RUC.

My opinion is based partly on UCL Professor David Metz's books (e.g. Good to Go, London Publishing Partnership, 2022). E.g. If some demand for the North Circular is reduced, the capacity may well be taken up by other users until it reaches the same level of congestion as previously.

7. Are road user charging schemes best 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 ideal is that the LA works extensively with the Treasury but it appears the Treasury has temporarily been paused from providing the impetus that we had expected. This press release on 6th March 2023 refers <https://committees.parliament.uk/committee/153/transport-committee/news/186507/mps-disappointed-by-lack-of-treasury-engagement-on-motoring-tax/>

The London Assembly should expect that visible urgency within the Treasury will return – it needs the revenue.

8. 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 response to Qu 11.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 response to Qu 3. Ideally account should be taken of public transport availability, but for any given location this may vary so much according to desired destination that mitigation may have to be limited to the most isolated dwellings/areas. Charge rates that are highly dependent on vehicle size would at least give people the choice of whether to limit themselves to a small car.

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 it would have to be clear that whatever charging rates policy is adopted nationally, London's trial would NOT be revenue neutral. (See Qu 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?

RUC rates that even in urban areas are revenue neutral overall (compared with

Written Evidence from Individuals: Part Two

existing) would not achieve the needed modal shift – to believe otherwise may be comfortable but would be wishful thinking. (My responses to Qu 1, 2 and 3).

At least in urban areas, in order to fund improvements to public transport (as in response to Qu 1 and 2), the transition to GPS-based RUC must increase revenue and that increase must be based on something (car size/weight) correlated to ability to pay and must encourage a move away from heavier cars (to reduce PM creation and climate change).

(If RUC rates are not correlated to ability to pay, it will not be feasible to raise sufficient revenue. In other words, we have to allow for low income people whose work requires use of a car, so the additional revenue needed for public transport improvements must be collected from people able to afford larger cars. Too many SUVs etc. are currently being added to the UK's stock of cars.)

Funding of improvements to public transport is not a subsidy but the recognition that a person's choice to use public transport leaves road space available for people who choose to or must drive.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

When Treasury determination to implement distance-based RUC has revived, a referendum in London would give a false impression of choice.

Publicity associated with e.g. the expansion of the ULEZ, may unfortunately have led some people to think all that counts is a certain maximum level of tailpipe emissions. To subsequently find they will be charged under a new RUC system may lead to resentment, so clarity in messaging is important.

(13. How are other 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 - my views: please punish them anonymously.

Reference	RUC2453
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Dear Sir/ Madam,

I have pleasure in attaching my responses to the proposals for smart road user charging. My conclusions are essentially that this is not a smart approach and that

Written Evidence from Individuals: Part Two

the proposal should be rejected on the basis of the arguments in the attached document.

I request that my responses are published anonymously in the collated comments and would welcome a reassurance that this will be done.

Yours faithfully, [personal information redacted for publication]

ATTACHMENT:

CALL FOR EVIDENCE - SMART ROAD USER CHARGING

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 bumps, improved traffic light phasing, road surface maintenance and signage.

Where reform is needed is to the existing ULEZ scheme which ideally should be abolished completely. 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. Incentives for change, not punishment would be more effective.

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. Neither charging on the basis of a flat rate or distance covered is fair. The scheme would be very complicated and difficult and costly to manage and is wholly unnecessary.

3. 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. The reason for rejecting charging for driving in London are that (a) 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.

(b) The social costs of any such system far outweigh any benefits. (c) The proposed system introduces the need to justify one's journey to the authorities, that is to ask permission, something that should absolutely never happen. It is a breach of people's freedoms as sovereign beings and would reduce people to the condition of slaves (d) It adds more complications and stress, more rules and regulations, more bureaucracy and temptation to be dishonest about the purpose of one's journey

Written Evidence from Individuals: Part Two

(e) Charging on top of fuel tax is a form of indirect taxation which will impact those on lower incomes. It will have no effect on emissions since those that can afford the costs will go on driving and paying.

I therefore conclude that charging for driving in London is NOT acceptable and a breach of Natural Law.

4. **What strategies and targets could smarter road user charging support?**

Public transport needs to be completely overhauled to give us more routes, more vehicles and frequency, and above all be made drastically cheaper. Punishing people for travelling is counterproductive. Carrot works better than stick.

There are no strategies and targets that smarter road user charging can support and so I cannot support it.

5. **What technology could be used to support smarter road user charging?**

· More technology is not necessary and is to be strongly resisted on the following grounds:

- (1) it would be costly and should only be increased by choice, not by imposition
- (2) there are health grounds on which to object to so-called 'smart' technology since they bring in more RFR EMF technology which has direct harm to human health.
- (3) Ethically, smarter road user charging is to be strongly resisted since people's every movement would be surveilled, tracked and taxed.
- (4) Human beings want LESS technology intruding in their lives, not more.
- (5) The people working on these proposals would be better employed devising schemes to create greater freedom not shutting down freedoms. Perhaps they need therapy to learn how to facilitate joy and happiness in others and not channel their energies into schemes that close down human happiness. Embittered childhoods can lead to these negative views of other people and therapy may help the planners find an alternative outlet for their negative energies.

6. **How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?**

It cannot. In terms of beating traffic, 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 £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.

In terms of so-called 'climate change', it is ridiculous and ignorant to present this as a given when **there is absolutely no scientific consensus on climate change** (Legates et al, 2015). It is an offence to intelligence to justify any scheme in relation to a concept, 'climate change' that has no basis in science.

Support for local shops (eg by relaxing fines for parking) would help with pollution since drivers could stay within local areas without travelling further afield to large shops with car parking. Also, tyre dust is a significant source of pollution and this would be greatly reduced by the removal of speed bumps and other obstructions

Written Evidence from Individuals: Part Two

in the roads. Far more effective to adopt these measures than to tax and charge.

So, ending the British knee-jerk liking for punitive measures, and adopting positive solutions (eg better public transport and relaxed traffic fines in local shopping areas) would be a far better way of achieving lower 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?

· There are no benefits to either. We already have road user charging at national level, i.e. ROAD TAX and FUEL DUTY. **We do not need any road user charging 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 are outweighed by disadvantages.** Instead, make clean fuel available at low cost or use some of the free energy systems that have been invented in the past but suppressed (eg running cars on water and hemp which do not create emissions).

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 if people feel that this is 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 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. An alternative is to allow some of the free energy solutions (eg running cars on hemp and on water) to flourish rather than be repressed.

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. 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 simpler and cheaper means to tax

Written Evidence from Individuals: Part Two

electric vehicles would be an increase on 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 used. 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 and will be unethical and in breach of Natural Law.

12. Mayors and local authorities currently have powers to introduce new road charging 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 should not be dismissed with the language used by Sadiq Khan as being the thoughts of 'covid deniers', 'vax deniers' and 'far right extremists'. Instead of *ad hominem* attacks of this kind, people should be able to engage in the debate on the basis of evidence-based arguments.

13. How are other 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> I strongly oppose the introduction of any such scheme for all the reasons presented above.

In conclusion

I strongly object to **smart road user charging** because it is a draconian imposition beyond Natural Law and our rights to roam freely as sovereign beings. Introducing smart road user charging is a distinctly unsmart move that would cripple society and the economy, and therefore it 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. As for climate-change, this should not be presented as a reason for change since there is absolutely no scientific consensus on the existence of Climate-change (Legates et al, 2015). It is analogous to the emperor's new clothes – the clothers and climate change simply do not exist.

Written Evidence from Individuals: Part Two

Please publish my responses above anonymously in your collated replies.

Smart Road User Charging Consultation

Reference	RUC2680
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Dear Committee,

Please find attached my thoughts on the

Smart Road User Charging Consultation.

Yours sincerely

[personal information redacted for publication]

ATTACHMENT:

[personal information redacted for publication]Mobile: [personal information redacted for publication]Email:

THE LONDON ASSEMBLY

Transport Committee

10th March 2023

Dear Committee members,

Re: Road User Charging Consultation

In response to the invitation to submit views on the proposal, I should like to offer the following comments. Here are my views as a self employed person working & living in the

Greater London suburbs, travelling to various different locations most weekdays for work &

also receiving clients, students, family & friends to our business & residential location.

Do the current road user charging systems in London require reform?

Yes. The current system of Road Tax was to be used for highway maintenance and the

system of Low Emission Zone Charging is an extra tax. In effect, it allows those vehicles

alleged to be polluting, a licence to carry on in return for payment. It does not have any

bearing on reduction of toxic air but is simply a licence fee. Were it otherwise, such vehicles

would be banned.

Written Evidence from Individuals: Part Two

How might smarter road user charging differ from the current daily charges for driving applied in London?

The cost of setting up such a scheme is an outrageous use of public money under the guise

of "Clean Air" when the alternative is to simply use non polluting fuel in ICEs. The expense

of the proposal would be better put to the development of Hydrogen technology.

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 many London based companies whose employees travel by car from home to the

office and all over the country. There are those who are not able to walk or cycle for whatever reason who absolutely rely on independent travel facilities to be able to work.

Many contractors live outside of London and either work locally to their bases or on contract into London. They cannot afford PPM or will simply pass on the cost to the contractee and thereby accelerate costs of maintenance, refurbishment, carers, service staff,

nurse and child care staff, all of the lower paid and those who have to carry equipment.

What strategies and targets could smarter road user charging support?

Technology is advancing at a fast rate and all the proposals will be met in the fullness of

time, not a time to suit political ends.

What technology could be used to support smarter road user charging?

Not needed and dangerous for personal freedoms in a supposedly democratic UK.

How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

This may be addressed in other ways and therefore not needed.

Are road user charging schemes best 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 annual or monthly Road Tax. Those who drive more will automatically pay more in

tax on fuel and VAT & car servicing, parts, labour etc.

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 is objected to on the basis of the direct access to a user bank or credit card

for automatic charges and penalty. This is invasion of privacy. This is seen as part of "Social

Credits" and incentives to use other means of transport or be penalised. There are those

who do not have a "smart phone" and will not be able to access facilities, food or money.

What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels

Written Evidence from Individuals: Part Two

of public transport?

The public transport system is in chaos. It has been underfunded for years and successive policies have removed essential staff, Bus services have been decimated and the costs of servicing the vehicles has risen greatly with the finding of staff with necessary skills is now very difficult.

If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Do not introduce such a scheme . It is unfair, discriminating and for those who have mobility

issues, doing only a weekly drive to the supermarket with their wheelchair in the back will be

unfair and an onerous burden.

Those who essentially visit infirm relatives as carers or the only person that is seen it will be

too costly. The social implications of mental health and physical well being will be a disaster.

If distance-based road user charging was introduced, do 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 many times must a motorist be taxed? The 20% VAT on purchase or rental, the Insurance tax, the road tax, the fuel tax, the vat on servicing and maintenance, the LEZ, the

company car tax, parking and so on. The extra cost of coming in to the proposed area will

effectively kill off such as Chessington World of Adventures, Zoos and shopping centres that

rely on clientele from outside the zone. All National Trust days out will be affected and such

as RHS Wisley, Lakeside Shopping Centre and the like all over London.

Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

That overriding power is too great anyway and local mayors and councillors should have

more say locally. They are the elected representatives and speak for their constituents.

How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

One looks at China in particular with its own history of huge populations and vast distances

to travel and the UK is quite different. Other countries have their own unique problems

arising from cultures and history. There is no one way to suit all and those with low populations, adequate natural resources can utilise those resources far better and with far

less autocratic approaches.

Written Evidence from Individuals: Part Two

Conclusion.

I submit that the entire proposal be deferred and re-examined. It is fundamentally flawed and the advantages to the environment are minuscule * compared to the lack of freedoms, diminished mental health & safety issues arising from driving being unaffordable & other transport options being time consuming & impractical for many journeys in Greater London.

*Such is stated clearly in the advice given to Mayor Khan and his committee. Added to the other things in the pipeline ie: Digital ID cards, Digital Currency, 15 Minute

Cities, LTN's more & more cameras following our every move. I feel it is very worrying and an erosion of our freedoms & proud history of living in a Democratic UK.

Yours sincerely,

[personal information redacted for publication]

Smart Road User Charging

Reference	RUC1835
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Along with a great many of people of this country I would respectfully ask that a thorough and impartial investigation of the so called evidence for ULEZ expansion/future of smart road user charging be urgently made.

Again I state that this should made by a totally unbiased and monitored committee that seeks to take into consideration the social and economic impact that such schemes will have on the locality where they would be introduced. Spurious air quality claims should be investigated fully and all sides of the debate weighed and measured in an adult manner so as to negate the name calling of those that would impose their agenda.

Hard verifiable facts not the current hate speech directed at anybody that may have concerns.

Once all the data is collected and made available it should then rely upon a local community referendum to proceed or not depending upon the voice of the people and not on the whim of mayors and local authorities.

Thank you for allowing me to have a voice on the matter, something that is becoming something of a rarity.

[personal information redacted for publication]

Submission of Answers to consultation on Road User Charging

Reference	RUC2367
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Written Evidence from Individuals: Part Two

I attach my answers for your attention.
[personal information redacted for publication]

ATTACHMENT:

My Answers to the Consultation on Road User Charging

Do I need to answer all the questions?

No, you are welcome to answer the questions that are most relevant to you or your organisations and for which you have the most expertise or experience. Additionally, some sections of the Call for Evidence are aimed at specific audiences and therefore will not be relevant to everyone.

Key questions

1. Do the current road user charging systems in London require reform?

No, vehicle drivers in London, and other cities, are already charged enough for entry and vehicle emissions. If anything the charging systems should be reduced to allow people to go about their business and leisure activities without the high levels of regulation that are presently in force.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Revise the present system of congestion charging. We don't need any more 'smart' technology in London, or anywhere else for that matter, because the EMFs have been proven to be **dangerous** to the health of people (although the government refuses to admit this, due to it being controlled by the energy companies.

3. 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 would you monitor such a ridiculous idea? There should be no distinction between purposes. Keep it simple, and keep BIG BROTHER out of it.

4. What strategies and targets could smarter road user charging support?

None! This whole consultation is ill-conceived because it has no apparent object, other than employing government staff to come up with unnecessary ideas to change for the sake of changing, and for generating more money.

5. What technology could be used to support smarter road user charging?

None at all! We do **not want** more! We want less technology, and less interference.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It cannot! One of the worst culprits for air pollution is EMFs, which the government could stop at a stroke. The other dangerous form of air pollution is derived from geo-engineering, which the government is in control of and could stop doing immediately. The cessation of these two government-run toxic pollutants would start to restore the health of the population of the entire country. For these reasons, and many others, it is beginning to look like a scheme to control the population by limiting people's movements and charging them more for being able to travel less. A similar scheme was envisaged in 1984!

7. Are road user charging schemes best 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 Two

Road users are already burdened enough by charges such as Duty on Fuel (to which VAT at 20% is added!) and Vehicle Excise Duty. These charges are in fact **unlawful**, so we do not need or want any more charging schemes, whatever level they are set at.

8. 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 I have already stated, the introduction of any more smart technology will be detrimental to the health of the population (the government knows this, yet pushes to introduce it – now isn't that interesting!). Smarter road user charging should **never** be introduced; indeed the money should be spent on **improving** the health of the population, not destroying 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?

We do not wish to see a new smarter road charging scheme. So a 100% discount/exemption for all drivers would be appropriate.

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! This is another ridiculous idea dreamt up by a group of people who really have not thought it through. There should be no starting point – how would that relate to someone travelling from Truro to Edinburgh! Just think about it. You are really wasting our time with this ill-conceived consultation.

11. If distance-based road user charging was introduced, do 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 in the first place because an additional charge (if ever you could assess it other than by toll roads) is bound to increase the cost to all drivers.

12. Mayors and local authorities currently have powers to introduce new road charging 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 first be considered properly, the best scheme presented and explained to the public, and we should then have a democratic vote on the matter, instead of sliding these questions in when most drivers are not even aware that this consultation exists ... **and** you haven't even presented a plan; you are just asking (mainly) irrelevant questions about a very vague possibility. It has nothing to do with local mayors or local authorities, who would have no idea how to implement a road user scheme! Think about 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?

Why don't you ask them! This is **your** job, not that of the public to have any idea how to answer this question. It is **your** job to come up with a well-considered scheme and then put it to an open democratic vote.

I see the way this consultation has been presented is the work of amateurs and of no value, because you have not even presented ideas for comment – only vague questions that have little relevance.

Written Evidence from Individuals: Part Two

I cannot believe that the results of such a poor consultation will form the basis of any road user scheme. It is obvious that no notice will be taken of most of our comments, and that the government will go ahead anyway with some additional illness-producing, money-making scheme without the approval of the people.

The Future of Smart Road User Charging Consultation - call for evidence submission

Reference	RUC648
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I will attach my submission to this email. I am experiencing problems with my computer but the submission is readable. This is why it is unacceptable for consultations to be only accessed by computer.

Regards [personal information redacted for publication]

ATTACHMENT:

Call for Evidence – the Future of Smart Road User Charging

1 Do the current road user charging systems in London require reform?
The ULEZ has already impacted on people enough. Motorists should not be charged at all for going about their normal day. It is making life too stressful and making everyone poorer due to the state of the economy from the last two years of lockdowns. There should be less regulation and monitoring enough is enough.

1 How might smarter road user charging differ from the current daily charges for driving applied in London?
New systems don't need to be brought in the old systems should be adjusted. EG the daily charge stops at midnight meaning someone who is visiting between 10pm and 2am pay twice. That 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?
People shouldn't have to pay extra whether you are travelling for work, caring or for essential services. People already pay dual duty which is a cost per mile as you pay more depending how much you drive. No more charging systems should be applied, these systems are already too much.

4 What strategies and targets could smarter road user charging support?
The systems in place are already stressful, people need to recover from the last two years why is there a focus on introducing even more targets and other agenda it could be used for?

Written Evidence from Individuals: Part Two

5 What technology could be used to support smarter road user charging?

We have enough technology we don't want anymore.

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 anymore, Motorists are taxed through VED on emissions, electric cars have been incentivized, it is too much.

7 Are road user charging schemes best 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 charging systems at a national level, Road Tax and Fuel Duty. To introduce anymore is ridiculous. Motorists are penalized just for having a 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?

The people writing this report should be considering the state of the economy after the last two years bringing in even more charges would impact and inconvenience families and price them out of owning a car. This is not what the nation wants or voted 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?

These charges and the road charging scheme should not be brought in at all PERIOD. The population no longer believe in climate change not when politicians and the elite excessively pollute the environment using private jets and a convoy of cars. We no longer believe in climate change and do not agree with the measures being put in place. They are just to take money from the population and leave them 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 wouldn't be sensible and would cause serious hardship and stress to Londoners. It shouldn't be considered at all it is not what we all voted for and how we expect the country to be run. It is against the people of this country and creates more stress and hardship.

11 If distance-based road user charging was introduced, do 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 end up paying more because any charges brought in are quickly changed again to the detriment of the people and without proper consultation.

12 Mayors and local authorities currently have powers to introduce new road charging 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 and a fully informed consultation in order to discuss these changes. This doesn't occur so quite obviously it is against the general public

Written Evidence from Individuals: Part Two

and not for their benefit. If measures are brought in by mayors and local authorities and as the Oxford councillor said a 15 minute city is coming in whether you like it or not. In these circumstances it is DICTATORSHIP WHICH IS AGAINST THE POPULATION. Government and local authorities are paid by the people to run the country not take it over and if this occurs we should be able to sack them. They work and are paid by the people and if they do not do what the population wants they should be removed. The fact is no one wants measures brought in which would severely impact on their cost of living and cause even more hardship.

13 How are other cities and countries working on similar smarter road user charging ideas faring and what alternatives are they looking at for achieving similar policy goals?

Adequately informed consultancy and acknowledged and informed votes from the people have not occurred these measures are being underhandly moved in without the full acknowledgement of the people. These measures should be void none if us voted for dictatorship in this country.

The future of smart road user charging February 2023

Reference	RUC779
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Hello,

I hereby attach my response to *Call for Evidence: The future of smart road user charging February 2023*.

I am happy for my name to be published, but please do not publish my contact details.

With kind regards,

[personal information redacted for publication]

ATTACHMENT:

Response to Call for Evidence: The future of smart road user charging February 2023

Introduction

I do not have expert knowledge in this area, but as a resident of London I wanted to give my support to the principles behind the concept.

We have a problem in this country that motorists are massively subsidised by non-motorists (I speak as someone who owns a car but also uses public transport, walks, and occasionally cycles). The negative impacts of motor cars (greenhouse emissions, air pollution, accidents and congestion) are nowhere near covered by taxes paid by motorists. This problem is getting worse, because fuel tax has been frozen for many years, and is not paid by owners of electric cars.

In contrast bus and train fares have risen faster than inflation, so car owners have a financial incentive to use their cars rather than public transport.

Key questions

Written Evidence from Individuals: Part Two

1. Do the current road user charging systems in London require reform?

Yes they do. Apart from fuel tax all current charges are all-or-nothing and don't distinguish between heavy and light usage. The ULEZ charge is a significant cost for someone who bought their car at the wrong time, but someone with a slightly newer car pays nothing. So the charges are very poorly co-related with the amount of pollution and congestion caused by the vehicle.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

The rate per mile could be a sliding scale depending on the pollution rating of your car, and it could vary according to how busy the roads were.

3. 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 think trying to distinguish between essential and non-essential car use is difficult, and probably an unwise path to follow. If a business or service cannot operate without creating pollution and/or congestion then that should be included as a cost of running that business or service.

Take a district nurse for example, who drives from client to client. I would expect the Health Service (not the nurse) to pay the charges associated with this. The employer might choose to minimise expenses by providing the nurse with a small zero-emissions car for work rather than paying the nurse to use his or her own car.

5. What technology could be used to support smarter road user charging?

I suspect that using cameras alone would be expensive and visually intrusive; it might be better to require vehicles to be fitted with some kind of tracking device (maybe GPS, or perhaps linked to the mobile phone network). The existing camera network could be used to back this up and verify that the tracking devices are installed. Many people already have tracking devices installed for anti-theft purposes, so it doesn't seem like a huge ask.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

There should be both stick and carrot. The charges should discourage activities which cause congestion and pollution, and the money raised should be used to improve public transport, cycling facilities and car sharing schemes.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Ultimately I would expect the tracking technology and charge collection to be done on a national basis, but different areas would have different charging schemes. Local or regional authorities would be responsible for designing schemes and would receive the proceeds.

8. 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 would replace ULEZ, LEZ and the congestion charge. VED and fuel tax would remain but be increased (VED is useful because we want to discourage car ownership as well as car use, and fuel tax is a very well targeted tax on greenhouse 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?

Written Evidence from Individuals: Part Two

There must be discounts for people with disabilities that prevent them using other forms of transport. We must also do more to subsidise public transport for people of limited means. For example, any job seeker should be entitled to free public transport the same as over 60s get 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?

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?

On average more.; we need to collect more money than we do at present.

12. Mayors and local authorities currently have powers to introduce new road charging 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.

[personal information redacted for publication] 28 Feb 2023

The future of smart road user charging February 2023

Reference	RUC1993
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Dear London Assembly Transport Committee members,

I totally reject your plans for future 'smart' road pricing, including the proposed expansion of the ULEZ area. There is nothing 'smart' about them, with the possible exception that they will 'smart' (as in one dictionary definition being 'to cause a sharp stinging') the residents of London and surrounding areas in their pockets.

Having spent most of my life living and/or working in London, and currently having occasion to either need to or want to drive in London on a regular basis, I can see no benefit to the UK population at large in your proposals. They appear to be nothing more than a new-fangled method of taxation at best, and a draconian, dystopian method of control at worst. Clearly the main driving forces are revenue (extortion - in common language) and control. I think the Chicago Mafia of the 1920s used a similar system?

The fact that the consultation on ULEZ expansion returned, apparently, a 65% against result from the general public but Mayor Kahn pressed ahead anyway (even to the point of ordering the cameras before due process had run its course), suggests to me that very little regard for democratic principles is exerted within The London Assembly. As such any of you behind such measures in these circumstances should be thoroughly ashamed of yourselves.

May I remind you all that you were elected to serve the public and not to use the public as a source of never-ending revenue, nor for them to be spied on and punished willy-nilly by those whom they trusted to look after their best interests. Perhaps, I'm mistaken, but didn't you all take an oath of office to serve the public, not to punish

Written Evidence from Individuals: Part Two

them? At the very least you are all beholden to the guidelines published in The Seven Principles of Public Life (otherwise known as The Nolan Principles - PDF attached), and I would urge you to review and very seriously consider the contents of that document before proceeding further with these ruinous actions for the health of our capital city and our democratic and hard-won freedoms. None of you will be in office forever, so you'll all eventually be beholden to this dystopian nightmare yourselves... why on Earth are you doing this to your own families and descendants?

Yours sincerely, [personal information redacted for publication]

Charging Scheme London

Reference	RUC2016
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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?

No. ULEZ especially the expansion to it due in August 2023 should not be implemented. Evidence has shown and even been agreed by Mr Mayor that it will make minimal impact in improving air quality. The government and the mayor of London should stop charging residents and motorists for the new reforms! People are on their knees after very difficult 4 years.

I'm a 71 year old pensioner, I have a non compliant [personal information redacted for publication]. Passes its MOT and drives like a dream. I don't want to scrap it as I only use it to potter around locally to shops family etc. I only drive 500 miles a year. I have mobility issues so cannot travel by public transport without great pain and inconvenience plus at night it's not safe to be walking around on my local streets. State and local politicians should let people be! Give people something to be happy with and not put more stress and financial burden on hard working families. We need less regulation and less taxation. We need to allow people more time to recover.

Q2. 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, which are limiting enough and are a violation to our freedoms namely freedom of movement. People that have more money can afford paying, but those that struggle struggle even more due to 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? 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

Written Evidence from Individuals: Part Two

already struggling as it is. Suicide rates are skyrocketing, people lost their jobs, their relatives. Enough is enough!!

Q4. 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? Keep your hands out of hard working people's pockets! The government should take money from the rich and from corporate companies, not from simple people who work to run this country!

Q5. What technology could be used to support smarter road user charging?
We don't need anymore technologies on top of what we currently have. Just improve the current systems and stop pouring more money on more cameras to tax us further! This is a disgrace and history will hold you accountable for your disgusting actions.
It's not about air quality, it's not about people's health, it 100% to tax us residents more than we are already taxed!!

Q6. 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 on emissions, electric cars have been incentivised. This nonsense needs to stop NOW!

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. Stop with this big lie now before things in London escalate.
Plus we already pay by the mile be the tax on petrol - the more we drive, the more petrol we use.
.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 - YOU SHOULD KNOW THIS BUT KEEP IGNORING THE FACTS!)

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. 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 families. 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 ASKING FOR Less hypocrisy, more understanding. BEGGING NOT ASKING. more people will kill themselves if this goes ahead than those who die of air pollution.

Written Evidence from Individuals: Part Two

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. We want freedom to travel as we wish and not have our freedom restricted by a load of hypocrites trying to install these bird brain money making schemes. Let the people be free to roam in their city and stop this bizarre greedy nonsense.

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?

Frankly, with leadership like we have now we would all pay more. It would cost many, many people dearly and your names will be on these documents for history to judge you if this goes ahead!

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)? 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. But what do you know about democracy?? 65% of London residents and 80% of businesses were against ULEZ but the mayor of London ignored everyone!! (Whilst he has 3 cars driving him around) - hypocrisy! Another example of DONT DO AS I DO - DO AS I SAY!!

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? 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. Anything else is a shameful dictatorship regime!!

I'm disgusted with what you Khan and how you are destroying my beloved London. This is for calling in funds for your mismanagement of TfL and to fill your coffers - trying to hit the motorists as an easy target But you will not succeed. We shall fight this to the bitter end

Yours disgustedly

[personal information redacted for publication]

Road Charging Consultation Answers

Reference	RUC756
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[no further email text]

ATTACHMENT:

Road Charging Consultation

Written Evidence from Individuals: Part Two

Key questions My answers in red.

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 keeps being expanded.

This is far too much already.

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.

It would be smart if you didn't charge people twice when the clock strikes mid-night.

It would be

smart if the current £12.50 ULEZ tax was 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? 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 MP's and Councillors

should pay a premium and not reimbursed on 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. A happy citizen is a good citizen.

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.

7. Are road user charging schemes best 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

Written Evidence from Individuals: Part Two

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 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?

No where 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?

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)?

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?

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.

Power to the People, and all that.

[no subject]

Written Evidence from Individuals: Part Two

Reference	RUC3041
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1. Do the current road user charging systems in London require reform?

No. They are unjust enough. I pay 'road tax' on my car and motorcycles and c.70% in tax at the petrol pump. That should be sufficient to maintain the UK's roads and let me drive where and when I want, free of charge or control.

It's not the people's fault that the government misappropriates the money, because it is overspending on too many Consultation reviews, Civil servants, Councillors, Mayors and hangers on. Sack them and spend the money where it was intended.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Make all motorcycles free. The motorcycle has allowed me to commute into London daily since 1980 and have made it to my work when others can't, because of the failures of our transport system, be that the October 87 storm, train and bus strikes and train and bus failures, such as constantly on Jubilee line.

We don't want it or need it. Stop lying to us about air pollution, when only one person in London in c.20 years has air pollution recorded on their death certificate.

You can change that annoying advertisement from 'Every journey matters' to 'Every journey costs' ...££££££££.

Adjust current from daily midnight to midnight to 24 hours.

3. 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 we use our journeys for is none of your business. As previously stated, we pay fuel duty and road tax and that gives us the right to move freely. My Dad fought in WWII for freedom of speech and basic freedoms such as this.

4. What strategies and targets could smarter road user charging support?

None, scrap the stupid idea and let people get on with their lives. Stop wasting public money on Civil servants, get them to apply for the job vacancies in the country and use the money to improve public transport, subsidised, if need be, as in much of Europe; then the people might use it.

You seem to want to force people out of vehicles to pay for improvements to a transport system which is totally inadequate as nearly every time I use it, I experience delays, cancellations etc.

5. What technology could be used to support smarter road user charging?

As stated, before I am a human being, not a number. No to technology on roads.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

I am fed up with hearing about this. Moving people to these super large electric cars are not helping anything. You should encourage people to buy small clean combustion engine vehicles, which with good maintenance will last 20 plus years. That has a much smaller Carbon footprint than building a scrapping three electric cars in the same length of time. Be mindful that EV's produce more plastic waste in water from tyre wear due to extra weight of

Written Evidence from Individuals: Part Two

their batteries, destroy communities in Africa digging up the heavy metals for Lithium batteries and as these are mainly owned by China means we become dependant on those tyrants instead of Russia !!! I don't have the time to go into the fact that most of the World's electricity comes from burning coal so your just polluting other people for our selfishness. Global Warming is a fact; has been for the last 130 years and before the car, just as another Ice age will be in the next c.10,000 years. Learn to live with it. Move people to more remote lands and irrigate those lands with Desalination plants like they have in Israel. Don't pick on people's cars when the pollution is minimal in comparison to China, India, America and big industry pollution. SORT THAT OUT 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 a road user charging at a national level; Road tax and Fuel duty. No more, just to line the pockets of useless Civil servants like Khan and his cronies. 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 new car (most of the carbon in cars is in the original 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?

It shouldn't. The people writing this report should focus on the health of the residents, not on more ways to price people out of driving their cars for getting to work, caring for dependant family members or having a well earned annual holiday.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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. Especially 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. Less hypocrisy, more understanding, please. If he feels vulnerable, he should ask why that is?, when Boris and Ken were able to walk the streets freely. Maybe he should stop lying (e.g., denying having seen the people's feedback on expanding ULEZ) and stop being an arrogant dictator.

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. People want freedom and don't want to pay more tax than is required for Peacekeeping, Education, Urgent healthcare and maintaining local services. Has Khan and his cohorts read 'Robin Hood' because they are performing a great characterisation of the Sheriff of Nottingham!

I'm already seeing signs of rebellion, with more and more vehicles driving without number plates and people sharing details of how to cover number plates with a film to stop cameras recording them. People have had enough of being controlled, they did it during the pandemic to save lives, only to now find that we were given propaganda and limited information in order to gain our compliance.

In the words of Thomas Jefferson and abbreviated by Ghandi:- "If a Law is unjust a man is not only right to disobey it, he is obliged to do so".

11. If distance-based road user charging was introduced, do 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 Two

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 country would do - anything else is the work of a dictatorship (Big Brother).

13. How are other 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 because other countries might ignore the rights of their citizens, means we should question the rationale more deeply. Look at the way Germany, Austria, Canada, Australia, Italy (to name a few) abused their citizens during the pandemic lockdowns. People voted for Brexit so that we could self-manage and take actions to benefit the citizens who pay your wages!

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.

Kind regards

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[personal information redacted for publication]

Road User Charging, Call for Evidence

Reference	RUC2942
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Regarding The London Assembly Transport Committee investigation into the future of smart road user charging in London.

I have provided replies in **BOLD** to your proposed questions.

1. Do the current road user charging systems in London require reform?

Yes. It is blatantly obvious that all current and newly proposed London schemes are designed to clear the roads for the richest few by pricing the "ordinary" population out of their cars as well as other means of transport. Car makers are already concentrating their efforts on the luxury car sector because they are assuming that only a small privileged minority will be their future customers.

This is not the future I wish for London and I would like ALL London road charging schemes to be removed.

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. Let the people recover and give them the chance to support themselves through their own labour.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Written Evidence from Individuals: Part Two

I am strongly opposed to ANY London road user charging schemes and equally opposed to the so called "smart" surveillance of the entire London population going about their daily business.

So called "smart" charging would require an explosion of 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.

There is also the issue of an exponential rise in electro smog which would negatively affect the population's health, especially children.

We do not need any road user charging schemes other than the existing road tax, people are already finding it hard enough to manage on their dwindling budgets.

3. 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 strongly opposed to this intended micromanagement of every activity. Who will decide which trip is more worthy and essential?

This is opening the door to 24/7 control as well as division and discrimination. The concept also 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?

I object to road user charging (other than the existing road tax) on principle, especially one which is based on "smart" 24/7 surveillance.

5. What technology could be used to support smarter road user charging?

I object to road user charging (other than the existing road tax) and the 24/7 surveillance of the London population on principle.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The proposed extensive DATA collection, storage and management would entail massive growth in energy use easily offsetting or more likely surpassing any potential energy savings made by 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?

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 Two

It shouldn't. The people writing this report should focus on the health of the nation, not on more ways to destroy peoples' lives by pricing them out their cars and thereby stopping them being able to make a living and visiting 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 the people do not want a road charging scheme. Especially 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.

We understand that the aim is to clear the roads for a small privileged minority by restricting the free movement of the "ordinary" 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?

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.

11. If distance-based road user charging was introduced, do 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 understand the question but I know that in reality the intention is to hit "ordinary" people with higher and higher cost in order to restrict their movement. I am strongly opposed to 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)?

Absolutely. 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?

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. Anything else is a dictatorship.

[personal information redacted for publication]

Public consultation on Road Usage Charging in Greater London

Reference	RUC2805
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Written Evidence from Individuals: Part Two

As a Greater London [personal information redacted for publication] resident who runs my own business a 60mile commute away in [personal information redacted for publication] I would like to respond to this proposal for Road Usage Charging as being typical of many tens of thousands of small business owner operators.

I seriously wonder what research if any your transport committee has done and who is advising you that this might be a great idea that won't have an incredibly negative effect on the multitude of small business for one that this country and our society relies upon to trade and keep generating movement of money and taxes essential to our already struggling Economy.

And that's before even considering everybody else in society that uses their car to commute to work, or for work, for social care, for shopping, for all sport and social use, for visiting friends and family, for essential voluntary services, for church, for holidays; basically for an infinite number of reasons. Our freedom of movement is an ESSENTIAL OF LIFE. It is nobody else's to hijack and charge for under any possible legal consideration. Using one's car is already an expensive and increasingly costly option, but far outweighed by an over costly, inefficient public transport system that continues to fail it's users repeatedly. The potentially catastrophic effect on our society and the Economy cannot be underplayed once everybody vastly reduces their driving because of unaffordability. Once money stops moving so freely around and generating taxes we will be hugely struggling financially, culturally, health-wise physically and mentally as a society with obvious impact on law and order too.

Assuming we are still able to afford to use our cars once we're all paying the mayor and TFL's ULEZ daily use tax after it's extended yearly to include all cars, although this is questionable as £9,000 a year tax for me and my wife using our non polluting 18yr old and 5yr old cars daily represents between 15% - 25% of our household variable annual income, I can pretty much guarantee I will not be able to continue to run my business, so that will disappear along with my studio workshop where my colleagues work, so with us gone our clients (what's left of the British car industry, plus specialist classic car firms and top London 3D design agencies) will also suffer as we are a specialist operator in the product development field, so their businesses will suffer too reducing their benefit to the Economy and tax that the Government relies on, not to mention the knock on impact of the materials we won't buy hence affecting our suppliers, the VAT that won't happen, plus likely being unable to spend socially, the huge negative affect on well being and how that will impact the NHS ultimately. And that's just me! Now multiply this by tens of thousands of other businesses and hundreds of thousands or millions of other individuals who don't earn 80K+ pa and society and the Economy is going to melt down.

Please see sense and stop destroying our society, however well meaning your intentions.

Below are answers to your specific questions:-

1. Do the current road user charging systems in London require reform?

Yes and no. Yes, as in ULEZ has had a hugely negative effect on less well off people who can't afford newer vehicles and to little effect on air quality. No, as in ULEZ has already impacted people enough. What we need now is NO MORE CHARGING MOTORISTS TO GO ABOUT THEIR DAY, RESTRICTING THEIR FREEDOM OF MOVEMENT BY TAXING IT OUT OF AFFORDABILITY. Freedom of movement is a rite, not a commodity to be charged for. People are stressed and vastly worse off financially thanks to the state of the economy and the impact of the last few years. We need LESS regulation and monitoring. Let the people recover.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Written Evidence from Individuals: Part Two

Instead of proposing new systems improve existing. for eg. the daily charge, currently stopped at midnight meaning someone who is visiting between 10pm and 2am pays twice. Fix that.

3. 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.

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?

5. What technology could be used to support smarter road user charging?

Human beings 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 doing this. The people 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 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 manufacturing stage).

8. 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 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 the people do not want a road charging scheme. Especially 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. Less hypocrisy, more understanding, 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?

Written Evidence from Individuals: Part Two

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 or incur their wrath at your peril.

11. If distance-based road user charging was introduced, do 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 spurious question. 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 country would do - anything else is dictatorial enforcement. We the people did not get to vote for a punitive ULEZ tax, just for a mayor who subsequently decided to implement this huge cash generator for TFL and the London Assembly.

13. How are other 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. Anything else is a dictatorship.

Yours sincerely,

[\[personal\]](#) information redacted for publication]

Road User Charging Consultation Response

Reference	RUC2553
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Dear Sadiq,

Re: Road User Charging consultation response:

1. No, no requirement to reform them.
2. Adjust the old system e.g. double charging before and after midnight for one visit.
3. Should not have to pay extra depending on reason for journey and should not have to disclose reason for journey.
4. We don't support charging road users. Please acknowledge this feedback. If you want to target an area, look at aviation and shipping to reduce pollution.
5. This leading question is invasive in people's lives.
6. Congestion charge is already doing this. No need for more.
7. Already have taxation on all vehicles and fuel etc. Any further schemes, especially national, are highly restrictive and punish those on lower incomes.
8. It shouldn't. You have to seriously questions the motives behind the authors of the report and this line of public questioning.
9. Exemptions all round. No to any charging scheme.
10. No. We do not want or need a national scheme.

Written Evidence from Individuals: Part Two

11. A distance based scheme is highly constrictive to everyone, and is not desirable.
12. Absolutely. Any proposed scheme should not be imposed, but developed through proper democratic routes with well developed public consultation subject to independent scrutiny. The same as any other public procurement exercise.
13. Focus on the problems here. Lead by example. Do not impose.

Kind regards

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. 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. Let the people recover.

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?

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

Road user charging consultation

Reference	RUC2505
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1. Do the current road user charging systems in London require reform.

No the ulez has already impacted people enough. What is required is no more charging motorists to 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 let the people recover and moreover stop trying to monitor normal decent people like you would monitor a paroled prisoner on a tag, you are interfering with our human rights if you try to monitor everywhere we go

Written Evidence from Individuals: Part Two

2. How might smarter road user charging differ from the current daily charges for driving applied in London

Instead of proposing new schemes adjust the old system. Eg the daily charge stops at midnight meaning someone who is visiting between 10pm and 2 am pays twice, fix that first and don't suggest that person should use public transport at that time as the current state of London's crime that could potentially be a suicide mission, I wouldn't consider it safe to use public transport for that reason

3. How might charges for driving in London be varied for different 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, moreover how would you monitor such a system how would you know what type of journey a person was making, or for efficiency someone could be making several journeys at once for all reasons, a system like that would be open to abuse and very difficult to have evidence to support prosecution. Also varying charges also brings up the question, would our fuel duty and vehicle excise duty go down for instance because of the poor quality roads we have already paid for being below standard, no it wouldn't

4. What strategies and targets could smarter road user charging support

Why don't we look at the health, happiness and security of the businesses and workplaces and people and families of the nation that pay taxes to keep this country afloat instead of spurious targets

5. What technology could be used to support smarter road user charging

Human beings want less technology intruding into their lives not more, but it would be helpful to employ people in these research teams that actually drove and understood vehicles and the art of driving

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 anymore, we are taxed via ved on emissions and fuel duty, electric cars have already been incentivised enough is enough. But if pollution and air quality and climate change is of utmost importance why are we not incentivising businesses and building owners to create more greenery in city centres for instance like living walls and greenroofs, large building roofs could be covered in vast areas with sedum mats promoting cleaner air and wildlife and also making our city centres beautiful. Simply Google living wall, Leeds has a fantastic example of a office building like this and Manchester is currently building 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 don't need anymore. Moreover according to official government literature less than 20% of those funds are spent on the road network etc and the rest goes elsewhere, try spending more of that money on proper improvements and repairs to our existing network so traffic can move more freely instead of nailing the motorists hat on all the time

Written Evidence from Individuals: Part Two

8. 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. What should happen is fuel duty and ved should remain the same with the exception of electric vehicles. Charge points at homes and public should be on a suitable tariff to mitigate fuel duty losses and ved should still be charged as normal. The use of a large system of cameras and other monitoring systems would use a huge amount of energy and expense where none is required. It is also ridiculous that the use of private transportation is being vilified as the amount of public transportation required day and night would use a huge amount of energy when potentially not a great deal of people would be using it at certain times but it would have to be there

9. What 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 with low levels of public transport

We the people do not want a road charging scheme, especially 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, less hypocrisy more understanding 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

Nowhere is a sensible place for a trial. We already have a transparent and fair system with ved and fuel duty. A distance based system would be less transparent and more open for abuse, potentially charging people higher amounts, more abuse of civil liberties monitoring citizens movements , as mentioned in previous questions systems that would be using a lot of energy that isn't necessary. I as a citizen refuse to be treated like a prisoner on parole with a tag on my ankle it is frankly disgusting behaviour for a society/democracy

11. If distance based road user charging was introduced do you think Londoners who drive should pay less in total for vehicle or driving based charges, the same or more than they do currently

Regardless of being Londoners, any motorists as mentioned earlier should be paying less as it is ridiculous that less than 20% of ved and fuel duty is spent on the road network motorists are already not getting a fair deal, not getting value for money, you wouldn't go for a meal and pay full price and only receive 20% of it and accept it, nor if you bought a new coat!!!

12. Mayors and local authorities currently have powers to introduce new road charging 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 democratic country should, anything less is a dictatorship, mr sadiq khan and Andy burnham are shining examples of abuse of powers and an armband and a salute away from being dictators. In fact mr sadiq khan's behaviour in London assembly meetings and public meetings is a disgrace of public office, he is frankly offensive with his far right speech recently

13. How are other 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 policy goals, give the people the chance to vote on the policy then give us a chance to vote on the road charging scheme, anything else is a

Written Evidence from Individuals: Part Two

dictatorship. May i remind you this consultation was released earlier this year, undemocratically hidden away in the depths of the internet and not publicised nor mentioned on the news etc.

Also studying how Singapores road user charging system works, by charging more at peak times, but seeing as Singapore is 339 times smaller than the uk it is not a fair comparison and I would suggest it wouldn't be a fair system to burden on the people of the uk

Smart Road User Pricing Consultation - submission.

Reference	RUC2456
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Do the current road user charging systems in London require reform?

No. We have the ULEZ (and impending Extended ULEZ) which has already impacted people enough. This will take a lot of cars off the road from August 2023 as contrary to popular belief (by TfL) Motorists on the outer rim of London will NOT shell out £12:50 per day to drive to work or go about their lawful businesses. NO MORE CHARGES ARE REQUIRED. We already pay a very high FUEL DUTY TAX – that is already a drive per mile charge. People cannot afford any more charges to drive, due to the state of the economy and the impact of the recent pandemic which has decimated businesses and jobs.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

The existing London congestion charges are more than adequate – I live in [personal information redacted for publication] and work in [personal information redacted for publication] (a 34 mile round trip) – I start for 6:00am everyday – OLD people like me cannot do this on public transport – I drive a SULEZ Hybrid to mitigate emissions pollution – I shouldn't have to pay more on top of that. Public transport would take me 94 minutes each direction – impractical getting up at 3:30am in the morning to use public transport. 35 minutes by car in the morning via the A406, 45 minutes back home in the afternoon. The CC means I always use public transport to visit London.

Instead of proposing new systems, adjust the existing Congestion Charge. The daily charge stops at midnight, meaning someone who is visiting between 10pm and 2am pays twice. Perhaps that should be sorted 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?

You should not have to pay extra whether you are travelling for work, for caring or for essential services, especially if you are already resident within the M25. We already pay very high 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, most working motorists simply cannot afford it – and public transport is simply NOT an option for many. Motor Insurance is frightfully expensive in the capital, as is the price of petrol, parking, vehicle maintenance et al.

4. What strategies and targets could smarter road user charging support?

Written Evidence from Individuals: Part Two

Road charging would not be required if more investment was put into the public transport infrastructure in London, which is woefully inadequate right now – especially in the Outer London Boroughs – which is why cars are a necessity in the aforementioned areas. Road pricing is counter-productive to the London Economy and will only price people out of cars leading to job losses and people moving out of London. We do not need this for at least 10 years!

5. What technology could be used to support smarter road user charging?

More technology intruding in the lives of motorists is not desirable – there is the tendency for it to be misused – not to the benefit of the citizens of London, but rather to curb basic freedoms. We need a permanent Police Patrol presence on city roads – that alone would drastically reduce congestion, as a significant number of cars on the road are engaged in unlawful activities.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The Central London Congestion Charge and ULEZ is already doing this. Motorists simply CANNOT AFFORD to pay any more. We are already taxed via VED on emissions, electric cars have been incentivised, other motorists like me have switched to driving Hybrid cars to lower emissions. Invest in new Monorail Public Transport Systems instead, and reduce prices for public transport. Disabled people and pensioners cannot afford 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?

We already have a road user charging system at a national level, it's called ROAD TAX and FUEL DUTY. We simply cannot afford to pay 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 cars (most of the carbon in cars is in the original cost of building 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?

Remove Fuel Duty in London completely? But No, London does not need Smarter Road User Charging at this time. Perhaps in 10 years.

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, running their businesses and having a social life – important for personal mental 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?

Written Evidence from Individuals: Part Two

Motorists do not want a smarter road user charging scheme. It is one charge too many. Only the very wealthy would be able to afford this – creating a class divide which could result in unwanted economic and social consequences. Not all Londoners are high earners on £75k per annum.

The August ULEZ expansion is being foisted upon low wage Londoners by Sadiq Khan, who has no qualms taking his dog for a walk in a 3 car convoy, one of which does 13 miles per gallon.

Less hypocrisy, more understanding, please. No to smart road user pricing.

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. Nowhere is a sensible place for such a trial. London is an increasingly crime ridden city with crumbling roads, filthy pavements and is starting to look like a work of dystopian fiction. The existing TfL public transport infrastructure cannot cater for Outer London anymore – lets develop that instead. Let's stop trying to impoverish low wage earners, the disabled and pensioners.

11. If distance-based road user charging was introduced, do 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 no more than they all pay right now – but that would not happen. They would instead all pay more – and the price would increase yearly till London is like Singapore – driving would be for the extremely affluent only. It would cost very 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 country would do - anything else would be the work of a dictatorship – like the present ULEZ Expansion which most Londoners opposed – but find it being forced through anyway.

13. How are other 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, London's citizens did not have a say on the policy goals regarding this. Give the people the chance to vote on the policy, then give us the chance to vote on the smart road user charging scheme.

Anything else is a dystopian dictatorship – not something a city like London deserves!

Kind regards, [personal information redacted for publication].

Road user charging-call for evidence response

Written Evidence from Individuals: Part Two

Reference	RUC1682
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1. Do the current road user charging systems in London require reform?

No. No more stealing from motorists.

Where is the evidence that ULEZ has actually worked?

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

How about not charging at all?!

Don't we pay enough via road tax, fuel duties, vat, P11D tax.

How about resurfacing the current roads, removing the speed humps?

3. 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 about not charging at all?!!

We pay enough in taxes....vat, fuel duties, road tax, council tax, National Insurance, road tax etc etc

4. What strategies and targets could smarter road user charging support?

None. How about using technology to help road users?

5. What technology could be used to support smarter road user charging?

Human beings 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 isn't working. Has pollution decreased as a result of ULEZ?

The people don't want any more. We are taxed via VED on emissions. No more 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?

None

NO MORE 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 vehicle-related tax 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?

Start with scrapping current taxes on motorists.

We the people do not want a road charging scheme. Especially 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. Less hypocrisy, more understanding, 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. No more tax. We are severely overtaxed.

Written Evidence from Individuals: Part Two

Nowhere is a sensible place for a trial. This is starting to look like a work of dystopian fiction. 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?

You want to tax everyone using roads, which were paid though taxation. You charge us road tax for maintenance and charge us even 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)?

This is tax.

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?

Which other city in the world has this?

None.

STOP STEALING FROM US

Road User Charging

Reference	RUC1045
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Whilst I rarely drive in London, I am concerned that acceptance of any road pricing scheme based in London will inevitably be rolled out in other cities and eventually countrywide, particularly in view of the London Mayor's over reaching tentacles extending way beyond his legal jurisdiction with the help of his publicly funded C40 cities body. All such road pricing schemes have the same basic goals:

- i) Extort more money out of the motorist
- ii) Remove the civil right for an individual's free movement without having their every movement tracked and recorded.
- iii) Price the majority of current road user's of the roads for the privileged few.
- iv) Link such road pricing schemes to similar forced schemes to carry digital ID and the introduction of a central banking system and many possibilities that this wholesale state control offers. This all aids the inevitable march towards an extension of carbon taxes and a CCCP style social credit scheme, all in the dubious claims for cleaner air, saving the planet and net zero.

I confirm my comments/observations as follows:

1. Do the current road user charging systems in London require reform?

NO - ULEZ has already impacted people enough, the only reform required is to remove all Road Charging Schemes to allow motorists to go about their lawful business without additional charges being extorted in the name of the environment or any other mindless justification, the majority of which there is no evidence to back up the spurious claims made by the Architect's of these money making schemes.

2. How might smarter road user charging differ from the current daily charges for driving

Written Evidence from Individuals: Part Two

applied in London?

Make them free, stop using roadside cameras, cctv, illegal drones and no doubt GPS tracking of the vehicles and occupants. It is simply devising another money making scheme and rephrasing it when so called car pollution evaporates as we are forced to move from ICE vehicles to the laughably pollution free electric vehicles and great expense and lack of practicality that these new cars cause.

3. 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. Everyone in power seems to forget that we already pay extortionately high fuel duty, an existing tax scheme for the more you drive the more you pay per mile. We don't need any more road charging systems, however they are named and dressed up.

4. What strategies and targets could smarter road user charging support?

We don't need it to support any new strategies and its target should be abortion/extinction before wasting billions on another unnecessary control regime.

5. What technology could be used to support smarter road user charging?

The old adage of just because we can, doesn't mean we should, e.g. autonomous driverless vehicles, any road pricing scheme, Digital ID, central banking system (CDC), CCP style credit schemes,. This leads ever further down the path of a dystopian 1984 society, where eventually you will have a split community, the WEF elite (exempt from the rules/charges), the compliant 'sheeple' participants and the offgrid tin haters.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

There are enough current POLLUTION taxes in place already, ULEZ, fuel duties, VED on emissions etc. Whilst cleaner air is a desirable goal, although we are an island we are not immune to worldly factors outside of our control in terms of pollutants. There is simply no actual evidence to back up the spurious claim that air pollution from motor vehicles is directly attributable to widespread deaths in London. Although tragic, I believe it is one child death to date, surely there are many more deserving causes requiring justifiable action.

7. Are road user charging schemes best 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. 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?

The simplest system is not to introduce any new road charging scheme, it will just continue to penalise the motorist by ever increasing costs, which are then used by central and local government for anything but road maintenance or new 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?

We the people do not want a road charging scheme. Especially 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. Less hypocrisy, more understanding, please.

Written Evidence from Individuals: Part Two

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 the vast expense of introducing the necessary cameras, tracking, digital ID, CDC etc that would inevitably follow to overcome no compliance would be an utter waste of money. Once the trial schemes are set up, those in charge will use the excuse that the vast cost spent setting up the trial/system as justification for not abandoning the charging scheme that nobody wanted in the first place. Inventing a solution to a problem that never existed in the first place.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

However the scheme was administered it will cost much more for the majority.

12. Mayors and local authorities currently have powers to introduce new road charging 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. Although lets be honest nobody trusts politicians at any level of governance.

13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?

UK motorists are already taxed far greater than the majority of road users in other countries. Even when the people are given the opportunity to comment on these madcap schemes, the consultation periods are very short and rarely advertised so very few responses are received, allowing those that do be ignored as irrelevant. Give the people the chance to vote on the policy, then give us the chance to vote on the road charging scheme before money is wasted on so-called trials. Then implicate the result even if it is not the result that was sought.

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC1022
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My name is [personal information redacted for publication] and I am responding to the above consultation.

My first point is that the period of the consultation and the lack of publicity to facilitate the public having a proper opportunity to consider this important issue is in my view wholly inadequate and antidemocratic. I am disappointed by this but not totally surprised given the evidence of the Mayor of London and Transport for London's behaviour in relation to the expansion of the ULEZ. It does not give me confidence that the consultation is intended to be meaningful.

Regarding your specific questions, my response is as follows:.

1. Do the current road user charging systems in London require reform?

No. There is already a range of taxes and charges that motorists have to fund in order to go about their day to day lives and operate their businesses, particularly small businesses.

Written Evidence from Individuals: Part Two

These have a regressive impact in that they penalise the poorest hardest and it beggars belief that the Mayor and administration that purport to represent the poor and vulnerable and proposing to harm them yet further. People, particularly the poor are stressed and poor thanks to the state of the economy. Society needs to be less regulated and the increasing monitoring of people by the State and its agencies is an infringement of peoples civil liberty.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It will increase the burden of people merely trying to conduct their normal, lawful business. Instead of proposing new systems, the old systems should be adjusted, e.g. 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?

It is entirely inappropriate to levy further charges on citizens whether it relates to travel to and for work, for caring or for essential services. The current fuel duty already acts as a form of road charging as it is effectively because the further one drives, the more fuel is consumed and therefore more fuel duty is levied. VAT is also paid on fuel, plus various taxes levied in relation to the purchase of a vehicle. Ordinary people are already struggling to meet the cost of living and this additional burden is inappropriate and its regressive nature is cruel in its disproportionate impact of the poorest and most vulnerable members of our society.

From a personal perspective, for most of my life I lived in London. I have lived outside the Greater London area since [personal information redacted for publication] and visit my 97 year old father who lives within the expanded ULEZ zone to care for him 3 times a week. My sister who also lives in Essex does the same. I will be unable to afford to continue to provide this care should I have to pay the ULEZ charges and this will place his health, safety and wellbeing at risk, greatly impact his happiness and that of his family and in all probability a greater burden on social services of his local authority.

I also run a [personal information redacted for publication] club within the expanded ULEZ which I will be forced to close and the local community will lose a facility and my rent money will be lost to the community hall in which we train.

Multiply these sort of consequences across London and immense harm will be done to individuals, communities, community facilities and businesses in the London area by the introduction of road pricing, especially as it would be a burden which is additional to that imposed by the ULEZ and congestion charging arrangements that are already in place.

4. What strategies and targets could smarter road user charging support?

None. There is no evidence that any revenue from road charging would be reinvested to improve the lives of the poor. The introduction of road charging would have one of two effects. It would either drive poor people off the roads due to affordability issues (including people having to give up their job if they can no longer t operate their vehicle, or it will not reduce traffic in which case it would be just another cash grab applied to motorists in a regressive way. How about reducing the GLA precept element of Council Tax by the same amount as the revenue raised by the introduction of road charging? That would help the people you purport to represent.

Written Evidence from Individuals: Part Two

Traffic flows in the London area and consequent pollution have been made worse by restricting the road space available to motor vehicles due to underused cycle lanes etc. Pollution would be reduced by making improvements to the road system to facilitate the movement of vehicles.

5. What technology could be used to support smarter road user charging?

I do not support the concept of the introduction of road charging and therefore do not recommend the use of any such technology. Citizens are already over monitored by technology and it is only China that conducts more camera surveillance of its citizens than the UK and I find this reprehensible and very concerning.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

It is claimed that the ULEZ is already doing this. The people don't want any more. We are taxed via VED on emissions and electric cars have been incentivised.

Evidence demonstrated that the carbon emission savings described by the Mayor in relation to the expansion of the ULEZ would be absolutely dwarfed by the carbon emissions and other environmental damage arising from the manufacture of electric vehicles to replace banned ICE vehicles. The ULEZ expansion would actually be damaging to the environment. Unless road charging drives people off the road it will have no effect on the environment and if it does succeed in this the benefits would be dwarfed by the social and economic costs.

7. Are road user charging schemes best 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 are necessary and should not be set up on any basis.

We already have a road user charging at a national level via road tax and fuel duty. Nothing more is needed. For example, I drive a car that is fifteen years old and I have emitted far less carbon than if I had bought a new car every three years due to the environmental impact of new car (especially EV) manufacture.

If you are serious about the environment, why have you not banned all ICE vehicles immediately and without exception, rather than penalising the poor via a tax raid from the very people who cannot afford it and which will result in a number of small business either going out of business or passing their costs to the consumers who will already be having to find the money to pay their own road pricing 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?

Road charging should not be introduced, 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?

Written Evidence from Individuals: Part Two

I do not want a road charging scheme of any sort, especially when it is sold to me by the Mayor of London, 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.

Less hypocrisy, more understanding, 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, as I am opposed to any road pricing scheme in any part of the UK. I will vote against any political party in my ward and/ or constituency that is in favour of such schemes and for any political party that either opposes it or commits to removing any such scheme if has been introduced prior to their election.

11. If distance-based road user charging was introduced, do 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. Road pricing in London would be an addition tax on motorists. It is inconceivable that central government would reduce the taxes on motorists that are already levied and to the best of my knowledge there is no suggestion by the Mayor of London or TFL to reduce the ULEZ charges to offset road charging. Motorists will continue to be ripped off by central, regional and local government, hiding behind a façade of environmentalism despite knowing full well that these measures have a vastly disproportionate cost in relation to any benefit that is obtained. If road use is not reduced, no environmental benefit whatsoever will arise, but all members of the community, not just motorists will be worse off. The regressive nature of this measure will disproportionately affect the poor by making goods and services more expensive so non-motorists including children the elderly and the disabled will suffer. You should be ashamed of yourselves for proposing this outrage, particularly during 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)?

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 tinpot 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?

How the hell can I be expected to know the answer to such a question. Believe it or not, I do not study the road use policies of other countries.

However, I do know that the electorate and stakeholders did not have a say on the policy goals. You need to give the public the chance to vote on the policy, then hold a binding referendum on any proposed road charging scheme. Stakeholders are not just the residents and businesses within London. The experience of the ULEZ expansion clearly illustrates the need for any such referendum must also be scrutinised and regulated by a truly independent body independent from the Mayor of London and TFL as those organisations clearly cannot be trusted to act in good faith.

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

ROAD USER CHARGING Objection

Reference	RUC943
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You have asked a set of questions which I have outlined my responses to below.

1. Do the current road user charging systems in London require reform?

No. We have the ULEZ which has already impacted people enough. Due to the current climate I've been forced out of London and the cheapest way to commute is by motor vehicle. If you bring in these charges this will price me out of my London job as I cannot afford to use public transport and how would another person being out of work benefit anyone?

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Instead of proposing new systems which will ultimately hit the poorest (which they always do), none of the current scheme's affect the rich as buying a new car or paying £15 a day makes very little difference too them, if anything only merely means their new 2 year old car will need replacing!

3. 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, people are already on their knees. When will whitehall start listening to the people this affects rather than the people making money from these schemes?

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? Worrying about whether my next journey will be the one that breaks the camels back! That is how it is for so many in the country, we need to be finding way to help them not add more stealth taxes which is what this is.

5. What technology could be used to support smarter road user charging?

As an individual who works in the technology field, I feel there is already far to much monitoring going on, I do not use social media full stop! So the argument on this building a social utopia is ludicrous.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

You have proclaimed that the ULEZ and CC are no longer being adhered to, how would bringing in anything else change? You have caused the current congestion but closing off side roads, a journey I could complete in around 3-4 minutes now takes 15 minutes and adds around 3-4 more miles, how does that benefit anyone?

Written Evidence from Individuals: Part Two

7. Are road user charging schemes best 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 Vehicle Excess Duty and fuel duty. You have changed the systems multiple times over the years and are back to a very similar model used back in the early 2000's. An electric car costs about 50% more carbon to produce than a combustion equivalent. On the basis of 10'000 miles a year, you would need to keep your electric car for 10 years just to break even on the carbon footprint! How about encouraging the use of keeping vehicles for longer to help keep build emissions down. Also, how about pulling the lying corporates up who give false and manipulated numbers about their cars 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?

It shouldn't. the people writing these rules and regulations and charges are generally in well paid jobs with healthy bank balances, many probably don't have to drive, but what about us who live in the countryside who have no reliable or affordable public transport

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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. Less hypocrisy, more understanding, please. We the people are consistently ignored and I'm sure this email will be also, the public do not want the ULEZ expansion but you are doing it anyway, the local governments do not want the ULEZ but you are doing it anyway. We the people do not want this but I suspect this email will be ignore, binned and you'll do it anyway...

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 the Road User Charging, therefore nowhere should be trailed, instead how about talking to the people rather than paying for studies which don't talk to the right 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?

You write this in the sense of "payment" in a financial sense, what about the emotional payment that will take place with people already on the verge of complete collapse. No one should be charged and this should not go ahead!

12. Mayors and local authorities currently have powers to introduce new road charging 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.

13. How are other 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.

Regards,
[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Call for Evidence: The future of smart road user charging - RESPONSES TO QUESTIONS

Reference	RUC570
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Dear [personal information redacted for publication] the London Transport Assembly Committee,

I am an individual UK citizen responding to your questions on the proposed road user charging scheme. Please see my responses below:

1. Do the current road user charging systems in London require reform?

No. The ULEZ expansion has already impacted enough people, particularly the poorest. Whereas wealthier people can pay road user charges, the poorest cannot and so increasing the road user charge further would lead to more division in society. Excess charging of motorists going about their day MUST be stopped. People have been financially and mentally impacted by the state of the economy and the UK over the past few. It is time to stop excess regulation and monitoring. Let the people recover.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

This should not be considered at all. The current systems should be adjusted first. For example, the congestion charge, which has lost effectiveness over the years. This should be reviewed/amended first before even contemplating expanding 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?

I strongly disagree with having to pay any extra or less regardless of the journey purpose or who is doing the driving. This would lead to unfair discrimination, particularly financially and would again impact the poorest. As it is we pay fuel duty, which is a cost per mile. If you drive more, you pay more. There is no need for extra road charging when people are already so financially crippled by the cost-of-living crisis.

4. What strategies and targets could smarter road user charging support?

None – there should be a focus on improving the health of the nation through real, non-processed, local food choices from a farm and food nutrition education to tackle the current obesity rates in the UK from which so many other health problems stem.

5. What technology could be used to support smarter road user charging?

None – enough is enough – there is already too much surveillance and technology intruding on peoples' lives, collecting even more data which is used for what?

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

From a Freedom of Information Request, between 2001 and 2021 there was 1 death registered due to environmental air pollution on the death certificate and this could not be 100% asserted to be from car emissions. In addition, in the report 'Rethinking the Greenhouse Effect' published by William Kininmonth, a consultant to the World Meteorological Organization's Commission for Climatology, carbon dioxide has a minimal

Written Evidence from Individuals: Part Two

effect on Earth's climate. It is oceanic oscillations that have the greatest effect. Hence, there is no need to tackle air pollution caused by car usage.

The road user charging would not assist in any way with any of this. London's traffic network is already so complex due to the different zones that the LEZ and ULEZ and congestion charges should be scrapped altogether. Road tax and fuel duty exists already, which is enough. The biggest carbon dioxide usage of cars is in their manufacturing and so there should also be a focus on extending the lifetime of cars instead.

Finally, road furniture (e.g. plant boxes in low emission neighbourhoods) should be removed from roads because they cause unnecessary narrowings and congestion and traffic and even restrict ambulances and fire engines thereby pose a risk of death to people who need help from paramedics or firemen in an emergency. This is a pertinent problem that should be addressed 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?

There already exists a national road user charging scheme called car road tax and fuel duty. The government should work on better spending current road tax. According to the Green Light report of April 2019, very little of the driver taxation collected by central government is spent on London's roads – so why are we charged so much for road tax if the money goes to waste? This is a problem that needs to be fixed first and the government should NOT be looking to increase the charge for road usage through the road user charging proposed 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?

None. Current road tax money should be utilised more efficiently by the government. Charges for journeys should be dropped because there is no justification of LEZ & ULEZs given carbon dioxide has negligible effect on the climate (cref. my response to question 6). The government should focus on health and happiness of the nation, rather than forcing people into justifying why their journeys to visit friends and family are necessary and then individually charging them for their individual journeys and allowing travel only if the individual has enough mobility credits. The mental health cost of restricting movement of people during the covid-19 years is disastrous. This smart road user charging would make it harder and more costly for people to travel and compound the mental health effects of lockdowns even 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?

None. We do not want a road charging scheme. People should be free to travel how they want, for as long as they want and where they want. The very fact that Sadiq Khan is wanting to expand ULEZ (despite strong public protest) but takes his dog for a walk in a three-car convoy with no congestion charge whilst increasing congestion charge for regular citizens is hypocrisy. Why does Sadiq Khan not lead by example?

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. This proposal is dystopian and the public do not want 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?

Written Evidence from Individuals: Part Two

N/A. We do not want a distance-based charging scheme. Adding extra payment on top would cripple everyone, especially since the proposal outlines that towns/cities would have the power to implement additional pollution/congestion schemes on top of the national distance-based charging scheme. This is tyranny and this policy strongly suggests the motives of abolishment of vehicles, vehicle ownership and driving.

12. Mayors and local authorities currently have powers to introduce new road charging 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. This road user charging scheme should be announced to the public through mainstream sources and the public given a chance to vote on it and have time to vote on it. In a democratic society, citizens vote on new laws. Laws just being passed without informing citizens and allowing citizens to vote properly 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?

We, the people, did not vote for the C40 Cities group (who are financing this road user charging) nor were we given a chance to vote on their policy goals. The people need to be given a chance to vote for such groups, vote on their policies which directly affect us and vote on the road user charging scheme. In voting, citizens must have access to unbiased information from both sides of the argument. Anything else is coercion (which I believe is immoral given so many policies are based upon information presented to citizens and this information may be flawed or biased). Making it difficult for citizens to vote on matters like this is a dictatorship.

Call for Evidence: The future of smart road user charging - RESPONSES TO QUESTIONS

Reference	RUC569
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Dear [personal information redacted for publication] the London Transport Assembly Committee,

I am an individual UK citizen responding to your questions on the proposed road user charging scheme. Please see my responses below:

1. Do the current road user charging systems in London require reform?

No. The ULEZ expansion has already impacted enough people, particularly the poorest. Whereas wealthier people can pay road user charges, the poorest cannot and so increasing the road user charge further would lead to more division in society. Excess charging of motorists going about their day MUST be stopped. People have been financially and mentally impacted by the state of the economy and the UK over the past few. It is time to stop excess regulation and monitoring. Let the people recover.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

This should not be considered at all. The current systems should be adjusted first. For example, the congestion charge, which has lost effectiveness over the years. This should be reviewed/amended first before even contemplating expanding it.

Written Evidence from Individuals: Part Two

- 3. 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 strongly disagree with having to pay any extra or less regardless of the journey purpose or who is doing the driving. This would lead to unfair discrimination, particularly financially and would again impact the poorest. As it is we pay fuel duty, which is a cost per mile. If you drive more, you pay more. There is no need for extra road charging when people are already so financially crippled by the cost-of-living crisis.

- 4. What strategies and targets could smarter road user charging support?**

None – there should be a focus on improving the health of the nation through real, non-processed, local food choices from a farm and food nutrition education to tackle the current obesity rates in the UK from which so many other health problems stem.

- 5. What technology could be used to support smarter road user charging?**

None – enough is enough – there is already too much surveillance and technology intruding on peoples' lives, collecting even more data which is used for what?

- 6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?**

From a Freedom of Information Request, between 2001 and 2021 there was 1 death registered due to environmental air pollution on the death certificate and this could not be 100% asserted to be from car emissions. In addition, in the report 'Rethinking the Greenhouse Effect' published by William Kininmonth, a consultant to the World Meteorological Organization's Commission for Climatology, carbon dioxide has a minimal effect on Earth's climate. It is oceanic oscillations that have the greatest effect. Hence, there is no need to tackle air pollution caused by car usage.

The road user charging would not assist in any way with any of this. London's traffic network is already so complex due to the different zones that the LEZ and ULEZ and congestion charges should be scrapped altogether. Road tax and fuel duty exists already, which is enough. The biggest carbon dioxide usage of cars is in their manufacturing and so there should also be a focus on extending the lifetime of cars instead.

Finally, road furniture (e.g. plant boxes in low emission neighbourhoods) should be removed from roads because they cause unnecessary narrowings and congestion and traffic and even restrict ambulances and fire engines thereby pose a risk of death to people who need help from paramedics or firemen in an emergency. This is a pertinent problem that should be addressed 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?**

There already exists a national road user charging scheme called car road tax and fuel duty. The government should work on better spending current road tax. According to the Green Light report of April 2019, very little of the driver taxation collected by central government is spent on London's roads – so why are we charged so much for road tax if the money goes to waste? This is a problem that needs to be fixed first and the government should NOT be looking to increase the charge for road usage through the road user charging proposed scheme.

Written Evidence from Individuals: Part Two

8. **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. Current road tax money should be utilised more efficiently by the government. Charges for journeys should be dropped because there is no justification of LEZ & ULEZs given carbon dioxide has negligible effect on the climate (cref. my response to question 6). The government should focus on health and happiness of the nation, rather than forcing people into justifying why their journeys to visit friends and family are necessary and then individually charging them for their individual journeys and allowing travel only if the individual has enough mobility credits. The mental health cost of restricting movement of people during the covid-19 years is disastrous. This smart road user charging would make it harder and more costly for people to travel and compound the mental health effects of lockdowns even 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?**

None. We do not want a road charging scheme. People should be free to travel how they want, for as long as they want and where they want. The very fact that Sadiq Khan is wanting to expand ULEZ (despite strong public protest) but takes his dog for a walk in a three-car convoy with no congestion charge whilst increasing congestion charge for regular citizens is hypocrisy. Why does Sadiq Khan not lead by example?

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. This proposal is dystopian and the public do not want 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?**

N/A. We do not want a distance-based charging scheme. Adding extra payment on top would cripple everyone, especially since the proposal outlines that towns/cities would have the power to implement additional pollution/congestion schemes on top of the national distance-based charging scheme. This is tyranny and this policy strongly suggests the motives of abolishment of vehicles, vehicle ownership and driving.

12. **Mayors and local authorities currently have powers to introduce new road charging 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. This road user charging scheme should be announced to the public through mainstream sources and the public given a chance to vote on it and have time to vote on it. In a democratic society, citizens vote on new laws. Laws just being passed without informing citizens and allowing citizens to vote properly 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?**

We, the people, did not vote for the C40 Cities group (who are financing this road user charging) nor were we given a chance to vote on their policy goals. The people need to be

Written Evidence from Individuals: Part Two

given a chance to vote for such groups, vote on their policies which directly affect us and vote on the road user charging scheme. In voting, citizens must have access to unbiased information from both sides of the argument. Anything else is coercion (which I believe is immoral given so many policies are based upon information presented to citizens and this information may be flawed or biased). Making it difficult for citizens to vote on matters like this is a dictatorship.

Consultation on road user charging scheme

Reference	RUC192
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[personal information redacted for publication]

1. Do the current road user charging systems in London require reform?

No, the current ULEZ needs abolishing altogether, road charging schemes are nothing more than a robbery of lawful people going about their daily business.

People have been harmed by the government and their agencies over the last few years and the biggest transfer of wealth from the poorest to the wealthiest has occurred. This new expansion of ULEZ will further penalize and trample hard done by people!

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Abolish this ULEZ system, it is just a fund raising scheme to plug the financial black-holes made by Khan's mishandling of the finances that his mayoral office has at their disposal. What is he doing with this funding, and what is it being spent on? I smell the stench of corruption!! More should be done to ensure car manufacturers produce vehicles that emit less pollution! Not attack the finances of the end user, that does not send the right message nor does it give any incentive to the manufacturers to make cleaner 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?

People are sick to the hind teeth of being used as cash cows. 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 have already paid to travel in their vehicles and Road Tax is also based on the emissions a vehicle produces. Any taxation to enter an area is an infringement on the civil liberties of us hard done by people! Enough is enough!

4. What strategies and targets could smarter road user charging support?

None! We do not want road charging whatsoever! Target driven systems are a big problem within society, they are lazy and ill fitting for those people they purport to serve.

5. What technology could be used to support smarter road user charging?

We do not want governments or their agencies preying on us, especially using technology, which is dystopic. London is already the most surveilled city on the face of this planet, we want less technology blighting our lives!

Written Evidence from Individuals: Part Two

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Road user charging must not be used to levy charges and heap even more misery on the people. Climate change is natural, man made climate change is negligible at most, CO2 does not affect the climate!

Air pollution from vehicles should be tackled at the manufacturer level, not via financial charges or restriction placed upon 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?

We already have a road user charging across this nation called ROAD TAX and FUEL DUTY. We do not need or want 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?

We do not want the current system changed we want it abolished, nor do we want any further road user charging schemes. Cars give freedom to the population, pricing them off the road

is a vile way to steal their livelihoods, their freedoms and face to face contact with family 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 the people do not want a road charging scheme. Especially 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. Less hypocrisy, more understanding, 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, Outer Mongolia would be, now off you trot and take the corrupt political class with you!! We do not want the present ULEZ road user charging scheme, let alone any expansion of it! It is a part of the draconian and dystopic future this WEF controlled government is enforcing upon us for which we will fight against all the 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?

We do not want this grossly unjust tax placed upon us!!

12. Mayors and local authorities currently have powers to introduce new road charging 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 have all their power taken away. it is just another form of governmental devolution, is lazy and produces draconian measures introduced on a whim, or a pet project placed upon people that they can ill afford, and already do not want the present system!! Sadiq Khan is running a near dictatorship and is destroying our 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

Written Evidence from Individuals: Part Two

achieving similar policy goals?

We do not want 'smarter road user charging' at all! Other countries should not be harming their populations using these rotten to the core systems either!!

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC2946
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Hello,

Here is my response to the call for evidence.

1. Do the current road user charging systems in London require reform?
No. Keep the ULEZ and congestion charging zones as they are in March 2023.
Do not expand or revise them in the foreseeable future.
The public transport system is not capable of handling any increased load.
Tube/Train stations in Central London are regularly closed due to overcrowding and there is regular strike action by train unions.
Public transport links in the outer areas of Greater London are very limited.
Most of London does not have 24/7 public transport.
People need to be provided with viable and reliable alternatives first.
2. How might smarter road user charging differ from the current daily charges for driving applied in London?
I see no justification for smart road user charging in London, especially outer London.

Motorists already pay annual vehicle excise duty, VAT and tax on fuel (petrol or diesel) and tax on electricity used to charge electric vehicles.
Smart road charging would require the monitoring of the precise movements of individuals 24/7, which is a gross invasion of privacy.
It is almost guaranteed to cause confusion and discourage people from essential travel (e.g. caring for family members).
3. 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 require 24/7 monitoring of where the individual goes and also the purpose of their journey. That is a gross invasion of privacy.
Having variable charges will add to complexity and be very confusing to the public.
If a person is confused about what the charges are, they are likely to just not go somewhere.
That will discourage some people from taking essential trips for doctor or hospital appointments and caring.
This will also force more people into a sedentary lifestyle.
It will make it impossible for people struggling financially to regularly engage in group sporting activities or go to the gym. And it will destroy amateur sports.
For example, most people do not have a gym or sports facility within 15 minutes walk of their home. So, going 5 times a week with the proposed ULEZ charge would cost £250 a month.

Based on above, smart road user charging will directly result in:

- a. A devastating impact on amateur sports.

Written Evidence from Individuals: Part Two

- b. An increase in obesity and obesity related health issues.
- c. A massive impact on the already over-stretched NHS due to people with these health issues.
- d. An increase in deaths.
- e. More social isolation.
- f. An increase in mental health issues and load on mental health services.
- g. An increase in suicides.

4. What strategies and targets could smarter road user charging support?

The only target could be to replace vehicle excise duty, fuel duty and VAT and the VAT charge on domestic electricity (or electricity for public charging points).

Since none of this is under the control of the London Authority and implementation will require a gross invasion of privacy, there is no strategy or target it could support. It will also result in a further burden on the NHS, more long term health issues and more deaths.

Viable and reliable public transport systems must be put in place before considering any additional charges being levied on the motorist.

5. What technology could be used to support smarter road user charging?

There is no current technology that will work universally.

The sheer volume of data will result in huge running expenses.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

A reliable and viable alternative public transport system has to be provided first

Otherwise it would have minimal effect and only serve to lower the quality of life for many 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?

There are many problems at all levels.

The best level is national, but you cannot cover the entire country and there will be major issues at the border areas with Wales, Scotland and Northern Ireland.

There would also be huge public uproar and opposition. Whatever the cost of road charging will be, it will inevitably be greater than 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?

Smart road user charging could replace the fuel duty, vehicle excise duty, electricity VAT, congestion charge and current (March 2023 – before expanded ULEZ) flat charges with a per mile charge.

But working out how to charge the right rate per mile per vehicle per journey is far too complicated to be viable.

The computing power and maintenance of any such system will be prohibitively expensive and it would raise serious privacy and liberty concerns.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 Two

Means tested benefits are seldom fully claimed by those who are entitled and the scheme for identifying those people will be slow and prone to errors (like universal credit).

So, ... None, as 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?

Doing that will destroy the economy of London and any lessons learnt will not be applicable nationwide.

11. If distance-based road user charging was introduced, do 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 know that once the charges have been introduced, they will be increased rapidly.

So, this an irrelevant question.

There needs to be a guarantee on the max level of future increases and as mentioned above, the implementation raises serious privacy concerns.

12. Mayors and local authorities currently have powers to introduce new road charging 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 electorate and the electorate of the immediately surrounding areas should vote on the matter. With a 70% positive mandate required before any changes are made.

The consultation for the increased ULEX zone was ignored by the Mayor of London. So, the result of the vote must be legally binding.

13. How are other 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 presume that purposes of this entire process is to replace the tax generated from fuel and vehicle excise duty in the long term, when electric vehicles are dominant.

If that is the case, then the starting point should be to work out how much revenue is generated and how much needs to be replaced in the long term to sustain government spending.

In any case the motorist should not have a heavier burden than they currently have, especially since a large number of people will be struggling financially.

Shadow studies should be performed first to determine the impact and then these should be analysed and consulted on, before they are implemented.

Regards,

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC2886
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1. Do the current road user charging systems in London require reform?

Yes, cancel the ULEZ expansion.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Just another tax either way. Do not do it.

Written Evidence from Individuals: Part Two

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Oh dear are you suggesting peak and off-peak driving, do not do it.

4. What strategies and targets could smarter road user charging support?

None, do not do it

5. What technology could be used to support smarter road user charging?

No technology, do not do it.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

None, as it should not be implemented.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Lots of difficulties all over. Do not 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?

None, as 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?

None, as 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, start somewhere smaller. Absolute Joke using London. Do not do 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?

No distance charging scheme should be 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)?

Yes, ask the people, unlike your referendum on the ULEZ Expansion which appears that the people have been truly ignored by the London 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?

N/A

Road User Charging - Call for Evidence

Reference	RUC1973
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To whom it may concern,
Please see below my answers for the current consultation:

1. Do the current road user charging systems in London require reform?

No. Maintain the current Congestion Charging and ULEZ charging zones until the edge of the North and South Circulars but do not expand them further and do not revise them for the foreseeable future.

Written Evidence from Individuals: Part Two

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

This isn't smarter, this is unfair. Families that need to drive children to school and activities will simply go bankrupt under your new proposal. Working families and businesses are being squeezed already and you still want 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?

This will be impossible to control unless you are collecting an enormous and alarming amount of data on road users to understand their daily routines and free will. This isn't a feasible task and is impossible to properly control. This will open various disputes and create more issues for people and public sector workers. E.g., how can you prove I did that drive in the morning for a work meeting or to see a friend, or to provide care for a family member? How can you verify such things without entering into a Big Brother-esque surveillance program? This is very unfair and unlawful.

4. What strategies and targets could smarter road user charging support?

None, as it should not be implemented.

5. What technology could be used to support smarter road user charging?

None, as 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, as it should not be implemented.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Both ideas have their challenges but they shouldn't be 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?

None, as 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?

None, as 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?

You have just put the rail, tube and bus fares up by a lot, you are now trying to squeeze people out of their cars with the new ULEZ expansion (which London voted AGAINST) and now you want to bankrupt the city of London during a cost-of-living crisis. This is simply ludicrous and 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?

Just think of a parent driving their children to school every day and then to activities in the afternoon five days a week. Then further activities over the weekend. They will pay a fortune using this distance-based charge. The same goes for carers who have to visit, drive, and to support others. This is just unfair, just like the new ULEZ expansion during a cost of living crisis.

Written Evidence from Individuals: Part Two

12. Mayors and local authorities currently have powers to introduce new road charging 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 believe no such scheme can be done without proper and transparent due process. The Mayor of London never disclosed the intention of the ULEZ expansion in his manifesto and it is unfair that he has the executive power to implement such a scheme without checks and balances. The Consultation was a scam and he didn't care about the overwhelming opposition he received. These schemes must be voted on fairly during a fair election process.

13. How are other 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 scheme that works for a certain city won't work for another. This kind of scheme needs a proper economic impact assessment made to assess how it will affect those communities involved. Drivers are already disproportionately charged by the Mayor of London and this needs to stop.

Kind regards,

[personal information redacted for publication]

CALL FOR EVIDENCE - SMART ROAD USER CHARGING

Reference	RUC3075
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I strongly object to smart road user charging, you must know the this will cripple the economy and society on multiple levels, and the poorest in our society will suffer. There are better alternatives for cleaner air which will allow people to still move about freely and breathe better - as is our inalienable right. There are other options. There is no justification whatsoever for these punitive measures. Why would you sanctify that only the very rich will be able to afford to drive cars and move freely?

1. Do the current road user charging systems in London require reform?

- Absolutely yes - the existing ULEZ scheme should be scrapped as it is already negatively impacting those on low incomes, especially our elderly and frail, and those who have vehicle dependent businesses, which we depend on. We already pay road tax and fuel duty - enough is enough. Why would you punish when you could incentive?

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

- Smarter for who? charging via technological devices without legitimate ethical reasons must reject any such scheme automatically. For example the use of scarce resources especially lithium and cobalt, mined by children under dangerous and exploitative conditions is not a price you should ask people to support for the implementation for 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?

Written Evidence from Individuals: Part Two

- Charges should not be varied for different types of journey, social costs 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. We should not have to pay extra whether travelling for work, pleasure, caring for others or for essential services. Current fuel duty costs us per mile, the more you drive, the more you pay. We don't need any more road charging taxes.

4. What strategies and targets could smarter road user charging support?

- There are no strategies and/or 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 nothing has been shown that shows any value to the people.

5. What technology could be used to support smarter road user charging?

- None. More technology is not necessary, we already have more than enough in our everyday lives. Our every movement could be surveilled, tracked and taxed. Human beings want LESS technology intruding 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.

Rather than charge individuals by the mile, it would be smarter to use cleaner fuel such as the hydrogen fuel cell.

7. Are road user charging schemes best 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. Road user taxes are not necessary 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. Better to focus on the health and well being of the nation, not on more ways to tax 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?

- No-one should be charged. No such discounts or exemptions should be introduced. The very concept introduces the need to justify one's journeys to the authorities, that is, to ask permission, which is something the people should never be asked to do in a free society.

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 as no such trial is needed.

Written Evidence from Individuals: Part Two

11. If distance-based road user charging was introduced, do 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. Londoners are already unfairly penalised and this needs to be reversed.

12. Mayors and local authorities currently have powers to introduce new road charging 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. People must not be denied their inalienable freedoms.

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?

- You have not given alternative schemes. It appears this scheme for London is intended as a global template, as set out in Sadiq Khan'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 a 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]

FW: CALL FOR EVIDENCE - SMART ROAD USER CHARGING

Reference	RUC2101
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Subject: FW: CALL FOR EVIDENCE - SMART ROAD USER CHARGING

CALL FOR EVIDENCE - SMART ROAD USER CHARGING

Please see below my responses to the questions on this topic on your website.

- 1. Do the current road user charging systems in London require reform?**
 - No. Existing charging systems are adequate. All the stated aims of this new system can be better achieved by traditional methods. There is no need for digital or technological systems. Instead it would be better to put resources into improving existing systems, for example by 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.
 - The new ULEZ scheme in particular needs abolition. This 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. Incentives for change, not punishment would be more effective.
- 2. How might smarter road user charging differ from the current daily charges for driving applied in London?**

Written Evidence from Individuals: Part Two

- . It would certainly be different, in that charging would be based on distance covered, instead of a flat rate, even if only for a short distance. However neither is fair, the scheme would be very complicated and difficult and costly to manage.
- . Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject to 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.
- 3. **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 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 the temptation to be dishonest about the purpose of one's journey.
- 4. **What strategies and targets could smarter road user charging support?**
 - . Public transport needs to be completely overhauled to give us more routes, more vehicles and frequency, and above all be made drastically cheaper. Punishing people for travelling is counterproductive. Carrot works better than stick.
 - . 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. More technology is not necessary, would be costly and should only be increased by choice, not by imposition. So called 'smart' technology means more Radio Frequency Radiation and Electro-Magnetic Field 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 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?**
 - . It cannot. Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. For example, tyre dust is a significant source of pollution and would be greatly reduced by the removal of speed bumps, pot holes and other obstructions in the roads, not by taxation and charges.
 - . 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 £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.
- 7. **Are road user charging schemes best 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. 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.

Written Evidence from Individuals: Part Two

8. **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).

Smart 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. Instead the Blue Badge system already exists and can be widened in scope or reformed.

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 way to improve the lives of the groups mentioned here is introduce heavily subsidised, 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?**

No, no such trial is needed, for all the reasons given. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and simpler 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. 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.

12. **Mayors and local authorities currently have powers to introduce new road charging 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.

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.

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>

Written Evidence from Individuals: Part Two

In conclusion

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.

Useful journey-planning apps already exist, but we use them when we choose to do so, not as a precondition of travel. An requirement to use such an app is just a step away from needing a permission code for one's journey. Where bureaucracies can take power, they usually do - and it is an unwise nation that builds such capability into their infrastructure.

I hereby give permission for my comments to be published **anonymously**.

Yours sincerely,

[personal information redacted for publication]

CALL FOR EVIDENCE - SMART ROAD USER CHARGING

Reference	RUC2086
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CALL FOR EVIDENCE - SMART ROAD USER CHARGING

Please see below my responses to the questions on this topic on your website.

2. **Do the current road user charging systems in London require reform?**

. No. Existing charger systems are adequate. All the stated aims of this new system can be better achieved by traditional methods. There is no need for digital or technological systems. Instead it would be better to put resources into improving existing systems, for example by 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.

. The new ULEZ scheme in particular needs abolition. This 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. Incentives for change, not punishment would be more effective.

3. **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 distance covered, instead of a flat rate, even if only for a short distance. However neither is fair, the scheme would be very complicated and difficult and costly to manage.

. Smarter charging inevitably requires the use of more technological devices and there are many ethical reasons to reject to 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.

4. **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 Two

- . 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 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 the temptation to be dishonest about the purpose of one's journey.
- 5. **What strategies and targets could smarter road user charging support?**
 - . Public transport needs to be completely overhauled to give us more routes, more vehicles and frequency, and above all be made drastically cheaper. Punishing people for travelling is counterproductive. Carrot works better than stick.

 - . 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.
- 6. **What technology could be used to support smarter road user charging?**
 - . None. More technology is not necessary, would be costly and should only be increased by choice, not by imposition. So called 'smart' technology means more Radio Frequency Radiation and Electro-Magnetic Field 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 intruding in their lives, not more.
- 7. **How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?**
 - . It cannot. Smarter road user charging cannot assist with tackling current challenges such as traffic, air pollution and climate change. For example, tyre dust is a significant source of pollution and would be greatly reduced by the removal of speed bumps, pot holes and other obstructions in the roads, not by taxation and charges.

 - . 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 £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.
- 8. **Are road user charging schemes best 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. 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.
- 9. **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

Written Evidence from Individuals: Part Two

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).

Smart road user charging should not be introduced because any advantages for each individual are outweighed by the disadvantages.

11. **What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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. Instead the Blue Badge system already exists and can be widened in scope or reformed.

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 way to improve the lives of the groups mentioned here is introduce heavily subsidised, cheap and efficient public transport.

12. **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, for all the reasons given. In terms of petrol/diesel powered vehicles, fuel tax already acts as a distance-based road user charging scheme. A cheaper and simpler 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. 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.

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)?**

Absolutely! All of these new major, lifestyle-changing schemes should be put to a democratic, public vote.

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.

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?**

None of these schemes can be assessed until the policy goals themselves are examined and challenged in open debate.

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

Written Evidence from Individuals: Part Two

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.

Useful journey-planning apps already exist, but we use them when we choose to do so, not as a precondition of travel. An requirement to use such an app is just a step away from needing a permission code for one's journey. Where bureaucracies can take power, they usually do - and it is an unwise nation that builds such capability into their infrastructure.

I hereby give permission for my comments to be published **anonymously**.

Yours sincerely,

[personal information redacted for publication]

Road user charging consultation

Reference	RUC2284
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Dear Sir/Madam,

Please find below my response to the Mayor of London plans to expand ULEZ and implement a PPM system in London. I require acknowledgement of receipt and a reference number in return.

1. Do the current road user charging schemes in London require reform?

a. No. They are not fit for purpose and need to be scrapped in their entirety. ULEZ has impacted people's lives and wellbeing more than enough. The government and the Mayor of London should stop charging residents and motorists for the new reforms. We need less regulation and less taxation.

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. People that have more money can afford paying, but those that struggle struggle even more due to 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?

a. There should be no charges for driving in London at all. There is no legal, health or mandated reason for this scheme. ALL "evidence" has been debunked and Mayor Khan has himself chosen to ignore consultation outcomes. 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 struggling as it is. Suicide rates are skyrocketing, people lost their jobs, their relatives. Enough is enough!!

4. What strategies and targets could smarter road user charging support?

Written Evidence from Individuals: Part Two

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. None – 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, and rephase the traffic lights to allow free flowing 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?

a. They are best removed at any level. We know that 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 reason he is pursuing it so doggedly. I think if anyone tried to bring road charging schemes in at a national level the 'difficulties' they would face would be civil unrest and continuous destruction of monitoring systems, until the 'initiative' was scrapped.

8. 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 already pay 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 worst 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. We DO NOT WANT A ROAD CHARGING SCHEME. London residents are asking for less hypocrisy, and more understanding. If this goes ahead more people will die through suicide, and attacks on vulnerable people using unfit public transport networks than any issue of air pollution.

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. Less, as in nothing, because these ridiculous schemes should not be allowed to see the light of day.

Written Evidence from Individuals: Part Two

12. Mayors and local authorities currently have powers to introduce new road charging 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 on the ULEZ extension, having previously said he would stand by the outcome. 65% of London residents and 80% of businesses were against ULEZ but the mayor of London ignored everyone!! (Whilst he has 3 cars driving him around) - hypocrisy! So it appears this question is technically irrelevant as it does not fit his C40 narrative. If a City or Government is looking at new schemes which are going to have a large impact on the way the country lives and our rights to freedom of movement, then they should not be in 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?

a. Hidalgo failed in France and got voted 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.

Thank you
Bromley[personal information redacted for publication]

The future of smart road user charging February 2023

Reference	RUC3021
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Please find answers below

1. Do the current road user charging systems in London require reform?

Currently no EVs have have to pay road tax of fuel duty. These vehicles are not attainable by many due to high price and issues with charging them. they can use the roads free of charge yet have a much higher carbon footprint from the start. I do believe adjustments need to be made in how we are charged but not at the expense or people who simply can't afford to change cars. With the introduction on ulez into my area, I have had to fork out 4k to upgrade to euro 4. Along with tax,mot, insurance, CC charger and ulez. It will be not be affordable to drive.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

We already have charges in London. I suggest we change the structure of them to adjust to EV and even cyclists.

3. 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 Two

This should not even be a question. Work, family, or simply popping to the shops. Essential or not. We need the freedom to travel without limitations. If tax, insurance and fuel is paid. Then I'm free to travel. We have different tax bands for higher emission vehicles already.

4. What strategies and targets could smarter road user charging support?

How about a mileage based system, each year after your mot, or a yearly "Mileage reading" like electric or gas bills, if you drive less, your "tax bill" is reduced and vice versa if you exceed your stated yearly mileage.

5. What technology could be used to support smarter road user charging?

As above in Q4

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

We already have ulez, lez and CC charging. We don't need anymore costs 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?

We already have a national system called road tax. Make adjustments in how much to pay as in Q4

8. 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. We should not be priced out of driving.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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. Especially 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.

Less hypocrisy, more understanding, please
We do not want a new scheme.

We the people do not want a road charging scheme. Especially 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.

Less hypocrisy, more understanding, please

Written Evidence from Individuals: Part Two

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 should be able to freely travel anywhere as long as we are all above board.

11. If distance-based road user charging was introduced, do 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 way the mayor clearly either does not care about low income or working class families and historically, with ulez being introduced, I have no doubts that we would all be paying 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)?

We don't have a dictatorship. We are a democratic country we should all have the opportunity to 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?

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC2883
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1. Do the current road user charging systems in London require reform?

Yes, cancel the ULEZ expansion.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Just another tax either way. Do not do 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?

Oh dear are you suggesting peak and off-peak driving, do not do it.

4. What strategies and targets could smarter road user charging support?

None, do not do it

5. What technology could be used to support smarter road user charging?

No technology, do not do it.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

None, as it should not be implemented.

7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach?

Lots of difficulties all over. Do not 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?

None, as 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

Written Evidence from Individuals: Part Two

who need to drive for work, or people who live in areas with low levels of public transport?

None, as 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, start somewhere smaller. Absolute Joke using London. Do not do 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?

No distance charging scheme should be 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)?

Yes, ask the people, unlike your referendum on the ULEZ Expansion which appears that the people have been truly ignored by the London 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?

N/A

Road Charging Consultation

Reference	RUC1132
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Road Charging Consultation

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 keeps being expanded. This is far too much already.

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. It would be smart if you didn't charge people twice when the clock strikes mid-night. It would be smart if the current £12.50 ULEZ tax was for a 24 hour period. £12.50 is clearly another tax...and nothing to do with air pollution otherwise you wouldn't be able to drive the car.

3. 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 MP's and Councillors should pay a premium and not reimbursed on expenses. Why do we have to pay to drive a car we paid for ,tax, insure , follow DVLA rules re MOT and fuel tax.

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. A happy citizen is a good citizen.

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. That is quickly becoming a big brother nation..which was never the intention of cameras..

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 Two

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.

7. Are road user charging schemes best 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 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?

No where 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?

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)?

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. The Mayor has not mandate to introduce the proposed ULEZ , he completely ignore the results of the consultation he has no credibility now. I wonder if this consultation will take more regard of the consultation results. But to be fair it has hardly been advertised ..which is appalling. This is not what democracy is about.

13. How are other 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.

Kind regards

[personal information redacted for publication]

Responses to road user charging questions

Written Evidence from Individuals: Part Two

Reference	RUC1131
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Responses to questions concerning road user charging.

Do the current road user charging systems in London require reform?

No. ULEZ has had a huge impact on the people of London – we do not need more charging of motorists to go about their daily lives. We need less regulation and monitoring – not more.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Respond to the crazy situation of the old system rather than introducing more systems. Why does the charge not last for 24 hours rather than changing at midnight and getting people 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?

There should be no extra charge at all. Drivers pay fuel duty which is a cost per mile. We do not need more road charging.

4. What strategies and targets could smarter road user charging support?

We do not need more road charging.

5. What technology could be used to support smarter road user charging?

We do not need more road charging.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

ULEZ is already doing this. 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?

We already have road user charging at a national level – it is called Road Tax and Fuel Duty. Why not reduce the road tax on older cars as most of the carbon dioxide is produced in a car when they are 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?

It should not. You should focus on the health of the nation by allowing people to use their cars to visit family etc.. Rather than trying to price people out of using 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?

We do not need more 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?

No. We do not need more 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?

They would all pay more. In the harsh economic climate only some sort of sadist would increase the cost of motoring – which is very costly at present.

12. Mayors and local authorities currently have powers to introduce new road charging 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 the public vote like any good democratic country. The other option would be those of a dictatorship which does not meet with our British values.

13. How are other 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 of the UK have had no say in these policy goals. Give the people a vote on these policies – anything else is a dictatorship. Agendas 21 and 30 have been imposed top down

Written Evidence from Individuals: Part Two

with no electoral mandate. They might sound nice on paper but the very real effects on people are more draconian measures in our lives.

*Best regards,
[personal information redacted for publication]*

Consultation on road charging scheme

Reference	RUC1129
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Dear Committee,
I would strongly support reforms to the current road charging scheme. I think more must be done to improve London's air quality and make our roads safer, and environment more pleasant. I think technology now enables us to have a far more progressive means of regulating road use by polluting vehicles, and by the type of user and purpose of use. TfL should operate flexible charging so that the wealthiest pay more than the poorest, those who choose to drive high-polluting vehicles pay more than those with low/zero emission vehicles, those who choose to drive pay more than those who have no choice, and those who choose to drive at peak times pay more than those who drive at quieter periods. For example, someone who chooses to drive their children to a fee-paying school in an ICE SUV in the morning should pay far more than a nurse driving to a night shift in a hospital. Strong sanctions should be implemented for non-payment.

I would hope that rates can be set so that an increase in revenue is generated for TfL and that is spent on maintaining improving public transport, especially opportunities for safe cycling - with greater infrastructure, bike parking facilities and more hire bikes and greater bus provision and routes.

London's air quality is deadly and it is unacceptable, now that technology is available to create a better system that saves lives, that you may choose not to use it.

Thank you for considering my evidence.
[personal information redacted for publication]

Call for evidence regarding road user charging

Reference	RUC1128
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Dear sir or madam,
I found most of the questions in the Transport Committee's consultation to be very leading and therefore questions 1 and 8 to be the most relevant

1. Do the current road user charging systems in London require reform?

Written Evidence from Individuals: Part Two

A. No the current road user charging systems don't require reform.

DVLA figures provided to Auto Express showed that the agency made £16.2 million from selling motorists' records to private parking enforcers, in 2018.

The DVLA is millions of pounds in profit. As the DVLA reports its a Trading Fund, DVLA does not pay tax on the surplus (profit) it makes. Trading funds are required to earn and pay over an agreed rate of return to their sponsoring departments or directly to the relevant authority. The cost of capital charge applies to all assets and liabilities in the balance sheet, with liabilities attracting a negative charge (i.e. a credit).

The ULEZ introduced in April 2019, official records for the financial year 2019-20 show that Greater London Assembly's net profits from congestion charges was £267million.

On 10 Dec 2021, it was reported that TfL generated at least £572,500 from ULEZ payments per day in the first month after the zone was extended 18 times in size to cover much of inner London.

In 2021/22 fuel duty tax receipts in the United Kingdom amounted to approximately 25.9 billion

Don't you think you are being a bit greedy with the new Road User milage charging proposal?

8. If smarter is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

A. Firstly, don't agree with the idea of tracking people and counting their milage. Its discriminatory. Especially since people cannot help the distance they have to travel to work. However, if the UK government was to introduce smarter road user charging, then it should certainly scrap the ULEZ and road taxes has the government should not unnecessarily burden its citizens and these fund raising schemes would become surplus to requirement. Since tracking people and charging drivers by the mile, will lead to less road usage, without the unnecessary financial burden of paying for ULEZ and road taxes as well.

Thank you for considering my evidence. I hope it will count.

Sincerely

[personal information redacted for publication]

[No subject]

Reference	RUC1127
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Good morning, I am against any scheme to make us pay for ULEz or payment for mileage used. I am a private hire driver and we helping London Transport to move people. It's unfair to even make us pay for congestion charges.

[No subject]

Written Evidence from Individuals: Part Two

Reference	RUC1126
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1. Do the current road user charging systems in London require reform?

A. Yes, there are too many different payment methods and it is too expensive to drive within London.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

A. It is another scheme to make money by attacking working people. Many people (such as myself) cannot always use the unreliable and unpredictable public transport. We have one of the most expensive public transports in Europe, it is inaccessible and rarely runs on time.

3. 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 work in the emergency services and often complete long and extended shifts, sometimes in excess of 20 hours. There are times where I go to work and do not know when I will be coming home, therefore, I drive as public transport doesn't work 24/7. I woke in central London but live in SE London where there are no night buses, no tube stations anywhere near me, no night trains, I would be stuck as work and therefore, I have to drive. To pay to get to work and back would cripple me and I would have to leave London and work in another county.

4. What strategies and targets could smarter road user charging support?

A. I understand the need to clean the air and reduce toxic emissions, however, targeting car use is not practical. There are thousand of buildings that leave lights and electricity running all through the night despite no one being there. More funding could be used in reducing toxic emissions from cars and using different forms of fuel. The charging of people to use their vehicles in this format will only impact the people trying to get to work and home and not the rich that drive their super cars around London untouched.

5. What technology could be used to support smarter road user charging?

Technology can be used to lower emissions from vehicles, use alternate fuel types in order to power cars.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

A. There are other ways this could be targeted. Multiple business leave all their electrics on all throughout the night despite no one being there. Traffic is mainly caused by the excessive amount of bus lanes, flower pots in the middle of the road blocking cars and other methods which have only ever increased traffic and therefore pollution in order to support your evidence for higher fees and taxes against 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?

A. Neither, it is not practical to implement these charges. People already pay a vast amount in costs in order to drive. The introduction of this further fee would make it almost impossible for me to go to work or get home. At times I finish work at 0300 hours in the morning, there is no other way for me to get home but to drive. Public transport needs to be made more accessible (I.E cheaper) and work 24/7 (nationally) before this system can be introduced.

8. 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 Two

A. It shouldn't be introduced, it would destroy the very little community that is left in London. We have a very weak and inaccessible public transport system in London which must be developed before anything like this can 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?

A. Exemptions would need to apply to anyone who doesn't have access to public transport at all times, need to drive to work or as part of work.

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! London should not be used as the Guinea pig of a uninvestigated scheme which has been ill thought out. Using it on the biggest/largest and most populated city first as a trial is absurd, it should be trialled in an area where it would have a much smaller impact.

11. If distance-based road user charging was introduced, do 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. Less, 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)?

A. Yes, a local referendum would be necessary, this would then grasp the voices of Londoners and a try reflection of their opinions could be gained.

13. How are other 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. We cannot compare as we do not have the same infrastructure as other countries. Train fares in most European countries are extremely cheap, and the trains are reliable, we are not in that position and need to sort that before we can compare to other cities internationally.

Thank you

Road user charging consultation (closes 10/3/2023)

Reference	RUC1124
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1

1/ Do the current road user charging systems in London require reform?

No, the road charging systems in London DO NOT need reform. London already has a central congestion charging zone and ultra-low emissions zone (ULEZ). There is an existing road charging system called fuel duty on petrol and diesel that has plenty of time before it needs replacing. Moreover, the whole of the UK economy is in a mess today due to irresponsible government decisions so no changes should be made. London is also a very important city for many reasons and should be accessible to all without more regulation via a user road charging system.

Written Evidence from Individuals: Part Two

2/ How might smarter road user charging differ from the current daily charges for driving applied in London?

One improvement would be looking at the timing of the central congestion charge and ULEZ. Just set the end of each day at 2300hrs and only restart the charging at 0600hrs with 7 hours without any charge. There are very few vehicles around in the early hours of the morning and this would encourage those that do drive to avoid the busier times e.g. 0600hrs to 2300hrs.

3/ 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 is there any need to differentiate between different types of journeys? Fuel duty costs increases according to mileage and vehicle type. Nobody drives around London without a clear purpose e.g. lorry delivering goods, coach transporting passengers, car on a business appointment. This is a nefarious proposal to control travel once an individual mobility app is available, linked to one's carbon credit score (called social credit system in China). Just add a digital currency and digital identity, 15 minute cities, low traffic neighbourhoods and the whole population of London is permanently locked down (apart from MP's, Lords and the 'necessary' elite!

4/ What strategies and targets could smarter road user charging support?

Why do we need to suggest strategies and targets that could be linked to road charging? I know the answers you are looking for are linked to the UN Sustainable Development Goals, WEF 'build back better', e.g. individual carbon footprint tracking, 15 minute cities, encouraging sustainable transport. I call these returning to a feudal society where most people were serfs owned by the Lord of the manor. Digital serfs!!!

5/ What technology could be used to support smarter road user charging?

I totally reject the need for 'smart' road user charging. You are looking at the abuse of technology to control the movement of the population of London. I love sci-fi films and also Japanese anime where technology (usually AI and humanoid robots) enslaves a population which rebels to overthrow their tyrants! Its always the same basic plot where technology that once made life easier was used to to enslave them.

6/ How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

In my opinion the ULEZ is already changing traffic and reducing air pollution in London and elsewhere. Climate change is a 'convenient' theory that many scientists do not support as a 'fact' but rather as a 'theory'. A rather wicked mass communicator once said "you can fool some of the people some of the time, but not all the people all of the time". These are not his exact words but a paraphrase of what he said and my view on climate change. My point here is the existing vehicle taxation scheme is quite sufficient for 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?

Let me talk about how Singapore did things right, long before the current madness about climate change was thought up the United Nations to justify its bid for global governance. A small island had to find a way to control the number of road vehicles. There road charges are only applied in certain areas, and during certain times. However, road charges are only a small part of managing the total number of vehicles on Singapore roads. The rest of the system controls the number of people that can buy a vehicle, so it favours taxis and commercial vehicles. Only the rich can afford a car, company cars are restricted, and public transport is affordable. There is also a growing network of cycle paths. London could not introduce the Singapore system, because it was designed to meet the specific needs of a overpopulated island.

Now back to London. It makes sense to wear out older cars given their carbon footprint is past, not future. Its crazy to scrap and older car to replace it with a new car that uses for more carbon to produce, particularly an electric vehicle (EV). EV's are great in some areas and for some roles but NOT suitable as a total replacement for internal combustion engines (ICE). So to summarise, there are effective road charging schemes in place not vehicle excise duty and fuel duty.

Written Evidence from Individuals: Part Two

8/ 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 view is summed up in "If it ain't broke, don't fix it". For all the flaws in the current system, it is working because high mileage drivers pay more, large vehicles pay more. However low mileage older drivers can keep a car by limiting their mileage. I also think that people need MORE access to healthy places, not less because of high costs due to 'pay per mile' schemes. Health and societal gain e.g. family visits should be before increases in taxation.

9/ What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 question shows the flaws with any such schemes. It would be a bureaucratic nightmare to operate any such scheme. There will always be winners and losers such as under the Universal Credit (UC) system that replaced Social Security payments. I can also guess which classes of people get 'special exemptions' starting with the Mayor of London, MP's, Lords, whereas 'ordinary' working people would not.

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 in the UK would be suitable for a national distance-based road user charging scheme because they are fundamentally unfair. Even Singapore does not operate such a scheme and I have full confidence in their Land Transport Authority (LTA) to be impartial and objective. However, I have no such confidence in HM Government and Transport for London (TfL) in particular.

Those living in country areas face the greatest disadvantages. All these utopian (dystopian schemes may work in a city, but not in rural areas). EV's do not suite longer commuting distances in sparsely populated areas. This is already a problem for ICE engined cars because there are few places in the UK where the price of fuel is subsidised by the state. Its just too expensive to travel to work unless the pay is very good. This is why many 'professionals' buy wonderful rural properties knowing they can afford it on their banker, chartered accountant, principal lecturer and such like. I know, as I used to live in Cornwall and how this caused extreme rural poverty. Poverty in NOT just in cities such as 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?

Greed is a human trait, particularly in government. No one's costs would go down, that is for sure. I can imagine the scene now, a computer model would be created to answer 'what if' questions. It would just as inaccurate as the covid 19 modelling. My point is that London and the needs of its people are too complex and the change dynamic make any such exercise an impossible task.

12/ Mayors and local authorities currently have powers to introduce new road charging 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 question is easy to answer. The only electoral mandate should be a referendum before any such proposal acted on. In my view, a 2/3rds majority would be needed, I would rather use an 80% in favour before any such scheme is introduced. If the idea was good, well presented and backed up by evidence from independent researchers that let it go to a vote. The mayor would have to be bound by the result, unlike the Mayor of London on the ULEZ extension to Greater 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?

First, allow the people to vote on the policy goals rather than a scheme where the people had no input into the ideas it was built on. Singapore works on the consensus principle. Even though government of Singapore is not famous for being democratic, it largely works on a

Written Evidence from Individuals: Part Two

genuine consensus for issues such as transport under the LTA. Singapore is run at least a 100 times better than London under the Mayor of London and TfL!!!

Call for Evidence re Road User Charging

Reference	RUC1123
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Dear Transport Committee Members,

I am writing in response to the consultation calling for evidence on Road Use Charging.

1. Do the current road user charging systems in London require reform?

No. The ULEZ currently in place is already impacting people enough. Instead of charging motorists more, I suggest we need less regulation and monitoring. Many people are already struggling financially and need help rather than more, unnecessary, demands on their finances.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

I suggest it would be wiser to adjust the current systems as opposed to proposing new ones. For example, at present the daily charge stops at midnight, meaning someone who is visiting between 10pm and 2am pays twice. This is unfair. These defects in the system need 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?

I do not think anyone should have to pay extra for their journey, regardless of their reason for travelling i.e. work, caring or essential services. UK drivers already pay fuel duty which, at a cost per mile means we pay more if we drive more. Given the current state of the economy and the cost of living, people don't need to be charged even more to use our roads.

4. What strategies and targets could smarter road user charging support?

Instead of attempting to encourage smarter road usage, I suggest more focus is placed on addressing the day to day challenges the general population face simply to get by. If the government really wanted to encourage smarter road usage, it could consider policies that encourage localisation of resources and produce to help minimize the volume national haulage that occurs every day.

5. What technology could be used to support smarter road user charging?

I don't think there is a huge demand for yet more technology and monitoring of our daily habits. When I discuss these matters with friends, neighbours and work colleagues, the mood seems to favour less technology and a simpler life.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Surely the ULEZ is already doing this? The public are already being taxed via VED on emissions, and electric cars have been incentivised. There is no need more even more road user charging. If you want to reduce traffic, encourage localisation of resources for

Written Evidence from Individuals: Part Two

communities. If you want to reduce air pollution and climate change, increase incentives for buying electric cars and increase the infrastructure needed to charge 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?

Personally, I view the use of road tax and fuel duty as a road user charging system at a national level. Again, instead of further charges, why not reduce the road tax on older vehicles that have been around for many years. These vehicles, or more precisely their owners, have paid their carbon dues by remaining in use instead of being replaced by another brand new car, as 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?

I don't believe any of charges or taxes should be changed. I think the focus of the report is misguided. Rather than adding a greater burden on travel, which will be felt by those with the least disposable income, the government should focus on doing all it can to help improve the health, and mood, of the nation in lading and meaningful ways.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 for a moment that the majority if the population want a road charging scheme. The opposition to the expansion of ULEZ is obvious and vocal. If this misguided idea is pushed through, then there it should be means tested and offer exemptions for anyone earning below a certain level of 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?

I do not know of anywhere in the UK that would be a sensible place for a trial, not least because I think the idea of increasing road user charging is 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?

If this unwise idea is pushed through, it would surely mean that Londoners end up paying more, purely because they live in the most expensive city in the UK. Many Londoners will struggle financially even more than they already 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)?

Any scheme such as this should most definitely be put to a public vote, in whatever form that takes. The people who will be affected the most by such schemes must have the final say on it. Pushing through such a scheme without the a mandate from the electorate is not 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 no idea. Before proceeding any further with this scheme, and adding to the financial burden the population is already facing, I suggest you give the electorate a chance to vote on the policy and on the road charging scheme. To impose it against our will is dictatorship.

Thank you for your time.

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Road User Charging

Reference	RUC1122
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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? 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?

1) Absolutely not. This persistent penalising of vehicle ownership must stop. People are struggling enough as it is at this time with no end in sight. People do not use their vehicles for fun. Within Greater London people use their vehicles to get to work and to perform other essential duties as they do not have the benefits of an underground network, a frequent train service and some have just one bus an hour, with services constantly being cut by TfL and the Mayor.

2) It doesn't differ. It's still jus a tax on people already struggling to pay their bills.

3) No variations. It should not happen at all.

4) No strategies or targets are necessary. This is just another tax to create revenue for TfL and the Mayor of London.

5) No technology as it should not happen.

6) Since the Mayor has been unable to provide any data that proves that there has been a reduction in pollution within the present ULEZ areas and has even stated that 'there is no air in London that is breathable', this demonstrates that the ULEZ is pointless and that road user charging will also make 'negligible' difference and all it will do is continue to allow people to drive within London as long as they pay a fee to do so, thus doing nothing to reduce pollution but making the Mayor a lot of money to clear the deficit he has created.

Written Evidence from Individuals: Part Two

7) At City level only because of better available infrastructure. This will create no benefits other than money for the Mayor and many difficulties for those business who need to deliver within the City and will likely cause them to stop providing services within the City.

8) Smart road user charging should not be introduced. Leave things as they are. The congestion charge is in place and the present ULEZ, which does NOT require expanding to Greater London. Please remember that the Mayor gave central Londoners two years to prepare but has given Greater Londoners just 6 months, during a cost of living crisis and that Greater London is made up of towns and villages surrounded by green belt, so pollution levels are more than adequate according to daily data records.

9) You are talking about the vast majority of the population of London and Greater London with this question, so how will giving the majority reductions and exemptions make any difference to the Mayor's deficit. Think about it. This is the whole reason Greater Londoners do not want the ULEZ expansion as it's just a way to tax the poorest, the disabled and those trying to get to work.

10) No. No trial. No implementation anywhere.

11) They should not pay anything as it should not be introduced. People need cars. Please accept that.

12) We had a consultation on the ULEZ expansion and the Mayor fiddled the numbers and ignored the results as he'd already purchased the cameras before the consultation started, so why would we believe that any referendum results would be honoured. The Mayor of London and the GLA should leave Greater Londoners alone and power for all 32 boroughs should be handed back to their councils.

13) They are unpopular and hundreds of thousands of fines are being ignored, so that should tell you everything you need to know.

Kind regards,
[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC1121
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Dear Sir/Madam,
before I answer the questions, I would like to point out the consultation misses one very important point. It does not give people an option to oppose to road user charging. I would like to make it absolutely clear that I **OPPOSE TO ROAD USER CHARGING**. I read the "London Assembly Transport Committee - 14 December 2022" minutes and watched the video and I am concerned about Sian Berry's answer to Shaun Bailey on page 38 "... we carefully scoped the meeting so that we were not going to consider whether or not and just look at how, for politically sensitive reasons."

1. Do the current road user charging systems in London require reform? No, it does not.
2. How might smarter road user charging differ from the current daily charges for driving applied in London? I oppose to road user charging.

Written Evidence from Individuals: Part Two

3. 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 oppose to road user charging.
 4. What strategies and targets could smarter road user charging support? I oppose to road user charging.
 5. What technology could be used to support smarter road user charging? I oppose to road user charging.
 6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? I oppose to 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? I oppose to 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? I oppose to 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 oppose to road user charging. Smart road charging scheme proposal is discriminatory.
 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 oppose to 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? I oppose to 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. Every household needs to be informed about the proposal and needs to have an opportunity to express their view. The consultation window needs to be longer. A local referendum sounds like a good idea.
 13. How are other 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 oppose to road user charging.
- Your sincerely, [personal information redacted for publication]

road user charging consultation

Reference	RUC1120
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1 . Do the current road user charging systems in London require reform ?

The only reform they require is to be reduced in cost to the road user.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter road user charging is not required anywhere in our land. It is just another cash cow for authorities. Vehicles are already excessively taxed.

Written Evidence from Individuals: Part Two

3. 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 or anywhere especially not for carers essential services or travel for work purposes.

4. What strategies and targets could smarter road user charging support?

There is no reasonable strategy to road user charging. It will just open the divide between rich and poor and make peoples lives a misery.

5. What technology could be used to support smarter road user charging?

We do not require the waste of funds on technology for road user charging as it is completely unnessacery.

6. How could road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The most congested and polluted areas already have sufficient controls in place. This will make very little or no difference to 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?

They are best not set up at all. Motorists already pay for the roads and the liberty to be able to travel should not be charged for. I can only see difficulties and no benefits that would justify 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.

If road user charging is introduced then ulez, congestion charging, ved, and fuel duty and v.a.t should all be scrapped along with v.a.t on vehicle insurances.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 you have mentioned 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.

Nowhere would be a sensible place for a trial. Again this idea is just another tax on people and is not justifiable

11. If distance-based road user charging was introduced, do 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 pay for the freedom to move around their home city or 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)?

No authority should have the powers to force something upon people that the people don't want. These things should be put to the people to vote on. Mayors certainly should not have these powers. It goes to their heads and they start to behave more like dictators. They need reminding that like politicians they work for the people and do not have the right to impose their beliefs and schemes on the people.

If you require to contact me please use my email : [personal information redacted for publication]

Written Evidence from Individuals: Part Two

I grew up in south London and now live just outside London so this will effect myself and my family

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC1118
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1. Do the current road user charging systems in London require reform? *Yes they need to be abolished. They have proven not to impact pollution satisfactorily. What the charges have done instead is to damage business, particularly retail in London and benefit online organisations such as Amazon instead. Not only does Amazon not pay the same proportional amount of tax as the businesses it replaces but it employs people on unfavourable terms compared with those that would be employed within London if the charging schemes were removed.*

2. How might smarter road user charging differ from the current daily charges for driving applied in London? *Remove the charges and benefit from more visitors to 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? *Remove the charges. There is no justification for them.*

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? *These are not a challenge. They are being positioned as a challenge to allow tax to be raised to cover for inefficiencies, poor management and wasteful schemes intrduced by the London Assembly.*

7. Are road user charging schemes best 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 scheme is already in place it's called road 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?

9. What discounts and exemptions would you like to see for any new smarter road 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 Two

areas with low levels of public transport? *This would be unnecessary if the current schemes were 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? *No. Distance based charging would result in a revolution against the instigators. The bad faith that such a scheme would represent should not be underestimated.*

11. If distance-based road user charging was introduced, do 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 do not wish to be tracked as to where they go. What planet are you on?*

12. Mayors and local authorities currently have powers to introduce new road

charging 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 but not a local referendum a country wide referendum that includes anyone that may visit London, so the whole population. The Mayor is overstepping his remit if he thinks he can implement a system that monitors the movements of individual people. This is no different to the way the CCP treats the people of China.*

13. How are other cities and countries working on similar smarter road user

charging ideas faring, and what alternatives are they looking at for achieving similar policy goals? *Singapore has a system ostensibly to manage traffic flow. Any revenues are to pay for the system which benefits the road user.*

The future of smart road user charging

Reference	RUC1116
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To whom it may concern.

I do not agree that this is being done for the genuine care of the people, but just to creat more control over them and burden the poorer people, who are already struggling, with more charges.

Answers to the four key questions.

- 1) No
- 2) No, just better manage the current one you have, without these intrusive measure suggested here.
- 3) we don't need more methods of charging people.

Written Evidence from Individuals: Part Two

4) same as this.

Can you please direct me to where (link) I can see this report from which these changes were recommended?

Regards

[personal information redacted for publication]

Consultation on the future of smart road user charging

Reference	RUC1115
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Hi All,

Please find my answers to the consultation on “smart road user charging”. See <https://www.london.gov.uk/who-we-are/what-london-assembly-does/london-assemblys-current-investigations/road-user-charging>

Key questions

1. Do the current road user charging systems in London require reform? Yes. It is not fit for purpose and very complex and it is not working at all and hence all the scheme such as ULEZ, Congestion charge needs to be completely scrapped and need to get back to the simple and single system of existing flat rate “Road Tax” system. There is no need that London should have a “special system” on top of the “Road tax” system. There is no independently verified scientific evidence that any of these scheme has improved air quality around London.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

There is no need to have “smart road user charging” it will be introduced further complications and there is a hidden agenda of getting more money from road users, no matter what mode of transport they use such as zero emission vehicles. It will also compromise the freedom of movement and will be an intrusion on personal liberty.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services? Please do not charge for any journey. Instead public transport needs to be improved. More frequent trains, TFL buses needs to run on hydrogen/electricity. Need to role out more charging points, transition to hydrogen fuel rather than restricting and changing people from moveing.

4. What strategies and targets could smarter road user charging support? I do not support “smarter road” charging at all.

Hi

[personal information redacted for publication]

As my local representative at GLA and parliament, can you please use your office to represent my view to totally oppose this “not fit for” scheme. Further all the existing scheme such as ULEZ, Congestion charge needs to be completely scrapped. Please use your

Written Evidence from Individuals: Part Two

office to argue for it and make it happen. We need to go back to a much simpler flat scheme like "Road Tax" system without any strings attached.

Thanks

[personal information redacted for publication]

evidence and questions for submission as my response about road user charging

Reference	RUC1114
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Q1, do the current road user charging systems in London require reform

My response to question Q1

No ulez was designed and implemented for this purpose already and it has had a detrimental effect on only a few things those being people's ability to afford to travel and people's inability to be able to afford to live, the government is responsible for the state of the economy not the people and I will strongly desist any further cash making schemes set up by TfL or uk governments or any third parties being mascarded as helping people.

Q2, how might smarter road user charging differ from the current daily charges for driving applied in London.

My response to question Q2

Instead of wasting more time and money on new cash making schemes how about sorting the current flaws in the one you already said would help out people, for people working shifts paying twice for a journey because there shift straddles midnight, the new systems are just a cash making machine for those in government and TfL and third party companies involved in their implementation.

Q3 how might changes for driving in London be varied for different types of journeys such as traveling for work caring responsibilities or essential services.

My response to question Q3

No one should have to pay for road usage any more than we do already we pay road tax or ved as you like to call it we pay an extortionate amount of tax on fuel which is the same thing as pay per mile, how do you honestly think this will all help or be for the greater good I speak for millions when I say this is unfair unjust and just will not be tolerated.

Q4 what strategies and targets could smarter road user charging support

My response to question Q4

The people of this country are sick to the back teeth with successive governments and bodies telling us how we are going to live our lives, try spending money on more pressing issues like health and well-being and immigration, homelessness, to name but a few things.

Written Evidence from Individuals: Part Two

Q5 what technologies could be used to support smarter road charging system

My response to question Q5

Is this the same technology that cost millions to control covid by any chance that did not work and neither will any new technology your dreaming up to tax people more most people now have a headache on a daily basis trying to escape technology let alone encompass more.

Q6 how could smarter road user charging assist with tackling current challenges such as traffic air pollution and climate change

My response to question Q6

The ulez already does this according to the people selling it although there is no evidence to bolster the claims of saving lives seeing as the number of deaths directly linked to death by pollution since 2001 till 2021 was one reported case of a death certificate actually saying that they died from pollution and even that one does not say it was automotive pollution that was the cause.

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 I expect with either approach.

My response to question Q7

We already have a national road charging scheme thanks we do not need any more ved and fuel tax and the increasing amount of councils who think it's fair to charge people to park where they live,

Also many older cars are not as polluting as you say many are far less polluting than you would have everyone believe it's another white wash by TfL and central government to say what car is and is not compliant because of its age.

Q8 if smarter road user charging is introduced which changes or taxes should it replace and how should the current taxes and charges be changed

My response to question Q8

It shouldn't the people who spend time writing the reports should be focused on the health and wealth of the nation, by introducing the country's ability to support itself do you really not see your perfect world does not exist and never will because if you take away a man's livelihood you are in turn wrecking the fragile economy we already have.

Q9 what discounts and exemptions would I like to see for any new smarter road charging scheme for disabled or people who need to drive to support the country and care for people (question rephrased as yours made no sense)

My Response to question Q9

Written Evidence from Individuals: Part Two

Me and millions of other people young and old do NOT want any road charging or road user schemes at all please try and see past the cash cow

Q10 if the government were interested in a national distance based road user scheme would London be a sensible place for a trial

My response to question Q10

No no and no I do not want anyone telling me I have to pay to there or pay to go here I already paid that when you doubled my ved and stuck a massive tax on the fuel stop trying to ask the same question in multiple ways we are not as stupid as you believe we are despite your attempts at brainwashing us this is all for the greater good it's NOT

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

My response to question Q11

Look someone's going to have to pay for all this technology and it will be all of us paying more so no we do not want any new schemes we do not even want the ones you have already sneaked in on us during covid when we were all worried about other things no more pay to drive, walk, skate bicycle or fly.

Q12 mayors and local authority have powers to introduce new road charging schemes do you think anything further is required beyond and electoral mandate for those bodies to use those powers

My response to question Q12

All new schemes and hair brained money spinning ideas should be by public vote not bloody hidden referendums that no one hears about until they are too late as they were busy online trying to pay or understand one thing at one end while you are trying to stick a bill or charge up the other end.

Q 13 how are other cities and countries working on similar smarter road user charging ideas faring and what alternatives are they looking at for achieving a similar policy goal

My response to question Q13

To start with we did not and do not set policy goals but should be given the right to a fair and public vote in all matters that would cause us financial hardship and road user charging is part of that advertise this so called referendum and others on national to like you did stay home with covid and people may have a chance to vote fairly.

FROM [personal information redacted for publication]
AND DO NOT SAY I DONT COUNT AS I DO. I WORK IN THE CAPITAL

Written Evidence from Individuals: Part Two

The future of smart road user charging

Reference	RUC1113
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Answer to question 1:

NO!!!!!!!!!!!!

STOP TRYING TO TAKE EVERY PENNY WE HAVE. WHY NOT TRY PUBLICISING THESE CONSultations or "calls for evidence" to the wider public rather than sneaking things through behind peoples backs.

It Calls for Evidence: The future of smart road user charging February 2023

Reference	RUC1112
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1. Do the current road user charging systems in London require reform?

Yes. They are a tax on the poor and cause hardship to families.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

No to charging, no to ulez.

3. 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 charges make no sense. Large, expensive cars owned by the rich get let off, it targets the poor

4. What strategies and targets could smarter road user charging support?

I do not agree that charging in this way is helpful.

5. What technology could be used to support smarter road user charging?

Improve public transport and get rid of LTN and unused cycle lanes to free up space once afain. You owe are not working for Londoners. You are out of touch and targeting everyday people.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

You lie and mislead on figures. Tell the truth Khan.

7. Are road user charging schemes best 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's not practical for everyday use. Families are already struggling and this is pushing people to breaking point.

8. 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 Two

We are already taxed on everything, insurance added in and now this. We are being priced out,

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example, to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Charging people who are already struggling to feed families and get homes is going to push people to mental breakdowns

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 are targeted for everything.

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?

Stop charging us.

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)?

Powers are being misused and its gone to hos head. We the people vote those in, we should get a vote on such chabges.

13. How are other 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. Don't care. Stop targeting us. The charges are pocket change to the rich but are the difference between life and death to every day people. Stop.

[personal information redacted for publication]

Road user charging

Reference	RUC1111
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I have zero trust in you!

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC1110
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To the whom it may concern;

Please see my answers to the questions you provided.

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. 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.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Written Evidence from Individuals: Part Two

Instead of proposing new systems, adjust the old systems. EG the daily charge should stop at 6pm to 6am ,instead of 24hours and people visiting between 10pm and 2am paying twice. issues like this need addressing 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 for essential services.

4. What strategies and targets could smarter road user charging support?

Disguising issues as strategies and targets when they are clearly a charging scheme to raise taxes is not supporting the public interest.

5. What technology could be used to support smarter road user charging?

We have more than enough technology as we are. Additional technology would not benefit the public interest.

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 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 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?

It shouldn't replace any existing charges or taxes, but there may be a case to relook at electric vehicles to bring them in line with the current vehicles.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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. Especially when it is sold to us by the likes of Sadiq Khan, who is currently promoting a ULEZ expansion to raise 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. Nowhere is a sensible place for a trial. As this will lead to a rise in civil disobedience as we can already see the civil unrest caused by the Oxford trail.

11. If distance-based road user charging was introduced, do 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 want or need a distance-based user charge as all 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)?

All of these new schemes should be put to a public vote, as law and any attempts to circumvent this when unhappy with the results should be unlawful.

13. How are other 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. We are only concerned with what is occurring in our own country; they have their own political systems and representatives to safeguard their democratic rights.

Kind Regards

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

Re road charging per mile

Reference	RUC1109
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Dear all concerned

I totally object to road charging per mile. As a foster carer it would make it very difficult for me to continue as the work I do involves a lot of travelling to meet the needs of my charges. I think it's a totally unfair tax especially in this current climate.

Thanks

Reject "smart" road charging. I do not consent.

Reference	RUC1107
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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.

Written Evidence from Individuals: Part Two

7. Are road user charging schemes best 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.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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.

Written Evidence from Individuals: Part Two

Reference	RUC1106
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Your questions are based around the proposition that drivers should be charged. Where was that debate?

It should be no secret that Sadiq Khan is chair of City 40(but it seems to be) and these measures closely align with those principles. Where was the debate and full disclosure at resident level about these aims.

How many cameras have been installed in London. Under what directive and by who's authority ?

How much money has been made from ULEZ since the start? Where does it go? How is it spent?

If pollution is the imperative and electric vehicles the answer what is the argument?.

Key questions

These are skewed propositions aka the classic ' how did you murder your wife' You are asking people to think about a variation of the same but not giving them the option to reject outright.

1. Do the current road user charging systems in London require reform? - Should be removed
2. How might smarter road user charging differ from the current daily charges for driving applied in London? - Should not be considered
3. 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 implement fairly unless you want to squander tax payers money in the attempt
4. What strategies and targets could smarter road user charging support - the only fair and reasonable measure is to use actual overall mileage as recorded by MOT
5. What technology could be used to support smarter road user charging? - How much has already been spent on this? W
ho is getting these cash cow contracts?
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? - It can't Too many people live in London. Stop delvelopment of properties into 1 bed hovels. Apply a maximum occupation limit to all domestic housing based on number of beds. Try charging to use cycle lanes and/or, removing cycle lanes and LTN's to improve traffic flow. Electric is unsustainable.
7. Are road user charging schemes best 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 Assembly seems to be part of City 40What have the issues in London got to do with other parts of the country ? Why are you even asking this question? Why if you ask whether this should be a nnational system isn't this consultation going out countrywide? Why aren't you implementing a mii referenfuam alongside local elections?
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? Car tax should be zero . No ULEZ Remove all penalty charging in LTN's
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 cross subsidy or need to show reason for exemption. How will you deal with strudents, visitors, tourists?

Written Evidence from Individuals: Part Two

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 sounds like the Govt is interested in a distance based road user scheme? Thanks for the heads up. How does the set up in a city like London with the benefit of the tube/rail/regular bus services relate in any way to the rest of the country, unless you are deliberately trying to stop poorer people travelling 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? Why are they paying anything at all? If electric vehicles are the answer - provide 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)? Referendum AND all costs/contracts// decision makers/ vested interests made publically available

13. How are other 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 have other cities and Countries got to do with it? unless this is City 40? Who's policy is it ? Was it in the Govt manifesto? What has another countries policies got to do with the UK? Do we get to vote and elect in theirs?

Regards

Traveller in London

The future of smart road user charging

Reference	RUC1104
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1. NO.

2. None-There is No need as it seems to be a way of turning poor vehicle owners as the mayor's cash cow.

3. No- why do you want to stop me from seeing granny?

4. None. Except to stop me from seeing granny.

11. No

12. Yes.

13. Empirical evidence of its impact on families, the local economy and success must be provided.

Written Evidence from Individuals: Part Two

Road pricing...response to the London Assembly's request for views on the new Road Charging proposals

Reference	RUC1100
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I live in London I was born here and have lived here all of my life.

I am over retirement age and own a car that I use when I deem it necessary to do so.

I pay road tax

I pay income tax

I pay Value Added Tax

I pay Council tax

I pay tax on petrol

I pay to use toll roads when I need to see friends in Essex/Suffolk

I strongly disagree with road user charging. I strongly object to my movements being monitored by the State.

I will answer the key questions posed BUT these do not present a true representation of the issues at stake

The Key Issues

1 Do the current road user charging systems in London require reform?

I object to the proposals. I do not believe the current road user charging systems in London need reform. I do not agree that mobility should be restricted in this way. I believe that freedom of movement is a key component to living healthy lives (physically and mentally) and prohibitions and restrictions harm everyone.

2 How might smarter road user charging differ from the current daily charges for driving applied in London?

I object to the proposals, and do not believe that daily and fluctuating smart road charging schemes charges are good for anyone (except those raking in the funds!). We pay tax on petrol, i.e. the more miles you drive , the more you pay. People pay a charge to top up electric batteries? I strongly oppose any scheme thst allows the State to monitor people's movements.

3 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 object to the proposals. I do not believe it is a matter for the State to decide/judge who has the right to drive and at what cost. If there are essential workers who need cars, for example for work, caring responsibilities or essential services then increase their wages to allow them to purchase petrol. Restricting freedom of movement harms everyone.

4 What strategies and targets could smarter road user charging support?

I object to the above proposal. Smarter road user charging SHOULD NOT BE INTRODUCED AT ALL. Restricting freedom of movement and monitoring the movement of the population harms everyone.

Regards

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

The Future Of Road User Charging Systems

Reference	RUC1099
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Dear London Assembly,

Response to the questions that you have raised concerning future road charging systems, the following is set out:

1. Do the current road user charging systems in London require reform?

Yes. The Committee on Climate Change recommend a 37% cut in UK car emissions by 2030 (p.7). Tackling the climate emergency requires a substantial reduction in vehicle mileage. If London brings in road charging targeting greenhouse gases, this would set a great example for other world cities, particularly because Sadiq Khan is currently chair of the global group C40 Cities.

We should remember the survey findings that about 42% of miles travelled in England are for leisure, and that higher income families drive much further than drivers in poorer households. Therefore greenhouse gas emissions from cars could be substantially reduced without causing deprivation.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It would charge per mile, with the charge varied according to pollution level of the particular vehicle, the convenience of public transport in that area, and the level of congestion in the area at that time of 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?

Emissions of carbon dioxide and other pollutants should not be ignored on the grounds that the journey is regarded as important. It would probably be appropriate for employers to pay the charge if their employees had no other travel options besides driving. However there may be exceptional situations such as unpaid carers (e.g. relations) travelling to provide vital care whose need for a temporary exemption from charges and/or a scrappage grant could be assessed.

4. What strategies and targets could smarter road user charging support?

Cutting greenhouse gases and other air pollutants substantially, and reducing congestion.

5. What technology could be used to support smarter road user charging?

GPS technology built into many cars, including all new cars, is already available for privacy-friendly smart road charging, and used in various places such as Washington State (p. xvii). Drivers reluctant to use this could have the alternative of paying a fixed annual charge, linked to the mileage recorded on their previous three MOT certificates, but set at a somewhat higher rate.

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 Two

It would do so by cutting traffic and emissions, giving drivers an incentive to drive fewer miles, and would also cut congestion. International research shows that even quite modest road user charges can stimulate a significant proportion of people to drive less.

7. Are road user charging schemes best 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 would have the advantage that drivers everywhere would be familiar with it and would be able to make travel choices easily by taking it into account. However because we face a climate emergency London should not shelve this vital issue by relying instead on a national government, as it is difficult to predict when the government would introduce such a scheme. Moreover as stated above, if London introduced a scheme relatively soon this would encourage other cities to do likewise, by showing that road user charging is regarded as important and feasible.

8. 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 there was a national system it would be logical for the charges to replace fuel duty and vehicle excise duty. However it is likely that government would hesitate considerably before deciding to replace these relatively predictable revenue streams. This is another reason why London should move forward and start its own scheme as soon as possible.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 a reduction or an exemption for a temporary period for those living in areas with inadequate public transport, until the public transport is improved to a suitable level. People on low incomes should be able to obtain a scrappage grant, and there should be sufficient notice before the scheme begins to enable people to obtain a grant and prepare for whatever alternative transport method they choose. Organisations representing disabled people should be consulted. Depending on the level of disability, certain people may require a larger scrappage grant than the amount applicable for people on low incomes.

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?

Because it is so urgent to cut greenhouse gas emissions, it is vital that drivers should pay substantially more per mile than at present. The scheme should include predictable incremental increases in the per mile charge, in line with the gradual improvement in public transport in areas in which it is currently insufficient. This would also help drivers to prepare for the alteration in their travel habits.

12. Mayors and local authorities currently have powers to introduce new road charging schemes. Do you think anything further is required beyond an electoral mandate for these bodies to use those powers (for example a local referendum)?

Elected politicians need to live up to their responsibility to tackle the climate emergency without delay. London politicians should be aware of the findings that nearly two-thirds of

Written Evidence from Individuals: Part Two

Londoners think that “motorised transport” makes a large or very large contribution to climate change. Only one in six say they would not consider using public transport instead of driving (p.20). Seven out of eight say they are motivated to help prevent climate change. It would be appropriate to run a consultation about the different options to achieve the target level of emissions cuts, with particular reference to the transition process and to the needs of disabled 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?

Yours faithfully,

[personal information redacted for publication]

Road User Charging Survey - Response to questions

Reference	RUC1096
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1. Do the current road user charging systems in London require reform?

Personally, I don't believe further changes to the charging system are needed, and it would be better for national Labour Party policy, as well as TfL policy, to focus on reducing the cost of public transport. Any road use charging should be at first restricted to the area in the EXISTING 2021 ULEZ zone, as public transport is better here. People on a lower income may be the first to avoid paying the charge as high-income and wealthy people will be able to pay fairly easily and thus continue driving unabated. This would be an undesirable outcome from an equality point of view.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It would probably be more expensive to drive during the day than at night, but this should reflect the principles of the original congestion charge and only charge vehicles for driving in congested areas - you often see little congestion in outer lying areas of Middlesex even during the 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?

That would be difficult - how do you define them? How do you know someone is going to work, especially shift work? Isn't travelling to evening social outings supporting the night-time economy and thus important in its own right? Once you allow all these exemptions and different rates, you might as well abandon the idea. One idea might be to factor in the PTAL rating of the local area to make it cheaper to drive in areas with a low PTAL rating.

4. What strategies and targets could smarter road user charging support

Reducing congestion is the obvious one, which is why road pricing needs to focus on congested areas only. Generating income for highways and safety works is another, but these need to have credibility with the charge-paying public. Poor use of public money on projects with dubious benefits like HS2 have damaged the credibility of transport capital expenditure plans.

5. What technology could be used to support smarter road user charging?

I suppose the existing ULEZ cameras would be used, but can they pick up anything except miles travelled and time?

Written Evidence from Individuals: Part Two

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? t

See above - reduction of congestion and less cars on the road might reduce air pollution, but by how much given the now expected low benefits of the ULEZ extension. Would encouraging more use of public transport like the tube expose more people to pollution on the tube system itself.

7. Are road user charging schemes best 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 has to reflect government boundaries. In London, it should start as a trial in the old ULEZ area only, as this tends to be where most support for traffic reduction policies comes from.

8. 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 ULEZ and congestion charges should both go.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

Over 60s should be exempt as many of them will have light to moderate physical issues making it difficult to walk or cycle. Places with a low PTAL rating should have a lower charge. However, as I said above, once you start giving out exemptions, you might as well scrap the idea.

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

Distances travelled in rural areas will probably be greater, but possibly less polluting due to lower congestion and less people being around to breathe polluted air. Central / Inner London would be the best place to start.

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

Certainly no 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)? 13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for

There certainly should be a local referendum - in London ideally on a borough by borough basis.

[Road User Charging - Call for Evidence 0.pdf \(london.gov.uk\)](#)

Re: Call for Evidence: The future of smart road user charging February 2023

Reference	RUC1094
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Dear Sir / Madam,

Please find below my responses to the above consultation. PLEASE ONLY PUBLISH MY RESPONSES ANONYMOUSLY.

Written Evidence from Individuals: Part Two

1. Do the current road user charging systems in London require reform?

There should be no reform aimed at further increasing the means by which motorists, or anyone else, are charged. There are already ample schemes in place to charge motorists, any reform should be to remove or diminish the reach of those schemes. Schemes such as ULEZ have been successful at only one thing – making people poorer.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

“Smarter” charging should consist of eliminating problems with the current systems, rather than creating additional new ones. For instance, the midnight reset of charging imposes unfair penalties on those who are travelling overnight.

3. 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 person should not be charged differently with regards to the purpose of their journey. Forcing people to disclose the purpose of their journeys represents an invasion into their privacy, and besides, every motorist already pays road fund duty and fuel duty for the privilege of using the nation’s roads.

4. What strategies and targets could smarter road user charging support?

We should not be aiming for arbitrary, meaningless targets, we should look to improve the quality of life of our citizens, and for most people that means having the ability to move around freely without restrictive financial burdens.

5. What technology could be used to support smarter road user charging?

We should not be employing more technology to control citizens. High-tech solutions to problems have a tendency to marginalise certain groups, and often represent a cybercrime or security risk. High-tech solutions where unnecessary often end up costing the government far more than was predicted.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

This was the intent of the ULEZ – why do we need to charge people twice to support the same supposed cause?

7. Are road user charging schemes best 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, in the form of vehicle tax and fuel duty. The latter is the fairest form of charging there can be, if we are to insist that the aim of this is to reduce pollution. We do not need more complication, additional administration, or above all, to make people poorer in these times.

8. 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 Two

It should not be introduced. We do not need any change to the current system, save for adjustments to the actual rates of duty – which should be to the benefit of the everyday person (aka motorist, as the majority of the people 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?

Discounts or exemptions for certain groups creates complication, which creates administrative difficulty, which adds cost and increases the likelihood of fraud. All of this can be prevented by not introducing a new charging scheme 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?

No, we do not need a trial for a concept that is so obviously flawed. The people do not want a scheme such as this, no matter how it might purport to be for the benefit of 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?

It's absolutely beyond doubt that they would pay more. Why would the scheme be introduced if it was going to take less money from people? For a start there would be huge costs expected to be recouped.

12. Mayors and local authorities currently have powers to introduce new road charging 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 on matters such as this, as any sensible person would expect in a democratic society. The people have not asked for nor been asked whether they approve of road charging. This is a matter that affects almost everyone, yet decisions on these matters are taken out of the hands of the people.

Yours Faithfully,
[personal information redacted for publication]

The Future of Smart Road User Charging

Reference	RUC1093
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1. Do the current road user charging systems in London require reform?

No, the system of charging registered vehicles on entering defined zones regardless of the distance they are travelling is adequate although charging zones are too large and their times of operation should be reduced at weekends.

Written Evidence from Individuals: Part Two

The types of vehicles charged also requires no change and even beyond 2025, Zero emissions vehicles, including (and especially) bicycles should never be charged as they have no impact on air quality which is the primary reason the Congestion and ULEZ charges were introduced.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Smarter road user charging should not be implemented. Instead the existing system should be made more affordable, drivers should be given longer to pay charges (and be reminded to do so in writing before penalties are imposed) and the times they are in operation should be reduced at weekends.

3. 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 varied in any way and should definitely not vary based on length or journey or any other metric which requires close monitoring or tracking of people. If the purpose of the charge is to improve air quality (and incidentally, congestion) then such variations are nonsensical as many short journeys (which one assumes would be charged less) would produce similar levels of pollution, but much larger levels of congestion) than fewer longer journeys (which one assumes would be charged more).

4. What strategies and targets could smarter road user charging support?

Smarter Road user charging should not be implemented. As a cyclist and parent, clean air is important so that should be the primary reason for charges. The money raised from existing charges should be used to help subsidise green travel, especially for those who can least afford zero emissions vehicles as even electric bicycles are still expensive and hire schemes like Lime are not affordable to all.

5. What technology could be used to support smarter road user charging?

Please do not use any other/new technology.

London is the third most monitored city in the world and the only non-Chinese city in the top ten most surveilled cities on the planet.

Rather than introducing yet more surveillance and tracking, why not spend some time and money investigating what it is psychologically that British decision-makers fear so much that they feel we need even more surveillance and so many ways to pay our already meagre, inflation ravaged wages back to them?

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change

This is not the way to tackle these issues. There is absolutely no need for 'smarter road user charging' to make positive impacts on any of the three issues mentioned.

Green transport must be made more affordable and more viable (larger battery capacities etc) and people will use it. Smarter charging feels very much like a euphemism for something else 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?

Not sure. This is beyond my experience level - however cities and regions are likely more able to assess their own needs at a granular level and implement changes more quickly. Some national oversight to ensure that charges are fair and effective in their stated aims across the country seems important though.

8. 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 Two

Smarter road charging should not be introduced. Just make the current charging system fairer and more affordable and ensure that options for avoiding the charge entirely (public transport, zero emissions vehicles etc) are abundant and affordable. No more 'smarter' anything please.

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 of the examples mentioned above require a 'smarter system' simply tweaks to the current system. It stands to reason that any of these groups should receive discounts/exemptions, but a 'smarter' system is not required to do this, simply an optional step that invites Road users to register this information and receive due consideration as a result.

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 a trial for such a system. Distance-based charging seems to me inherently unfair. The term 'road user' also seems deliberately vague in order that it can be expanded to suit income targets and surveillance interests at will. Cyclists and pedestrians are also road users - will they soon be getting charged per-mile of road travelled using signals from their smart phones? Who really wants to live in a world like that (apart from those who profit from 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?

Distance based charging 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, some sort of specific local consultation or referendum should be mandatory before any such scheme is implemented anywhere in the country.

Nobody voted for the existing system in London and it is clear from the history of cities like Manchester's relationship to congestion charging that when people are asked whether or not they want these schemes, without a fair system that has numerous provable benefits, people will not vote yes to them.

It is imperative that decisions like this that impact so many people are made by the people en masse.

13. How are other 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 but let's not start looking to replicate Chinese systems here in the UK please.

Smart road user charging

Reference	RUC1092
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Answers to questions

Written Evidence from Individuals: Part Two

Question 1

No we do not need anymore reforms ULEZ is bad enough, charging ordinary people more in these desperate economic times is obscene motorists are as always the soft touch we do not need anymore regulation or financial penalties for the purpose of just getting on with our lives.

Question 2

I do not think we need a new system ,just modify the old system and just enhance it to make it fairer eg the problem if you get caught in the time slot before and after midnight and have to pay two ULEZ charges.

Question 3

You should not have to pay anymore for any situation ,the average motorists are paying huge amounts for road and fuel duty you should be using that.

Question 4

We do not need more targets and strategies people are fed up with getting incessantly bombarded with all this control and regulation consider the welfare of the people more.

Question 5

We do not need anymore technology for technologies sake, we have enough of it as it is we do not need anymore intrusions in our lives.

Question 6

The ULEZ system is already in place for clean air and traffic control. I pay for emissions with the extra charges in my yearly car taxes, also if people can afford them and would want ant electric car there financial incentives for them.

Question 7

We do not need any extra road charges at regional or national level motorists pay quite enough as it is through massive fuel duty and annual vehicle tax.
I see no benefits whatsoever and the difficulties would be the difficulty in the ability of the ordinary people to pay these extra penalties.

Question 8

Smarter road charging should not be introduced, any phrase with smart incorporated with it usually has a negative effect on the consumer these extra charges have one aim that is get as many ordinary people off the road as they can thus completely removing the freedom of travel to a large portion of the British people.

Question 9

Plain and simply we do not want this charging system and it is easy to see it is part of bigger agenda also if it did come into fruition I think the only exception's would be given to politicians and the more financially affluent in our society

Question 10

We do not need a trial of any description, the general public do not need any more money harvested off them,

Question 11

They would pay more because they will charge as much as they possibly can, more they charge the more money for them.

Question 12

Written Evidence from Individuals: Part Two

All these schemes should be put to the public vote, the consequences of these schemes will have large and profound effect on people ,these decisions are too big for a few counsellors and a mayor to make and who knows what loyalties they have behind the scenes.

Question 13

I was not asked about any of these policy goals they were passed like a lot of the descions made nowadays with out anyone's input ,which is quite serious really when you consider their effects on the population. L had a vote on Brexit

But I consider that these road charging schemes should have a referendum as they are an assault on our freedoms.

Kind regards,

[personal information redacted for publication]

Call for evidence: The future of smart road user charging from February 2023

Reference	RUC1090
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Whilst some parts of the proposal are positive but I am terrified to feel that the London Assembly could have far reaching powers to make living in London like China where everybody is monitored on their movement; we on top have to pay!! Surely, we are not a communist country.

My response/comments to your 13 questions asked is as follows:

1. Yes, to an extent but the proposal has hallmark of grinding the economy to halt. It is financially a punishing burden on the car users who have jobs to do and are making a significant contribution to the London economy.
2. A charge per mile, varied by the engine size of the vehicle would be easy to understand and comply with – for the present generation of vehicles. How are you proposing to charge non-polluting electric cars?
3. I am 70 years old and reasonably mobile but I foresee that in the near future I will need to use a vehicle to do short essential journeys as I am not near the public transport points. I will have to pay additional proposed charges whilst my pension is already eroding in value through inflation. So will the pensioners be exempt from being charged? The care service workers need to cover many patients and they need to use a vehicle – they should be exempt from charges
4. Targets - The government vehicles (London Assembly staff, Local Boroughs' staff, MP's and ministers with vehicles) should pay full charges if not pay a premium; they need to lead by example.
5. Data capture cameras should be fully visible and not so numerous that look like everyone being monitored and overhaul multitude of road signs so they are not

Written Evidence from Individuals: Part Two

designed to entrap drivers. You might as well use the Chinese technology, after all under the road charging aspect the mayor wants to monitor and control all our liberties. Has London Assembly has funding for the scheme or is it that the already heavily council taxed Londoners will have to foot the cost. The mayor has a habit of mismanaging and exceeding budgets on projects like completion of Elizabeth Line, delay on Silver Town tunnels, etc.

6. There is no real evidence that air pollution is worse.
 - Do you have any data?
 - How many people have died of bad air. I think there is only ONE proven case in last 20 years.
 - In big cities in India, they have publicly displayed roadside digital displays that tell us how bad the air quality is; I see no such technology in London. Why does not London Assembly publicly prove that the air is bad?
 - There are many more electric cars now in London through the government initiative and a practical target to eliminate polluting vehicles. So are the draconian and dare I say costly measures really required?
 - Traffic challenge has been caused by the local councils and the London Assembly by severely curtailing vehicle road space to dubious schemes of quiet streets, unnecessary widening of footpaths, cycling lanes and paths (for freeloading cyclists who are unregulated), clean air zones and not to mention money making schemes such as ULEZ.
 - On climate change why don't you go and stop the war in Ukraine; it is doing an untold damage to world atmosphere. Perhaps Siddiq can go broker a peace there, an effort much better spent.
7. Simple and effective scheme countrywide as us Londoners alone do not want to be the target.
8. All annual road tax should be abolished. VAT on electric car purchases should be reduced quite drastically as in Norway.
9. All the essential workers + older people who cannot cycle or walk long distances should pay nothing but then the burden will fall on younger people.
10. No. Why punish Londoners, again?? Pick labour controlled area in the North or even better Scotland.
11. Charging system needs to be uniform across the UK to avoid London drivers being also punished by counties/Burroughs outside the south east.
12. One can see the gross abuse of power by the London Assembly and Siddiq Khan – he has already slowed down London's mobility and is now hellbent on killing London's economy. The government needs to intervene on stopping the draconian road charging scheme. Agreed there should be referendum on the proposed charging method. The proposal will monitor all aspects of our lives – where we go about daily, what transport we use, amongst many other things. We are not China.
13. Other cities/countries have funded and supported transition to electric cars through tax, parking and mobility concessions. To promote use of public transport, the fares are considerably lower. What is the mayor proposing? Exactly the opposite – expensive public transport, not promoting electric charging points, reducing road space previously available that cause congestion and reducing speed to 20 mph, closing down roads - all promoting pollution.

Call for Evidence: The future of smart road user charging

Reference	RUC1089
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Written Evidence from Individuals: Part Two

Dear public servants.....Sirs,

For the record

I DO NOT consent to this road user charging scheme.

I am unhappy about the lack of Public engagement other than a flimsy "email in" consultation paper, as here.

Remember that you have an obligation to engage in the wishes of those that you serve as public servants and NOT the other way round !

Q1

The current system DOES NOT need reform.

Ulez is a a scheme which does little for the honest common hardworking person. We have had enough of your hitting the motorist at every opportunity. It has to stop.

The current economics are difficult enough without more burden being placed on us - we are stressed out. What about less regulation and less lawshow about that ?

Those of us on the poor end of the scale need to collect ourselves from the past few years of utter incompetence.

Q2

What about making changes to the current system ?

Set back to the original timings. Reduce the price..... for a temporary period - that would be helpful and there I'm thinking that the public servant is working on the Public's behalf. Smarter systems do not always lead to better outcomes.

Q3

Why on earth would you want to charge depending upon what one is doing ? That would require more interaction by a road user..... to advise what one is doing.

Easy answer here.....NO.

Whatever one is doing is an individuals concern. Taxes are already in place for road pricing in the form of levies on fuel (duty) per mile / per kilometre. What is the difference ?

A system is already in place for road pricing in fuel duty.

Stop trying to charge us out of our cars. We already get the convenience of the tube. train and buses leave the motorist out of your charging world, it is not being fair to us.

Q4

We have been thru a very difficult period, add in an economic cycle right now, that is going to bring quite a few of us to our knees. We have stresses and mental well being that needs addressing.....not some funding scheme that a group of mayors think is useful. I don't see it being useful ask your electorate. Here's a strategysubsidies the public transport network substantially and look what would happen you would be amazed. That would be too easy thou !

Q5

Technology does not solve everything. Why would I want to let an AI system know where, when and what mode of transport I intend to travel on. Can't I choose ? Or is what you want as a mayor that I must abide by ? We need less technology in our lives we need talking amongst ourselves, we need honesty in our dealings all levels - especially within the public service and with the interactions between the public service and the People - simple really. So how about trying that out first.

Q6

These schemes are in essence a system where one is permitted to "pay to pollute."

If you are well paid, in business and have a healthy income just pay to drive where you want, whenever and pay the fees. For those of us not so fortunate, we need to make decisions economically so we continue to go about our life. Seems a pretty unfair way of

Written Evidence from Individuals: Part Two

reaching your goals (not mine). How about asking the People what they would like to see happen. Oh - what about subsidies on travel..... makes sense really ! Those that will drive regardless will pay for the privilege (as it will be become a privilege for those wealthy enough), but we get penalised for the occasions that there is a need. Ulex is doing what it was designed to do. Stop here.

Re emissions..... I get vehicle taxed on the amount of emissions my car emits. Where does it all end on taxation ?

Q7

NO road charging systems we are taxed enough ! STOP IT !

Vehicle tax, based on emissions, fuel duty, (plus VAT on fuel duty to boot as an extra - thanks), regular checks on strict emissions each year (MOT) and if an MOT fail a scrapped car that cost in production countless emissions to produce. In fact the older the car - the better its emission cost to build is calculated thru it's life on the road. How about less tax for the older vehicle ? If you want to be smarter - need to look at a broad scheme from start to end of a car and its life. Stop taxing the populace that can least afford your schemes.

Q8

No current taxes should be changed to allow your road scheme to come into place. Your scheme will become an ever increasing tax that burdens the People to an ever increasing effect. Take the time to work out a scheme that brings people together, talk about what we need, what our social and mental well being needs are and stop pricing the major part of the population out of their cars. We need to make visits to socialise, family, friends, holidays, - to get out of the Capital.

Q9

More technology and more need for us to interact with a system. We will need to justify why we need and exemption. We will need to prove ourselves to you or more likely an AI system to permit our travel. NO - I and many others who live and work in and around the capital DO NOT need your system of exemptions and refunds and the alike. More expense to monitor and control car use. And a few questions to MR Khanhow do you get about the capital ? How many cars do you have access to..... whether publicly provided vehicles and personal vehicles in your ownership or family ownership for that matter ? What are the emissions of these vehicles that you travel in ?

Or is mayoral travel an "exemption."

Q10

A majority of the Public - I guarantee - will not be interested at all a road pricing scheme - national or in London. You are not asking us what we would like to do.

Easy answer NO to any trail. NO to any road pricing schemefor Heavens sake why do you not get the fact it is not wanted or welcome !!!!!

This is just control of the populace.....Miraculously the People are just starting to see what is going on Mr Khan.

Q11

No to any user road pricing at any distance or any time frame or any other format that you think might up.

It does not matter whether I would pay more or less or my neighbour would pay more or less for driving under this scheme. It just means paying more tax - fullstop.

I suppose the public servants that hash this scheme together - or is it some highly paid consultants - at tax payer expense that get to fiddle the numbers and attempt some softly sell of a scheme that NO ONE WANTS.

Talking of consultants being paid to drum up schemes - I really hope that this abysmally constructed consultation paper was written by a consultant and not one of our public servantsfor sure this consultant needs their contract rescinding immediately with no opportunity of working in the public sector again.

Written Evidence from Individuals: Part Two

Q12

If we are in a democracy then put it to a vote ! Just like Brexit, if 52% vote in favour of road pricing I will go along with my fellow Peoples choice as a whole.

Letting us know that the councils have the authority already is an indication that democracy is not working.....I didn't agree to that authority being installed.

Put it to a vote - simple.

Q13

What happens in other Countries is for those People to decide democratically.

What happens here - put to a vote. We want the opportunity to vote on road user pricing - set up the referendum local or national and lets get the choice made whether we want it or not and be done. Move on to the next scheme.

Ultimately, stop dictating what you want us to do and start asking us what do you think of this as a plan. If the plan you present is reasonable and well thought out then why on earth would the People reject it ? It costs less to ask than to have a rejection revolting on the forced implementation of your plans.

If one is reasonable in all their dealings then expect the same in return.

I trust that my answers assist in meeting the needs of your understanding of what the People need and do not need.

rgds

Road user charging consultation

Reference	RUC1087
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Key questions

1. Do the current road user charging systems in London require reform?

Yes. The expansion of ULEZ to areas of London which are virtually rural with no public transport links need to be reconsidered.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It will financially affect a huge number of people who cannot travel by public transport or need vehicles for work if applied to all car 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?

Charges should apply to driving during peak times only. Carers should not be charged..we already have a fragile care system. This will push people out of it. Emergency services and other essential key workers should not be charged.

4. What strategies and targets could smarter road user charging support?

Expansion of the public transport network in outer London areas and reducing cost of using this. More routes in outer London for people to get to work or school more easily. E.g journey from Woodcote Green in Wallington to Woodmansterne primary school is over an hour on 2 buses or walk of 30 minutes on an unlit and unpaved country lane. ...but a less than 10 minute drive.

8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed?

Vehicle tax (car tax) should be scrapped.

Written Evidence from Individuals: Part Two

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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

- A) Disabled people - not just blue badge holders. Those with hidden disabilities such as diagnosed mental health issues who cannot use public transport.
- B) People working in health and social care, emergency service personnel.
- C) People who are unable to complete a journey to work or school, by public transport, within one hour or have less than 24 hours of public transport service available to them or have to travel to public transport pick up point along unlit or unpaved roads.
- D) people working and earning less than the average wage should be exempt. Those not working who are not disabled generally do not need cars and do not need an 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?

No. London is very different.

11. If distance-based road user charging was introduced, do 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. If more cars are being charged then you should not profit from 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)?

A local referendum is a must. Over a period of 5 years people's thoughts change. Most people vote for the person or party they agree with mostly. Rarely because they agree with all of the manifesto. Road User Charging is too important to roll it up with promises on housing and crime.

Regard

[personal information redacted for publication]

Response to Road User Charging

Reference	RUC1086
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Here is my response to Road User Charging:

Q1 No, the current road user charging systems do not need reform. The people cannot afford this. We do not need more financial burdens.

Q2 Do not propose new systems; we can not afford more charges.

Q3 We pay fuel duty, that is enough.

Q4 We don't need more targets; there are enough.

Q5 We don't want more technology and monitoring in our lives.

Q6 ULEZ already helps with emissions. So do electric cars. That is enough.

Q7 Neither. We need no more road charging schemes.

Q8 Smarter road charging should not be introduced.

Q9 We do not want a road charging scheme.

Q10 The govt. should not be interested in a national distance-based road user scheme. So nowhere would be a sensible place for a trial.

Q11 Distance-based road user charging should not be introduced, so the question is immaterial.

Written Evidence from Individuals: Part Two

Q12 For the sake of democracy, there should be a public vote, after a long consultation period This should not be rushed.

Q13 We are our own nation and a democracy. Other countries' policies should not influence our decisions.

In conclusion, Road User Charging is not compatible with a democracy, but is instead, a tool to monitor and control a nation.

It will result in loss of freedom and is similar to a communist Chinese style of society, one which I cannot support.

Regards

[personal information redacted for publication]

[No subject]

Reference	RUC1084
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I strongly object to any new charges for road users in London.

Just like the mayor's extension of the ulez scheme, this is once again his attempt to correct the huge borrowings of TfL. He created it through mismanagement and he should not look to motorists to sort this out.

I vote no to all suggestions.

[personal information redacted for publication]

Ulez Expansion/Pay By Mile

Reference	RUC1081
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<https://youtu.be/95pcUM9H85I>

Hi,

If you haven't seen this already you really need to Watch Now.

Ulez Expansion to M25 and to Kent. Pay By the Mile. The Lies that Mr Khan is using, and doing everything his way and Not Listening to anyone but himself.

Ignoring the People of London when the Cost is going to be huge to us all. Not Compliant Cars having to Pay £12.50 Daily Charge then Paying By the Mile. This will be affecting everyone. I live in Havering our air is very clean and all other Boroughs the same. Even the TfL Report shows No change before and after the Original ULEZ into Central London.

Business will go out of business, people cannot afford New Vehicles. The price of all goods will go through the roof. Mental Health of People is already being affected by this, I am one of those people. As I said I live in Havering and work in Care in [personal information redacted for publication] so it will Cost me £12.50 per Day £62.50 per week over £3000.00 per Year. I cannot afford this or a Compliant Car.....H E L P STOP THE EXPANSION and Pay By The Mile.

Mr Khan needs to be STOPPED he Needs to Listen to the People and Not Ignoring all the figures that are against this, as he just hides all those figures. Please watch the video above and Please spread this to everyone you know and to get the Prime Minister to STOP this ULEZ Expansion & Pay By The Mile. ENOUGH IS ENOUGH.

Written Evidence from Individuals: Part Two

Mr Khan is taking away Our Rights of how we are live, moving around, what we do. The Camera's Everywhere are very Invasive, Havering haven't even agreed to this. We all have Our Rights but with all of this, it's being taken away. Holidays in the UK will be too expensive as unable to travel.

At the moment I don't want to be living here, I can't slept as I am worried about the Cost of Living and all this about our Cars, ULEZ and Pay By the Mile. I am sixty four and live on my own.

Please pass on to the Prime Minister, please STOP this now as it feels like Mr Khan is in Charge of this Country and Not the Prime Minister.

Many Thanks and Pass On Please.

[personal information redacted for publication]

Smart road user charging

Reference	RUC1080
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Dear Sir/Madam,

Q1. With the widening of the ULEZ area it would seem foolish to introduce another complex untested system in addition.

Q2. As described this is a gross intrusion on personal privacy .

At present Electric vehicles pay no road tax but are significantly heavier and also have significant pollution issues.

Q3. The added complexity would introduce bias and resentment from those excluded.

Q4. Better availability of public transport in areas less well covered.

Improvements in freeing traffic flow (not LTNs restricting traffic)

Q5. This should be limited to fixed cameras only.

Q6. Improve flow and reduce congestion which is in my view responsible for most pollution. The effect on climate change is probably not significant.

Q7. This needs testing to see if it actually feasible in a smaller scale than in London. I personally have significant concerns that it is practical or feasible and have yet to see any positive evidence or facts to support it.

Q8. Financially this should be independently audited and published.

Q9. Discounts & exemptions need to be comprehensive and fair.

Q10. London would not be a sensible place to undertake a trial as too large.

Q11. Most fossil fuel motorists pay almost all the tax via fuel and road tax already. It is in my view invidious that electric vehicles do not contribute to these taxes.

Q12. If not specifically voted on by a referendum this would in my view be a gross abuse of power by an individual Mayor.

Good Government is supported by the people not imposed without agreement or the consent of the people.

This survey has not been circulated to every household in London or adjacent areas in advance of the closing date, this is undemocratic and a possible abuse of power, in my opinion.

Q13. The factual evidence needs to be published, reviewed independently and widely debated and then voted on before any introduction.

There is no excuse for personal opinions when facts are not available to review.

I would be grateful for results to be made available.

Yours Sincerely

Written Evidence from Individuals: Part Two

[personal information redacted for publication]

charges

ROAD USER CHARGING

Reference	RUC1078
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Key questions

1. Do the current road user charging systems in London require reform?

NO, there's too much regulation already. London needs to become free flowing again, current regulations harm the economy

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

We don't need more new systems. The current ones are unfair and should be revised first before even considering new 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?

I don't agree with ANY charges for driving in London. Surely vehicle tax and fuel duty should be enough.

4. What strategies and targets could smarter road user charging support?

We should abolish road user charges and concentrate on all together more important issues.

5. What technology could be used to support smarter road user charging?
NONE - less technology is more living!!

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?
Quite a bit of data about air pollution and climate change is fabricated to scare

Written Evidence from Individuals: Part Two

the common man. However that's a different matter and we already have a ULEz in London, which is just another tax on drivers.

7. Are road user charging schemes best 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 tax and fuel duty is enough!! No need to introduce more taxes for 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 simply 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 want a new 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 !! (Nowhere is a sensible place for this 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?
Everyone 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)?
A public vote would be the democratic way to solve this. No power hungry mare (Khan) should have these powers alone.
13. How are other cities and countries working on similar smarter road user charging ideas faring, and what alternatives are they looking at for achieving similar policy goals?
See answer 12.

New road charging

Reference	RUC1077
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1

I think that existing charges are fair and correct.

Drivers pay VED to use public roads and currently they are being obstructed from doing so so maybe a refund to motorists is due.

2 you already have congestion charge that doesn't work and cost drivers.

3 you have ULEZ that costs drivers and doesn't work.

Written Evidence from Individuals: Part Two

4 You expanded ULEZ and it costs drivers and still doesn't work.

5 you are looking to expand ULEZ to outer London that will cost drivers and it still won't work as the air is not toxic.

6 the only constant here is that all ideas just cost drivers with no benefits to anyone other than TFL finances.

7 electric cars are not ready and neither is the infrastructure.

8 London buses and London Underground are heavily contributing to higher levels of bad air quality so to move towards with more of this service will just make matters worse.

9 Outer London didn't even have a big enough transport system to cope with residents needs so people have to use their cars and road charging isn't fair as there options are not the same as inns London to travel about

10 the whole idea of charging people to use roads they have already paid to use is nothing more than highway robbery none of the above helps the environment.

11 the consultation needs to be more publicized on TV in news papers on radio and then a referendum should be held for people to have a public say and have their vote recorded To avoid the fiasco that is the current ulez expansion.

Regards

[personal information redacted for publication]

The future of smart road user charging Feb 2023

Reference	RUC1076
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Dear Greater London Authority,

You asked for people to come forward "who regularly need to drive in any part of London who would be directly affected by (the expansion of ULEZ)".

I am such a person – my job as a self employed gardener, a one woman show with a tiny "non compliant" van – requires me to drive to work every day. I don't drive far but my tools (a bag of hand tools, spade / shovel / rake / broom as well as two lawn mowers for different size gardens plus bags for garden waste) are absolutely essential to the work I do. I understand the Mayor's policy means "journeys must shift away from private car use towards more active travel and public transport" – that reads well on paper but it simply doesn't work for everyone! My customers don't all live on main roads where I can easily catch a bus to. My customers are mainly retired people who, generally through ill health, cannot tend their own gardens. For them I keep my hourly rate at around £18-£20, very low in comparison to others in the profession. I don't want gardening to only be available for the wealthy. I am bringing up two children, volunteer my time in the community and run a household - as many others do. I don't work more than 5 hours to fit in everything else, mainly supporting my children at various activities, making sure they are fit and healthy doing plenty of sport and becoming responsible adults for our future society by volunteering and working alongside school hours. This means my pay is never more than £100 a day. Not very much by anyone's' standard. My husband works too, so we don't qualify for any meaningful scrapping allowance. £12.50 is too big a chunk of my pay, I simply cannot afford it. And neither can my customers.

Written Evidence from Individuals: Part Two

Mayor Khan has no mandate to push through the ULEZ extension. His own published papers reveal that the air quality won't change. TfL has lost tons of money during the pandemic and he is now getting ordinary Londoners to fill that financial hole. During a time where we are struggling to pay our increased mortgages, energy bills and extortionate grocery costs. It's simply not feasible to implement this charge. It makes no sense, is not needed, and only causes hardship.

We all understand that the infrastructure for the charge-by-mile scheme is being put in place under the cover of the ULEZ extension. We are already one of the most monitored citizens in Europe, we don't need more cameras at a horrendous cost. Not only can't London afford it, we don't need it.

The government's & the Mayor's job is simply to keep the population safe, not to impose more and more rules, to tax the living daylight out of us. No, simply keeping us safe. People are committing suicide because they see no way out of this current financial nightmare – that's not keeping us safe.

So here are my answers to the questions asked:

Q1: "Do the current road user charging system in London require reform" – A: NO, not in the suburbs. Leave it alone.

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?" – A: nobody should be charged for such journeys. It takes away people's innate right of free movement. Also, we already pay a high rate of road tax!

Q5: "What technology could be used to support smarter road user charging?" – A: we are fully aware that a total surveillance system is what the Mayor wants, to implement his charge-by-mile system. It's Big Brother gone mad and mustn't happen.

Q6: "How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?" – A: it will make no difference to all three as per the Mayor's own published papers. More and more blocks of flats are being built around my local area which increases car traffic. Air pollution isn't much of a problem around here and climate change has yet to be linked to car exhaust fumes. If our politicians can fly around the world in private jets, we can drive to work and see granny without being charged additionally for it.

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?" – A: we already have a road tax system which works nationally and works well. It needs to stop at that.

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?" – A: if you change the system then you MUST abolish the current road tax system which is a cash-cow so it will never happen.

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: if you don't implement this discriminatory system you won't have to issue any exemptions.

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: a national distance-based road user charging scheme will never work, it would cost too much. No, London should not be used as an example.

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?" – A: we have one of the highest taxation rates in this country (road tax and fuel duty), another road user charge is just unfeasible.

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

Written Evidence from Individuals: Part Two

bodies to use those powers (for example a local referendum)?" – A: definitely local referendums are a good start but only if leading up to it the pros and cons are equally and fairly published and discussed. This is what politicians cannot be trusted to do so hands off!
Q13: "How are other cities and countries working on similar smarter road user charging ideas faring, and what are they looking at for achieving similar policy goals?" – A: none are doing well, they are hated by the population and unease in the communities is growing.

I hope you are taking my views into consideration.

Kind regards,
[personal information redacted for publication]

Consultation

Reference	RUC1075
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No to the new road user charging proposal.

Road user charging consultation

Reference	RUC1074
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Dear all

As a concerned member of the public I am horrified by your proposal.

Not being a like'r of the game of monopoly it can be put away & forgotten in the cupboard. But with the privatisation of all our natural resources for the benefit of a few individuals we are all beginning to see the madness of such decisions especially for the disadvantaged in society.

Most if not all pollution has come about by way of serving industry that has nothing to do with the betterment of life but for profit and taxation benefits for the state.

We as a society have reached a point where we can improve the quality of life for all as well as becoming 0 carbon again, but the only losers will be those in positions that exploit others and enjoy the suffering of others so that they can feel better about their meaningless lives..

I have numerous ideas on implementing such measures for the development of 0 impact life style for the benefit of all.

Abandoned your plans for all road users and target businesses that are the whole reason why we have all the pollution in the first place.

Kind regards

[personal information redacted for publication]

Written Evidence from Individuals: Part Two

ULEZ and road charges

Reference	RUC1071
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Dear All,

I have asthma and I like clean air. I would like to see electric buses, at the moment I am surrounded with old buses. I do not want my car to be taking away from me forcefully. This is what is happening now. (because of the the mayor's extended ULEZ zone).

- We have about ten old cars in my hometown in New Malden. We really do not poison the air, everyone else is using modern, new cars. We are just getting punished for not being rich.
- I work full time for the [personal information redacted for publication], I love my job. It hit me hard to realise how low my salary is. I was just told how much an apprentice would make at my son's Federated Career Evening. I make the same amount of money as a full time salary and I am raising 2 children alone.
- I had been paying £800 per month for childcare for a decade to be able to work full time.. I was not able to replace our old car, then Covid happened – so again I could not replace my car. I am not on Universal credit so not getting any help.
- I drive a 22 years car [personal information redacted for publication]but we only use it to go to church and attend appointments. I take trains to London to the office, we cycle to [personal information redacted for publication]for shopping. (parking is £10.00) My son has [personal information redacted for publication] but cycles to school every day. I have regular appointments for him in the borough but not in our town. We have been on the NHS waiting list for 1-2 years before we got any kind of support and now I am looking for a dentist (he needs operation and braces). I am lucky If I find an NHS dentist 2 hours from us, not around the corner.
- I am not new to struggling and I always solve my challenges on my own. I used to be a manager and worked 5 days in London (travelled by train). I changed my position for less salary so I can work hybrid and take care of my son. I schedule appointments into my extended lunch break and work longer hours on those days. My manager is very supportive.
- I feel intimidated, forced, vindicated. We are treated like criminals. With my asthma! When my son had a broken foot and used crutches, I drove him to school every day, we tried to hide our car otherwise the boys would bully him for such an old car. I would love to have a hybrid car of course. Il used to live in US many years ago and we owned one of the first Toyota Prius Hybrid in 2007. My life is not on that nice level anymore but I have managed it until now when ULEZ is destroying it.
- Scrapping scheme. £2000. There are no ULEZ compliant cars under £5000. How is it possible in a developed country that just because I do not have the right socioeconomic status I can choose to pay £100 road charges in every month or I am forced to give up my car?

Written Evidence from Individuals: Part Two

These are my options:

- go by buses (3 buses + 20min walk) and risk losing my job. Half a day travelling. My manager is supportive but I can not just miss half a day of work regularly. My son would miss more lessons from school.
- Rent a car for £54.00 per day or per for a few hours. I could easily save up for a car if I could afford renting. (so called ULEZ support)
- travel by Uber, 2x£25.00 plus extra for dropping off my son back to school. I can't afford it.

I collect my son by car from his school at 12:00pm, we drive to the appointments, attend. I drop him back at school and go home to work. I do the same with my own physio sessions. It is stressful enough, we are eating lunch in the car. I am not getting any kind of financial support regarding my son, and now the mayor is taking away even our healthcare. We do not deserve it. We are contributing to the economy not sitting at home doing nothing.

The solution is not road charges. The solution is Smart cities (everything is in 15 minutes distance). Reducing the size of the cars. (vans, jeeps on narrow London roads – traffic jams). People will drive to work when there is a train or tube strike at every second. Public transport has to be reliable. A cultural shift is needed not road charges. I have been paying tolls in US for road usage, it never reduced traffic, it increased the number of cars.

Thank you for your time, energy and effort. This is a very personal, honest letter but someone needs to hear what we, simple families are going through. I will be forced to quit my church in [personal information redacted for publication], I will be forced to quit my church group etc.

I am not even mentioning the emotional connection to our cars and our emotional state.

Kind regards,
[personal information redacted for publication]

London road pricing

Reference	RUC1070
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Dear Sir

Written Evidence from Individuals: Part Two

As a driver who lives outside of London and therefore cannot vote for the GLA, I am concerned that business isn't being thought about in the rich to net zero and changing the pricing structure of the London area

As a business I cannot use public transport, there is no provision for the amount of equipment I have to carry to do my job and an electric vehicle wouldn't suit my needs for areas outside of the capital

I'm fairly sure that electric cars will be included in the pay per mile scheme

My concern is that business needs certainty and variable charges, depending on the time of day and amount of congestion can only introduce variable costs that cannot accurately be predicted. This would result in either quoting the maximum possible, losing money or withdrawing from the market within the M25

If the system is as poorly thought out and operated as the current congestion zone, the access to accurate costs for travel will be limited and therefore yet another drag on business working within the M25

Please consider making the charge a flat one so that small business like myself can continue to operate with some certainty as to the costs accruing for travel

Anything else is just going to make running a business even more difficult in their already difficult times

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC1069
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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."

Written Evidence from Individuals: Part Two

- 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.

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]

Road Charging Consultation

Reference	RUC1068
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1. Do the current road user charging systems need reform?
Absolutely not. It is already far too expensive with Lez, Ulez, Road Tax, residents parking etc.
2. How might smarter road user charging differ from the current daily charges for driving applied in London?
There really is no need for smarter road user charging. whatever that may be.
3. How might driving in London be varied for different types of journeys, such as travelling to work, caring responsibilities or essential services?
Travelling in London is already too expensive. We are haemorrhaging money while the likes of Sadiq Khan et al get everything for nothing.
4. What strategies and targets could smarter road user charging support?
Remove all excessive charging to make life easier for all.
5. What technology could be used to support smarter road user charging?

Written Evidence from Individuals: Part Two

Not necessary. By the way all the 'smart' motorways are extremely dangerous and should be abolished.

6. How could smarter user charging assist with tackling current challenges such as traffic, air pollution and climate change?

The worst congested areas have already been dealt with. The air in greater London is GOOD. No need to expand ulez further. Climate change is a fallacy. Being used as a cash cow.

7. Are road user charging schemes best 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 my opinion we are paying far too much in taxes right now. We don't need any more. People are beginning to wake up to the fact that they are being overlooked by people who are supposed to be there to act in their benefit. They won't take it lying down.

8. If smarter road charging is introduced, which charges or taxes should it replace and how should the current charges and taxes be changed?

Every single other tax 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 on areas with low levels of public transport?

There should be massive discounts for all those named as well as the elderly amongst us who need to drive to socialise with friends (for their sanity).

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 ridiculous idea to think of doing that 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

They should pay LESS!

12. Mayors and public authorities currently have powers to introduce new road charging 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 mayor was electednot by me though to work on our behalf to make London a great place to live. Sadly he has failed miserably and is now trying to extend Ulez in order to grab back money that he has squandered. Expansion of Ulez was NOT part of his agenda. Had it been then he would not have been voted in. We ought to be able to get rid of a failing mayor without having to wait for the next vote. ...extended himself an extra year which is unfortunate.

13. How are other cities and countries working on similar smarter road user charging faring, and what alternatives are they looking at for achieving similar policy goals?

I only know of France currently. The people there are fighting back by destroying cameras. Nobody wants cameras constantly watching them. BIG BROTHER! I can't see this country taking it lying down either.

WE DONT WANT TO LIVE AS THEY DO IN CHINA!!!!!!!

Road charging

Written Evidence from Individuals: Part Two

Reference	RUC1067
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1. Answer. Yes . why should there be any charges, let alone reform. Stop charging drivers. Far too expensive. There will be trouble if more taxes are added
2. Answer. Why do we need smarter road charging.
3. Answer. People in privileged positions should pay , no one else who is going to work, or visit family etc
4. Answer. Make it as cheap as you can. A happy driver causes no problems
5. Answer. Why do you need technology?
6. Answer. The congested areas in London have Lez, the air everywhere else is good. We do-not need to pay for a non fiction climate change
7. Answer. Stop charging. I can see trouble ahead if people are taxed further
8. Answer. It should cover every other car tax on motorist.
9. Answer. Discount for all except people that earn over £80.000 a year
10. Answer. No place is a sensible place for a trial. The scheme is not sensible. People have to work visit family, look after grandchildren etc.
11. Answer. They should pay less, like everyone that earns under £80.000 a year
12. Answer. Abusing power. A proper referendum should be given to the public to vote. It needs to be advertised and not kept quiet and not bought into being regardless of the results
13. Answer. The people in other countries will not stand for it and no one will we any longer

Regards [personal information redacted for publication]

Road user charging consultation

Reference	RUC1066
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Hello

In relation to the above consultation, please see below my responses to the questions raised. I don't understand how a consultation on something so major can be done adequately without making it more widely known. This should be communicated in the media so that you can get meaningful responses. At the moment it feels as though it is being swept under the rug which will make people sceptical and is unfair on the consumers who will be affected by this. I think the consultation should be made more widely known and the date extended to allow more people to give their honest opinion.

Written Evidence from Individuals: Part Two

1. Do the current road user charging systems in London require reform?
No. We are already charged for entering London and traffic driving into London is reduced as a result. We are constantly bombarded at the moment with new charges, restrictions and controls and that's enough. We should be allowed to try and get our lives back together after Covid and in the current economic situation without yet more charges and restrictions.
2. How might smarter road user charging differ from the current daily charges for driving applied in London?
Improve the current road user charging rather than create a new 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 the traffic in London, not many people choose to drive there if they don't have to. If a journey is essential then we shouldn't be charged any more, whether that is for work, caring or for other essential services.
4. What strategies and targets could smarter road user charging support?
Why do we need targets? Why can't people be left to make choices.
5. What technology could be used to support smarter road user charging?
No technology needed. People are already bombarded with technology and a lot of people are not tech savvy and don't want to use technology. We shouldn't be monitored about where we're travelling to.
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. No new scheme needed.
7. Are road user charging schemes best 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 duty on petrol which is at national level. We don't need any more road 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 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?
They could be exempted from current schemes.
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, no more charges and restrictions.
11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?
Stick with the current schemes and pay the same. In theory there is more public transport available in London and they will have more choices. If public transport was more reliable and staff weren't on strike so much, people would be more encouraged to use public transport rather than drive. Sometimes they have no choice because there is limited, reliable public transport available to 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)?
Any major new scheme should be put to the vote. Which is why this consultation should be more widely publicised and open for a longer time.
13. How are other 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 should be looking at what is best for us and that is no further schemes for charges and restrictions.

Written Evidence from Individuals: Part Two

We have accepted the need for the ULEZ in central London because of congestion and pollution but there is absolutely no need to roll this out nationally. We don't want or need to be tracked and monitored for all our journeys. It's all sounding rather Orwellian.

[personal information redacted for publication]

The future of smart road user charging February 2023

Reference	RUC1064
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Key questions 1. Do the current road user charging systems in London require reform?
No, I think there is enough money being made but it is not being put into the public transport system. So before I would be ok with further monitoring and charges, I want to see an improvement in public transport.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It looks like the plan is to charge by distance or zones. This is an invasion of privacy as a mobile app or more cameras would be necessary to track movement. I pay the current charges but where I then go is not the business of the local or national government.

3. 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 like more permits. How would the people administering this system know why I am travelling unless they require me to get a permit for any of the above. Again, I pay the charges as they are now and it's nobodies business why I am travelling. I might add that I would not be driving if the public transport system were more accessible to disabled. We live in the 21st century, not the 19th century. It would be really great if the public transportation system reflected this.

4. What strategies and targets could smarter road user charging support?

This whole thing sounds like a blueprint to further invade individual privacy. I don't believe strategies and targets are necessary. Try putting the time and effort into fixing public transportation because that would resolve the congestion issue. It's not a jolly to drive in London and I only do because the public system is so pathetically broken; especially for disabled people. The underground is a nightmare and buses don't have proper capacity for wheelchairs and mobility scooters.

Contest smart road user charges

Reference	RUC1061
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1. Do the current road user charging systems in London require reform?

There are already expenses for drivers. Road tax requires reform as roads are not being fixed. Extra charges per mile is unacceptable, given inflation, cost of living crisis and no increases in wages.

Written Evidence from Individuals: Part Two

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

It will cause issues for people who can barely afford to eat but require a car for work and taking their children to school or other events. Adding that charge will damage 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?

It will damage this already damaged society, people are already struggling.

4. What strategies and targets could smarter road user charging support?

It won't support anyone, it will only cause distress.

Road Charging Consultation.

Reference	RUC1060
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My opening statement is that you are asking for consultation responses, thus a great many people, such as myself will expect our responses to be clearly understood and acted upon. So as afterwards we are not left not thinking it was a futile exercise, if the decision is pre-determined on the part of the Mayor !!

Q1 Road Charging : Do not change we already contribute a good deal of our disposable economy paying to run our vehicles.

Q2 as above

Q3 as per Q1

Q4 No new strategies required, review current modelling to improve traffic flow. No amount of extra money will change current Traffic "snarl-up's".

Q5 No new technology should be purchased prior to robust scrutiny of improvements within current model.

Q6 Climate change is being dealt with, we don't need to see TfL throw more money at it, under the umbrella of toxic air.

I live in West London(Hillingdon) and our highest latter day air quality readings are no higher than 3; And that is away from

Heathrow and Northolt airports where readings are lower (1 or 2). That said all are in the green and low.

Q7 If Road Charging has to ever be implanted it has to be across the country as one. Uniform in every essence.

Q8 If Road charging is implemented cancel all other charges. (VED / CAZ / etc)

Q9 No discounts uniformly low affordable charges pence not pounds.

Q10 Nowhere should be a focus, if it has to be implemented, it must be uniform same day /time across the nations ENG / Scot / Wales.

Written Evidence from Individuals: Part Two

Q11 Keep pricing affordable and the drivers will decided themselves. As mentioned above price in pence not pounds.

In the main I would suggest most people are, maybe, like myself we have our cars for our needs, as public transport as good as it is praised is not suitable as an alternative to all.

Q12 The Mayor MUST listen to the public and be honest in all the data promoting the scheme.

Q13 Other countries systems are not known to me : No comment.

Additional Comments

The consultation period is far to brief early Feb to 10th March 2023, literally a month. If I didn't know better this would best be described as "Fast-Tracking" or akin to a "Black Friday news " where this has the potential to be lost in the current ULEZ debacle. I have only seen references to it on Anti ULEZ sites and this has all the hallmarks of a rushed agenda. Where has the advertising been displayed, I have seen no advertising.

[personal information redacted for publication]

OBJECTION to all the Proposals

Reference	RUC1059
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The

The proposals must first be extensively published in the all the media, press, TV, and News Channels and a referendum held.

The voters in the referendum need to reject or approve each individual proposal.

The Key Issues

1. Do the current road user charging systems in London require reform?

I Object to the above proposal, 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.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

I Object to the above proposal, as the current daily charges for driving applied in London are working for the benefit and the best interest of all concerned, is

Written Evidence from Individuals: Part Two

prohibiting to reform or to make any variations or 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?

I Object to the above proposal, as the present charges for driving in London for different types of journeys, such as travelling for work, caring responsibilities or essential services are working for the benefit and the best interest of all concerned, is prohibiting to reform or to make any variations or changes.

4. What strategies and targets could smarter road user charging support?

I Object to the above proposal, as the present road user charging is working for the benefit and the best interest of all concerned, is prohibiting to reform or to make any variations or changes.

It Calls for Evidence: The future of smart road user charging February 2023

Reference	RUC1058
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> Key questions

>

> 1. Do the current road user charging systems in London require reform?

> No, they are getting too complicated anyway.

>

> 2. How might smarter road user charging differ from the current daily charges for driving applied in London?

> It will make things more complicated and more unfair to the poor. It will also pave the way for government control to control peoples move. The cost of implementing such a system is prohibitive. 1984 (George Orwell)

>

> 3. 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 question makes no sense but let's financially squeeze the poor even more and reduce the social mobility. People have a reason for driving, they don't just get in and drive around in order to annoy other road users. Who is to say who's more eligible? Why should disabled people get preferential treatment? Why do old people get free buss passes? Would caring for your children count, as they need to be taken to and from places?

>

> 4. What strategies and targets could smarter road user charging support?

Written Evidence from Individuals: Part Two

> It supports those individuals and companies that will financially benefit for the implementation of the proposed system, no doubt they will be somewhat affiliated by the author of this idea. The overall or underlying long term strategy could be total government control of movement.

>

> 5. What technology could be used to support smarter road user charging?

> Satellite technology, and the army could be drafted in to implement the compliance and man check points, checkpoints could look like checkpoint Charly, drag the uncompliants out of their car and shoot them on the spot. Alternatively, if that was too expensive the use automated weapons systems could be implemented which would also financially benefit our weapons industry. If instant death was socially unacceptable, the authorities could fine the culprits until they starve to death in their homes and therefore not create a public scene/upset.

>

> 6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

> It won't tackle any of your points unless you are planning to ultimately ban a certain groups or ethnicities of people travelling.

>

> 7. Are road user charging schemes best 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 all a terrible idea unless you are planning total dictatorship (in which case get low budget ideas from China and Russia) or get your ideas from "1984" and "brave new world". Possible difficulties you might want to expect is revolt of the people because there comes a point where "let them eat cake!" wont cut it anymore. You are elected by the people and you are not above the law.

>

> 8. 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 at all. It's a terrible idea. If you need more money and want a cheap system, put higher taxes on petrol and diesel (bet you don't have the balls to do that). That would be simple and cheap solution to the financial problems TFL faces. Should you really have the environment and peoples health at heart, here are my suggestions: better and cheaper public transport-subsidise it! Stop people burning their stuff in their gardens, ie bomb fires and fine big companies that pollute rivers and the rest of the environment, but you won't do that either!

>

> 9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example, to help disabled 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 discount for everyone, basically don't do it! Because the public transport infrastructure is not there and your cycle lanes are rubbish where I live. Why should disabled people get a discount over a family?

>

> 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 start with highest population density place, making it the most expensive to start with too. The government couldn't even get the covid app to work (and that was important), this will never work for the people only for the companies that will be affiliated with it.

>

> 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 Two

- > Nobody should pay any more as they are already!
- >
- > 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)?
- > This is such a major implementation that this must be put before government. This takes away personal freedoms and is a slippery road to control. No local government should hold the ability to implement such important decisions on freedom of movement.
- >
- >
- > 13. How are other 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 eastern Germany, people had to wait for a car for 10 years at least. public transport was subsidised by the government. Modern Germany had a €10 ticket last year that allowed you to travel on all local public transport for a month... try that!
- > Produce less cars. Make public transport really good and cheap and we'll all use
- >
- > In case you read this at all and are not quite sure of my stance on the subject. It's one of the worst idea since building a wall around Berlin to restrict movement.
- >
- > [personal information redacted for publication]
- >

ROAD USER CHARGE CONSULTATION

Reference	RUC1057
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ROAD USER CHARGE CONSULTATION

Key questions

1. Do the current road user charging systems in London require reform?

Answer:- Yes, Reduce cost of ULEZ charge until current economic crisis is over and Do Not Expand It.

We Do Not Require Any Additional Charging System.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Answer:- It'll be a Big Brother is watching state. Give people the choice, give 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?

Answer:- One off journey vs Regular / Daily commute; the latter requires concessions to be able to do their job.

Written Evidence from Individuals: Part Two

4. What strategies and targets could smarter road user charging support?

Answer:- None except the state monitoring us.

Thank You.

Smart Road User Charging

Reference	RUC1055
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Hope these are the questions, I found them here,
chrome-

extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.london.gov.uk/sites/default/files/2023-02/Road%20User%20Charging%20-%20Call%20for%20Evidence%20_0.pdf?fbclid=IwAR3k4fMyhKi6GDsfB2N125A06cQFuTBT D1gHvfyuOKYk9Y9IGgpDLqgYqyl

If not please send me them asap.

1. Do the current road user charging systems in London require reform?

A, Yes, removing entirely

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

A Remove

3. 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 Remove

4. What strategies and targets could smarter road user charging support?

A None

5. What technology could be used to support smarter road user charging?

A Internet, Mobile network, broadband, Cloud

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

A could help reduce congestion and possibly pollution by keeping traffic moving.

7. Are road user charging schemes best 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, if at all. Difficulties would be the costs of development, installation, operation and maintenance, would be better spending money on the roads and other transport infrastructure, not on 'overheads'.

8. 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 Two

A remove VED !!

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 don't deploy, leave as is.

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, London is too complex and will cost far too much 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 Very confusing question !!! though overall annual costs shouldn't 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)?

A Local referendum and agreement with a National Authority to ensure plans complement national plans and aims.

13. How are other 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 how the F do I know, stupid question. Sorry for using F but it IS a silly question as are most of them

Response to consultation on road user pricing

Reference	RUC1054
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My responses to the 13 questions raised on this topic are as below. I hold a Masters Degree in Engineering Science [personal information redacted for publication] and have carried out a lot of research on the topics I have mentioned below so am not giving my views without justification.

Questions are in red text, answers in green.

Question 1: Do the current road user charging systems in London require reform?

Response: Yes, the Congestion Charge and ULEZ charges need to be rethought and the tax on fuel reduced as this is already a form of road user charge. I am all in favour of less congestion and less polluting cars but the drive to 'Net Zero' is not the way to do it.

Question 2: How might smarter road user charging differ from the current daily charges for driving applied in London?

Response: How is any road user pricing going to be introduced and how much of the fuel tax going to be reduced in proportion. It will clearly be totally unfair to bring in road user pricing IN ADDITION to the tax on fuel. This has to be reduced accordingly, as will the Congestion Charge and ULEZ charges.

Written Evidence from Individuals: Part Two

Congestion in London is caused by a combination of factors, such as:-

- a) the hugely increased population generally for a number of reasons and affluence with more people owning cars;
- b) the very large increase in width of vehicles these days (compared to 40-60 years ago when cars were far, far narrower). Vehicles are far wider than they need to be with the result that whereas in the past cars travelling in opposite directions could easily pass each other even when cars are parked at the side of the road, this is often no longer possible with the result that cars constantly have to stop to let each other pass. This causes huge congestion and would not be necessary if cars were the width that they were in, say, the 1970's and 1980's. If cars were taxed on their width then this would encourage people to buy narrower cars and this would greatly help congestion which would also help pollution;
- c) A huge amount of congestion is caused by parents driving their children to school. Parents need to be encouraged to take their children to more local primary schools such that they can walk their children to school, not drive them, especially in such large cars.
- d) Poorly designed cycle lanes (many of which are not even used) so there is less room for traffic.

3. 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: 'Travelling for work' is too vague a term. This needs to differentiate between people who need to take very little with them (such as a briefcase or a few papers) compared to those who need to take bulky or heavy items such as tools, building materials, medical supplies, furniture, etc or who are delivering items, etc. These latter people really have no alternative but to drive as they can hardly take such items on a bicycle or on the bus!

4. What strategies and targets could smarter road user charging support?

Response: A strategy to persuade people to buy narrower cars (will hugely help congestion) needs to be introduced together with a strategy to persuade parents to walk their children to school as was the norm when I went to school.

I disagree with the UK's Net Zero targets. Electric cars are NOT green. They cause huge environmental problems of their own, much of it caused the mining by young children of the rare elements needed for electric car batteries (plus there are nowhere near enough of these elements to make the number of electric cars that would be required worldwide, there is also the major environmental problem of recycling of wind turbine blades and nowhere near enough electric power to power the increasing number of electric cars. And much of that electric power is produced by burning coal, oil and gas This is quite apart from the fact that there has been no global warming at all in the past 10 years, a fact that is not advertised as it would detract from the 'Net zero' agenda. In any case, whatever the UK does will not offset all the emissions from all the new coal plants that China is building.

5. What technology could be used to support smarter road user charging?

Response: Car emissions are already very clean these days due to the current emissions regulations. Electric cars are NOT green plus they are larger and heavier than engine driven cars and so actually cause MORE problems. The increased fuel costs already give a 'pay per mile' effect. We don't need any more incentive.

Written Evidence from Individuals: Part Two

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Response: Congestion in London is primarily caused by a combination of the increased population and the hugely increased width of vehicles these days and people being so busy that they don't have time to walk their children to school any more. Vehicles are far wider than they need to be with the result that whereas in the past cars travelling in opposite directions could easily pass each other even when cars are parked at the side of the road, this is often no longer possible with the result that cars have to stop to let each other pass. This causes huge congestion. If cars were taxed on their width then this would encourage people to buy narrower cars and this would greatly help congestion which would also help pollution.

Climate change and global warming is NOT predominantly caused by CO₂ although I accept fully that CO₂ is a 'greenhouse gas', albeit a MUCH less potent one than water vapour, methane, sulphur hexafluoride (used in power switchgear) and many other gases. In fact there has been no global warming at all for at least the past 10 years which is why the term 'global warming' was dropped. The statements first made in 2013 that claimed that 97% of scientists agree that climate change is caused by man is a misrepresentation of the true situation, the actual number of scientists that think this is less than 1%. There are many papers that debunk this statement. One such video on the subject is here:-

<https://www.youtube.com/watch?v=ewJ6TI8ccAw>

This shows that less than 1% of scientists agree that global warming (to the extent that it even exists now) is mostly caused by man.

Speaking as someone with a Masters degree in Engineering Science from [personal information redacted for publication] and 40 years highly technical experience in the energy industry, I understand technical issues extremely well and can tell you that CO₂ rise **lags** a rise in ocean temperatures by many years (as the warming oceans cause CO₂ to be released from the oceans), that CO₂ does not **cause** the rise in temperatures, although CO₂ is a greenhouse gas. This so-called consensus of global warming being predominantly caused by man is a complete myth. The warming is mostly caused by changes in the earth's orbit around the sun, solar irradiance due to magnetic solar cycles, CO₂ from volcano emissions and several other factors nothing to do with man. As is undisputable, the earth has been MUCH warmer than it is now on many, many occasions in the distant past, including many thousands of years ago when man was clearly not producing any CO₂. So clearly global warming then was nothing to do with man and those factors are still present today so to think that man is the primary cause of global warming now is **not** a sensible conclusion. And in the 1970's we were being warned to expect a forthcoming ice age! So the world's climate is constantly changing and has done for many millions of years.

Helping limit the rise in UK population would also help reduce car 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?

Response: These should be at a national level to ensure that they are consistent and compatible. Doing so at a regional level would almost certainly give rise to inconsistencies and incompatibilities.

8. 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 should replace some of the tax on fuel which is already a form of road user tariff.

Written Evidence from Individuals: Part Two

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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: I feel that discounts and exemptions should be given to the disabled, those on low incomes, those who need to drive for work (but NOT just to GET to work) and people who live in areas with low levels of public transport or where the public transport is such that it takes too long to get anywhere such as large cities.

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. People would often drive out of London so how limiting the study just to London be meaningful?

11. If distance-based road user charging was introduced, do 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: It should depend on whether they drive responsibly or not. Those who drive irresponsibly should pay more and those who drive responsibly 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)?

Response: Yes, local referenda preferred as local councils often introduce measures such as this with zero or very little reference to what the 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?

Response: I do not have data on this so have not answered this question.

Call for Evidence: The future of smart road user charging

Reference	RUC1052
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I strongly disagree with the need for any road charging either in London or elsewhere in the UK.

1. *Do the current road user charging systems in London require reform?*

No. The current ULEZ scheme should be scrapped as should the proposed ULEZ expansion to Outer London Boroughs. Due to the impact of Covid, the state of the economy and the current cost of living crisis people need time to recover. There should be less charging, less regulation and less monitoring of ordinary motorists/people trying to go about their daily business. Human beings want less technology intruding into their lives not more.

2. *How might smarter road user charging differ from the current daily charges for driving applied in London?*

I strongly disagree with any road user charging.

Written Evidence from Individuals: Part Two

3. *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 necessary for any vehicle user to pay extra charges for driving, as motorists already pay per mile with fuel duty. We do not need more road charging systems.

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?*

The ULEZ already does this. People do not want more road charging. We are already taxed with VED, Road Fund Licence and Fuel Duty.

7. *Are road user charging schemes best 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 via Fuel Duty and the Road Fund Licence. No more schemes are 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?*

Smarter road user charging should not be introduced. You should focus instead on giving road users more freedom to drive where they want, when they want and by not introducing additional stress to the driving process.

9. *What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 any new road charging schemes.

9. *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 for such a trial. There is already a national distance-based road user charging scheme – it is called Fuel Duty.

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?*

Less but it is inconceivable that this would happen under the current greedy London Mayor Sadiq Khan.

Written Evidence from Individuals: Part Two

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)?*

Any new road charging scheme should be put to a public vote and the results of that vote honoured, as in any good democratic country. To do otherwise is the work of a dictatorship.

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?*

What matters here is that the people are given a say when policy goals are being drafted. People should then be given a chance to vote on any resultant road charging scheme.

[personal information redacted for publication]

Road User Charging

Reference	RUC1051
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1. Do the current road charging system in London require reform ?
NO

The ULEZ has already impacted people enough in and around London. It has got to stop to charge motorists all the time, with road tax and road charges people can't afford that much longer. Public transport is not a reliable source and is too expensive. People have enough from regulation and life gets more expensive every day and wages don't meet ends.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

We don't need a new system, improve the old system. I don't agree with charging people to drive on roads, we already have to pay road tax, I think that is more than enough. Smarter road charge ? I had enough of smart ! It is only smart that the government can track everything we do, not smart for us 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?

You should not have to pay you go to work, fuel, road tax and insurance is already more than enough to make it expensive to actually go to work. You are going to work to survive. You are going to look after family because the government doesn't do it and you want to charge us money to do these things ???

4. What strategies and targets could smarter road user charging support?

Written Evidence from Individuals: Part Two

It would not support the people it will only be a benefit for the government as they can track us and charge us and stop us when they like. No benefit for the people at all, no targets.

5. What technology could be used to support smarter road charging?

We do not need anymore technology in our life. Freedom from all the technology, people need to be able to think for themselves and move around freely.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

ULEZ is already doing that, considering that there was only 1 death in the last 20 years from air pollution in England, there is much more risk of suicides from all the fear we are being exposed with every day than air pollution ever gives us. Climate has changed for millions of years and is just being used again against us to give us fear and make us pay money. The oceans are cleaner, rain forest has more co2 and in Antarktika ice is growing. Even if the climate warms up 2 degrees, humans and animals can adapt, like they have always done.

7. Are road user charging schemes best 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 got road charging schemes in place called Road tax and fuel tax !!!! Do you really think that charging the people more will make a difference? Yes it makes a difference to the government to put even more money in their pocket to buy more weapons for war we never agreed on. Or what would the money from the poor people be used on ? Who try to survive and put food on the table ?

8. If a 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 changed. Road tax and fuel tax is enough charges, next to insurance. That is already enough especially for young drivers, which even get crucified to get their first car with enormous insurance bill. All this is not helping the people or the environment it is only helping the government to get more money in to pay their people and pay for weapons.

9. What discounts and exemptions would you like to see if any new smarter road charging scheme, for example to help disabled people, those on low income, those who need to drive to work, or people who live in areas with low level of public transport?

We the people don't want a smart road charging scheme! I had enough of the word SMART! It is not smart at all, look at the smart motorways! They did not work and is ever so dangerous! Smart is to leave us people alone and don't charge us all the time. That will not bring anything than profit for the government! People are just about surviving, they don't need more charges. And on top of that you have our leaders going to conferences in a convoy of cars or private jets and they want us to pay 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 !!!!!!!!!!!!!!!

Nowhere is a sensible place for a trial !!!!! We don't want to be charged if we want to see granny in Scotland. Who gives anyone the right even to think like that ???? Earth belongs to all the animals and all the humans. How dare are humans to say we get charged to drive a distance? That is not your planet, it's ours and we do not need to pay to travel. The cost of fuel and tax is enough on its own. NO and No again, nowhere is a sensible place on earth.

11. If distance-based road user charging was 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 ?

No new charging schemes are needed or wanted, we the people pay enough with road tax and insurance. We do not want or need more 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) ?

All these schemes should be put to a public vote like it should be in a democratic country. Otherwise it would be called 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 archiving similar policy goals ? We the

Written Evidence from Individuals: Part Two

people have no say on policy goals. Let the people decide and vote for it, with a decent time to reply, not being kept secret and very little time to apply like this consultation. Give people time to decide, and vote for it. Otherwise it is dictatorship again.

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC1050
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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?

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

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

IT WILL 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?

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?

SPEND YOUR TIME SORTING MP EXPENSES ABUSE AND THE HOMELESS

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport?

SPEND YOUR TIME SORTING MP EXPENSE ABUSE AND THE HOMELESS

10. If the Government were interested in a national distance-based road user charging scheme, would London be a sensible place for a trial?

SPEND YOUR TIME SORTING MP EXPENSE ABUSE AND THE HOMELESS

11. If distance-based road user charging was introduced, do you think Londoners who drive should pay less in total for vehicle or driving-based charges, the same, or more than they do currently?

SPEND YOUR TIME SORTING MP EXPENSE ABUSE AND THE HOMELESS

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 Two

electoral mandate for these bodies to use those powers (for example a local referendum)?

YES RUN PUBLIC TV AD'S, BILLBOARDS, NEWS PAPER ADS FOR 6 MONTHS WITH WEBSITE WHERE 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?

NONE

Call for Evidence: The future of smart road user charging

Reference	RUC1049
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Hi.

One area that appears to have little discussion or transparency is how the effective measurement, display and reporting of air pollution / air quality is carried out for these road charging schemes. Surely this is an imperative part of the process for any justification or proof of the effectiveness of these road charging schemes in targeted areas, including the current LEZ and ULEZ schemes.

Any such road charging scheme must be justified by proving there is a valid and recognisable problem with air pollution / air quality in the target area, and what measurement, display and reporting mechanisms will be used to show the improvement of air pollution / air quality in the target area.

This transparency is essential for public confidence and commitment, and would prove that these road charging schemes are not just another tax revenue generating initiatives which ultimately offer no provable benefit to the public!

Any government agency or public body can use a perceived problem to justify more stealth taxes and revenue generating initiatives so it should be a key part of the consultation and approval process that benefits to the public must be measurable and proven.

This question is probably best associated to point 5 in the Key Questions section of the paper.

Regards.

[personal information redacted for publication]

Road Charging Comments.

Written Evidence from Individuals: Part Two

Reference	RUC1048
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Your Questions:-

1. Do the current road user charging systems in London require reform?

Yes. One example should be to honour the broken promise of eventually removing the Queen Elizabeth Bridge toll charge in Dartford.

Another, should be to direct any toll paid directly into road repairs.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

You should need to define the word 'Smart'. That word currently is applied to motorways without life-saving hard shoulders. The question also leads the Reader to accept the principle of charging by inference. Diplomatic vehicles pay no road traffic fines, and ignore parking regulations. Payment of their existing fines have not been insisted upon by the UK government.

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

Anyone who works provides an 'Essential service', for themselves, and for their family. Who shall decide who is INessential ? Has any judge of this definition ever decided that they themselves are INessential ?

I disagree strongly with the proposed principle, as each person has already paid the 'Essential' road charges to use a road, only later to be told a stranger to them has denied them use of the roadway having deemed them, but not themselves, as INessential.

4. What strategies and targets could smarter road user charging support?

Any funds raised specifically from any form of road charge should be used specifically by those who pay them to improve the road surfaces, not to fund any private scheme consisting of ideas from any unelected bodies whilst the roadway surfaces remain unimproved.

Until such measures are taken, I am implacably resolved against road charging, as it is already charged for, in road tax, vat on fuel, and road insurance.

[personal information redacted for publication]

Smart travel user

Reference	RUC1046
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Dear Mr. Khan,

I am responding to your road user document.

1. Do the current road user charging systems in London require reform?

Yes. A person could be charged twice on one day. This is a democracy and intensive tracking of a person's movement would lead to a different type of regime. I do not agree with this. If there is to be a reform, please seek a different and fairer method.

That the consultation has a relatively short window for responses, suggests that people's opinions are not important.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Written Evidence from Individuals: Part Two

As indicated above it could lead to restriction of movement and a loss of freedoms. Is this why Brexit happened so that England could treat its subjects as it wishes without being held accountable by the European Union?

3. How might charges for driving in London be varied for different types of journeys, such as travelling for work, caring responsibilities or essential services?

See the results of your consultation.

4. What strategies and targets could smarter road user charging support?

I would like you to consider the following:

i) houses are in short supply;

ii) more and more people are being encouraged to come to the capital to generate more business. The country is in debt;

iii) more and more space is being used for high rise buildings;

iv) if more people are here there is likely to be more roads users;

v) the latter is not logical if you are restricting road use through low traffic neighbourhoods;

vi) keep in mind that we are no longer untouchable, despite being an island. We were subject to a pandemic. Thousands of people died. Public transport is crowded and therefore potentially unsafe. Disease spreads easily in the capital for this reason.

There are conflicting situations that I see - more people are wanted in the capital but the capital cannot cope with this.

This country claims to be a democracy yet it is behaving in the opposite manner.

I disagree with the smart road user strategy.

Be clear on what your aims are for London and its people. Honour your political responsibilities.

Thank you.

[personal information redacted for publication]

Response to road user charging questions.

Reference	RUC1202
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Q1. No they do not.

Q2. Any kind of road user charging is simply another tax on drivers. What you are essentially saying is if you are rich enough to drive then please do but if you are a lower earner and can't afford to pay us to use your vehicle then we are afraid you can have no freedom. When i say lower earners i do not mean people on benefits. I mean hard working people that do not rely on the Government for help. The people that keep the local economies going.

Q3. Stop looking at the whole of London as one. Central london and outer london are totally different types of places. Central london has fairly adequate transport so enable people not to drive. Outer london boroughs do not and therefore people have to rely on vehicles. You should not be bringing in additional taxes on drivers where transport is not adequate. Transport cancelled at the drop of a hat. Many areas with no access to anything. Charging road users is unrealistic and totally out of touch with normal people. Why doesnt the London Assembly try and represent what people actually want rather than using misleading stats, info and taking note of consultations rather than disregarding them.

Written Evidence from Individuals: Part Two

Q4. Smart road charging is just not smart so this shouldn't be being considered. Helps the rich and destroys communities.

Q5. No technology as this is simply not a good idea. Pure money making scheme to trick people into getting fines.

Q6. Stop lowering speed limits in roads to keep cars moving. Thus burning less fuel and causing less pollution. What about looking at what are the bigger contributors to pollution and looking to implement a scheme for those instead of taxing drivers again.

Q7. The decision should be down to the people who live in the areas. Local referendas would be the fairest way.

Q8. Rather than implementing yet another system and tax on drivers. Look at things already in place and adapt those. People cannot just keep being taxed, taxed taxed. People will be left with nothing which by the sounds of this is the aim.

Q9. No charging in the first place.

Q10. No.

Q11. No to road charging.

Q12. Anyone that these changes effect should have the final say by vote. However any vote would have to be meaningful and not give options that essentially have the same outcome.

Q13. Most cities need an overhaul of power. As the peoples wishes are not being represented. Hidden agendas are being pushed through.

On a final note, i have lived in outer london all my life and i no longer feel that this is a place that i want to stay. Your policies are pushing people to the brink and our wishes are not considered. The real impacts of these policies are not considered or even cared about. The people that will lose out in my house are my two young children who will no longer be able to travel to clubs, football, to see friends and family. We will be resricted as available public transport does not allow for travel to these locations. Both myself and my partner work extremely hard full time, which leaves timings tight to travel to places so it is not an option to travel on slow public transport, so as this would not allow us to do this, we would have no option but to withdraw them.

The existing public trnpsport infastructure is not fit for purpose. The streets are also not safe. Lone women will now be burdened with additional driving bills or make the choice to chance travelling alone on dark unsafe streets.

As mentioned above this policy is unfairly targetting hardworking lower paid people - i am not referring to those on benefits. Children who will no longer have freedoms to move around. Women who will have jo right to be safe. The elderly who will not have family visiting them as they cant afford the additional taxes. The care workers who

Written Evidence from Individuals: Part Two

will no longer be able to do their jobs. The small business who will no longer trade. The list goes on.

Mayor Khan is not interested in hearing from us regular people about what our struggles will be. He simply wants to take everything we have. Whilst he gets driven around in his convoy of polluting 4x4s.

ULEZ IN OUTER LONDON BOROUGHES - so not really London

Reference	RUC304
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I understand the deadline for this consultation is 10 March, i think this date should be extended as there are a large number of the public that are still unaware of this policy and changes.

Trying to be instigated softly, softly.

Stop now.

Mayor Sadiq Khan has used flawed studies. Lied about issues. Manipulated facts and figures. He should be removed from office abd ULEZ stopped.

You asked a number of questions in your on line consultation. I have answered some below.

The current road user charging systems in London do not require reform. Maybe signage could be better.

Smart road user charging is a spin for road tax. Motorist already pay road tax, petrol tax, insurance tax.

Tax on different journeys is not required. People should not have to ask permission to drive where and when they want to. We live in a democracy with freedom.

We don t need strategies and targets for quote 'smarter road use' .

Who thought up this term????

Air pollution, climate change everyone knows this is a global thing.

Air quality figures for London and surrounding areas are good. People are posting resukts on line

Charging me £12.50 a day for using my car will not magically make fumes into fairy dust.

You mention possible distance charging. Why???

I don t work now.

I have taken my private pension early.

My state pension is not due for 2 years.

Worked from 11 years of age. Saturday jobs while at school and when in 6 form. My parents worked. Never claimed benefits. Had family. 3 kids. All work and pay taxes. One of my sons lives in [personal information redacted for publication].

Are you going to charge me to see him? Diesel charges have already increased. You get tax from this.

My 85 year old mum lives alone some distance away. Are you going to charge me to see her?

I sometimes pick grandkids up from school, won t be able to do that.

Written Evidence from Individuals: Part Two

Distance charge will also hit places that rely on visitors and tourists.

To wrap this up, I don't believe the London Mayor should have powers to change people's lives in this manner. Referendum, vote etc more democratic. One man should not have this much power for London.

Hopefully the London Assembly can see this and hold the Mayor to account.

Prime Minister should be able to review and overturn. Boris Johnson and others have been removed. Remove Sadiq Khan or get him to resign. No to ULEZ in outer London.

I look forward to your response.

[personal information redacted for publication]

Call for Evidence: The future of smart road user charging February 2023

Reference	RUC1917
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STRONGLY DISAGREE

Key questions and answers:

1. Do the current road user charging systems in London require reform? No. Sadiq Khan is strangling London, making it increasingly difficult for Londoners to commute, and for suppliers & tradesmen to access London and ply their trade. His policies are not joined up, he's closing roads, expanding bike lanes, cancelling bus routes and wondering why there's congestion, and more pollution. You can't make it up. Take a holistic view.

2. How might smarter road user charging differ from the current daily charges for driving applied in London? Tweak the current system to remove charging on weekends which is crazy, why make London unattractive for people outside London to visit at the weekend, Sadiq Khan has dealt a serious blow to London's hospitality industry with this move. Not helpful 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? There's a rule for taxation that has been true since the days of the Roman Empire - keep taxes simple. More complicated does not equal smarter.

4. What strategies and targets could smarter road user charging support? Personal freedom of movement, personal data privacy - cornerstones of democracy.

Remember ?

I am a London resident.

[personal information redacted for publication]

Smart Road User Charging

Reference	RUC1873
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Written Evidence from Individuals: Part Two

This is an absolute disgrace and should be opposed on all levels.

This will mean more taxes, controls on movement, facilitated by “smart technology”. This will obviously extremely anti car too. The trickery used to coerce people into electric car was and is despicable! People who thought that buying an electric car would save them.

While this is being suggested for London, people know this will not ultimately be a “London Only” issue. This overreach will also be repeated in other cities and the rest of the UK

We oppose this overreach on all levels.

We choose to exercise our human right to travel without restriction, taxation, and surveillance.

Furthermore this speech by Sadiq Khan that categorizes completely unrelated groups is an absolute disgrace and not relevant at all.

He should be removed for his position immediately

Yours extremely annoyed.

[personal information redacted for publication]

Road User Charging Consultation Response

Reference	RUC1879
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Good afternoon,

Please note my response to the proposed Road user charging consultation questions;

1. No, they need to be abolished. ULEZ is a money making scheme for the Mayor to subsidise his mismanagement. The rich can drive as much as they want.
2. It won't. The tube network needs considering for upgrades as it is more polluting than cars. Motorists are an easy target being exploited by the Mayor.
3. They shouldn't vary as all journeys are essential. No one drives for fun in London. Who can say which journeys are more valid than others?
4. None. You are taxing people unnecessarily. It's a tyranny. Trying to restrict peoples movements.

Written Evidence from Individuals: Part Two

5. Road charging already exists. I pay vehicle excise duty and pay more tax the further I drive through petrol prices. You are taxing movement and that is wholly wrong.

6. Sort out the tube! Modernised cars pollute very little compared to the tube. You're using motorists as an easy target. If we all stopped driving completely it would make very little to no change to the climate. You are using drivers and an excuse to make money.

7. I oppose a Road user charging system. It is theft and restricting movement of UK citizens.

8. Do NOT introduce this scheme. Scrap ULEZ and congestion charge. We already pay for miles travelled at the petrol pumps. Focus efforts on improving pollution levels on the tube.

9. Do NOT introduce this scheme.

10. We have one, it's called fuel duty. The further I travel, the more I pay. We do not want this scheme.

11. Do NOT introduce this scheme. It is a tax on movement. We already pay VED.

12. The Mayor cannot be trusted. He purchased ULEZ cameras before the consultation so we can see his intent. We need a referendum.

13. Publish email this information then, not linked to C40 cities where Khan is involved.

Dawn - FYI. Brent residents do not want Road user charging to be introduced.

Regards

[personal information redacted for publication]

Road User Charging

Reference	RUC1362
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I say NO to this.

I have to drive to work from [personal information redacted for publication] to [personal information redacted for publication] as I have a number of pharmacies that I have to work in.

I have to deliver essential medicines to vulnerable and housebound patients in the area. I have to transfer goods to other branches in [personal information redacted for publication].

Written Evidence from Individuals: Part Two

This would add additional burden to the business and costs to escalate where we will have to pull back services.

This is a ludicrous scheme.

At a time of great hardship to businesses this would be a nail in the coffin.

Kind Regards

[personal information redacted for publication]

It calls for evidence. The future of smart road user charging February 2023

Reference	RUC836
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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? Leave it as it is we pay road tax to cover what is required. Sort out London 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? People need to travel for work. To visit sick people and family. With the cost of living in crisis as it is more charges can't be justified
4. What strategies and targets could smarter road user charging support? None you are at threat of putting suicide rates up. As people won't be able to pay debts
5. What technology could be used to support smarter road user charging? We are not china
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? Less planes in air. Tackle pollution from buses
7. Are road user charging schemes best set up at a city or regional level, or as a national system, and what benefits or difficulties would you expect with either approach? Death like suicide from people who can't cope with pressure
8. If smarter road user charging is introduced, which charges or taxes should it replace and how should the current taxes and charges be changed? Does not need replacing
9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example, to help disabled people, those on low incomes, those who need to drive for work, or people who live in areas with low levels of public transport? Sole traders who can not afford to replace their vans are at risk of being put out of work. Elderly and disabled who do not qualify can't get to hospital appointments. They need discounts they need to be able to 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
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? No
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

Written Evidence from Individuals: Part Two

mandate for these bodies to use those powers (for example a local referendum)? They shouldn't be able to dictate peoples lives. We are a freedom country. This is the way it should stay not a dictator ship

13. How are other 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 country has freedom. You are turning it in to a dictatorship. This is supposed to be Great Britain. We are loosing that in idealisation that will not work. There will be great unrest and riots
[personal information redacted for publication]

Road Pricing Consultation

Referenc e	RUC763
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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 PAY VEHICLE EXCISE DUTY. I SHOULD NOT HAVE TO PAY ANY 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? THERE SHOULD BE NO CHARGES.
4. What strategies and targets could smarter road user charging support? NONE
5. What technology could be used to support smarter road user charging? THERE SHOULD BE NO ROAD USER CHARGING
6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change? IF YOU WANT TO MAKE A REAL CHANGE YOU SHOULD TACKLE THE POLLUTION ON THE UNDERGROUND
7. Are road user charging schemes best 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 DON'T WANT 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? 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? THERE SHOULD BE NO 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? NO. THERE SHOULD BE NO 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? THERE SHOULD BE NO 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)?

Written Evidence from Individuals: Part Two

THERE SHOULD BE NO ROAD CHARGING. YOU SHOULD NOT HAVE THIS AUTHORITY TO INTRODUCE 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. NO IDEA.

You took no notice of the consultation re. ULEZ expansion. You are acting like a dictator and it's time for you to resign. The people will not put up with road charging. There will be riots.

[personal information redacted for publication]

road user charging

Referenc e	RUC610
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My response to your questions are as follows:

1. No. We need LESS regulation, not more. People are stressed, in poor health and financially vulnerable. Please just leave us along to get on with our lives and pay our bills
2. Instead of new systems, make the old ones fairer eg dont' stop charging at midnight cos then someone has to pay twice if they are visiting 10pm-2am
3. You shouldn't have to pay more because of the task you are doing. Fuel duty already makes sure that those who travel more, pay more. Sometimes you will be doing different tasks on the same journey. If I wasn't a carer but went to the shops to buy food and deliver it to an elderly relative how would that be classified and identified?
4. Stop putting rules, regulations and targets in the way of my freedom to go about my everyday life. Everyone knows that targets just encourage people to focus on them rather than doing the right thing
5. I don't want MORE technology, I want LESS
6. ULEZ is already doing this. Cars are already taxed via VED. Electric cars are being encouraged
7. ROAD TAX and FUEL DUTY already exist as road user charging schemes. Why are you trying to make everything more complex? Old cars should pay less. If we want to save the planet you should REDUCE and REUSE ie. Use up existing vehicles, not encourage new ones
8. Stop trying to make everything so complex and expensive. Leave people along to visit family and recover from the stress of the last few years. The mental health of the nation is in a perilous state as it is, you are proposing to make life even more stressful
9. I don't want a road charging scheme. It punishes the poor. Meanwhile wealthy hypocrites like Sadiq Kahn wreck the planet with their security gas guzzling car conveys following him walking his dog
10. Let me be free. As I've said before there is already a system in place to make those that use the road more, pay more. Its called fuel duty and we pay it every time we fill up our car
11. Everyone would end up paying more. It would financially ruin many people
12. Any proposals should be put to a democratic vote, otherwise you are acting like a dictatorship
13. The public did not get asked about policy so let us vote on the policy please.

Written Evidence from Individuals: Part Two

Why are you trying to make life so hideous and complicated? Please leave us alone and stop meddling in trying to track and trace everyones movements. You are turning into China.

Road User Charging

Referenc e	RUC253
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1, Do the current road user charging systems in London require reform?

No. The Congestion Charge and ULEZ have already impacted the people of London enough. People have the right of free movement around London and beyond. It should stay that way. We have all been through enough with the state of the current economy. LESS regulations LESS monitoring.

2. How might smarter road user charging differ from the current daily charges for driving applied in London?

Daily Charges of the old systems needs fixing first. Before even considering new ones. Daily charges need to stop between Midnight and 5am, so that those on shifts don't 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?

No one should have to pay a charge to go about THEIR daily lives. It is called freedom, for a reason. Would any one on the assembly be happy to pay to, go to work, the shop, the doctors, hospital, a funeral?

4. What strategies and targets could smarter road user charging support?

The Assembly need to be looking at and taking in to consideration the mental well being of the nation, instead of thinking on ways to earn more money, putting many peoples lives in harms way.

5. What technology could be used to support smarter road user charging?

We don't need anymore technology, we are consumed by so much already.

6. How could smarter road user charging assist with tackling current challenges such as traffic, air pollution and climate change?

Isn't the ULEZ already doing this? We are taxed ENOUGH already. Car Tax, Road Tax, Fuel Tax...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?

By reducing the road tax on older vehicles, that have paid their own carbon dues by remaining in use instead of replacing them with a new car, which most people and poorer families CAN NOT afford. Most carbon comes from when newer cars are built. Road Tax IS NATIONAL 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?

The people that have written this report need to be looking at what the mental implications to Londoners another charge will bring. We have a freedom that is slowly being taken away from us. We have a right to roam this country, we have a right to visit family, and we have a right to say NO to any additional charges.

Written Evidence from Individuals: Part Two

9. What discounts and exemptions would you like to see for any new smarter road charging scheme, for example to help disabled 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 of London and Kent DO NOT want a charging scheme. If this scheme is even remotely linked to Mr Khan, then we certainly DO NOT want it. He is all that is wrong with London, and a hypocrite. Please be more understanding and sympathetic to the peoples voices, when we say NO.

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. Let us retain our freedom to explore this country. If any member of the committee has/had a holiday home or family in Scotland would you honestly be happy to pay potentially Hundreds of pounds to holiday there? I don't think any of you would. Please think long and hard on that.

11. If distance-based road user charging was introduced, do 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 know, it would be more. It would be costly for so many people. We have a RIGHT to freedom. We have the RIGHT to say 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)?

A 'good' democratic country would put this before a PUBLIC vote. Not set a sneaky 4wk Consultation that not many people know about, leading to not many votes against a charge. That proves that The London Assembly and Mr Khan are cheating Londoners out of a fair say on this matter. It is very devious and some of us can see straight through your tactics. It's dishonest of all of you. You should be ashamed.

13. How are other 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 what has any other city/country got to do with it? We are talking about London. Londoners didn't have a say on the policy goals to start with. Give us the chance to VOTE on the policy, give us the chance to VOTE on the charging scheme. Give us a chance FOR OUR VOICES to be HEARD.

ANYTHING ELSE IS A DICTATORSHIP!

SAVE OUR RIGHT TO FREEDOM.