

ABD

Greenwich – Road Tolls & Congestion Charging

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ABD_Greenwich_Road_Tolls2.ppt (Revised 22-Sep-07)



About the ABD

- The Association of British Drivers (ABD) is a “not for profit” mutual association owned and run by its members and set up over ten years ago.
- We campaign against all road pricing and congestion charging schemes, against excessive taxation of motorists and for improved road safety. In essence we defend the interests of motorists.
- See membership leaflet or www.abd.org.uk

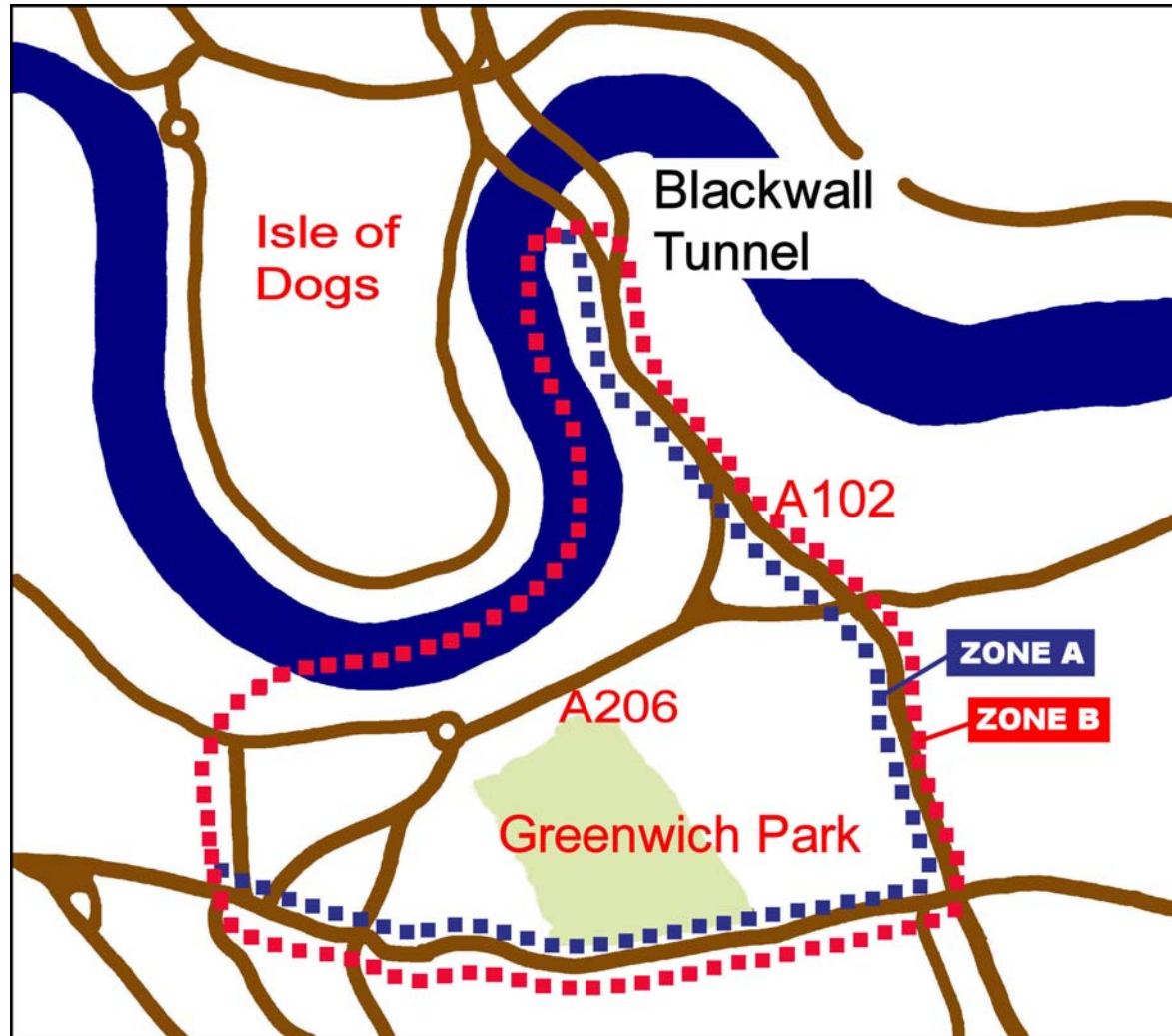


Greenwich Road Tolls

- Transport for London (TfL) and Greenwich Council are studying “demand management” (ie. congestion charge scheme) covering Greenwich town centre, the A2 and Blackwall Tunnel. In effect most of the major routes from south east London and Kent into central and east London.
- Issues: traffic congestion in world heritage site and air pollution.
- Being bribed by central Government with funds from the “Transport Innovation Fund”.



Greenwich Road Tolls - 2



Air Pollution Issues

The main impact of a congestion charge is on private cars – buses and taxis tend to rise in number and commercial vehicles stay the same.

What is the proportion of CO2 emissions generated by private cars?

And is air pollution from cars falling or rising?



Air Pollution from Private Cars

- **Answers: 10% and it's falling**

A submission to the Thames Gateway Bridge public inquiry by TfL contains the following statement: *“Private cars constitute only 10% of total UK CO2 emissions, and the position appears to be both under control and improving, largely due to technology”*

So for a congestion charge to have any significant impact on air pollution, it has to reduce cars by more than 10% without any offsetting increase in buses/taxis (which per passenger generate similar levels of pollution) – this is simply an impossibility. The only real solution is technology.



Air Pollution and Technology

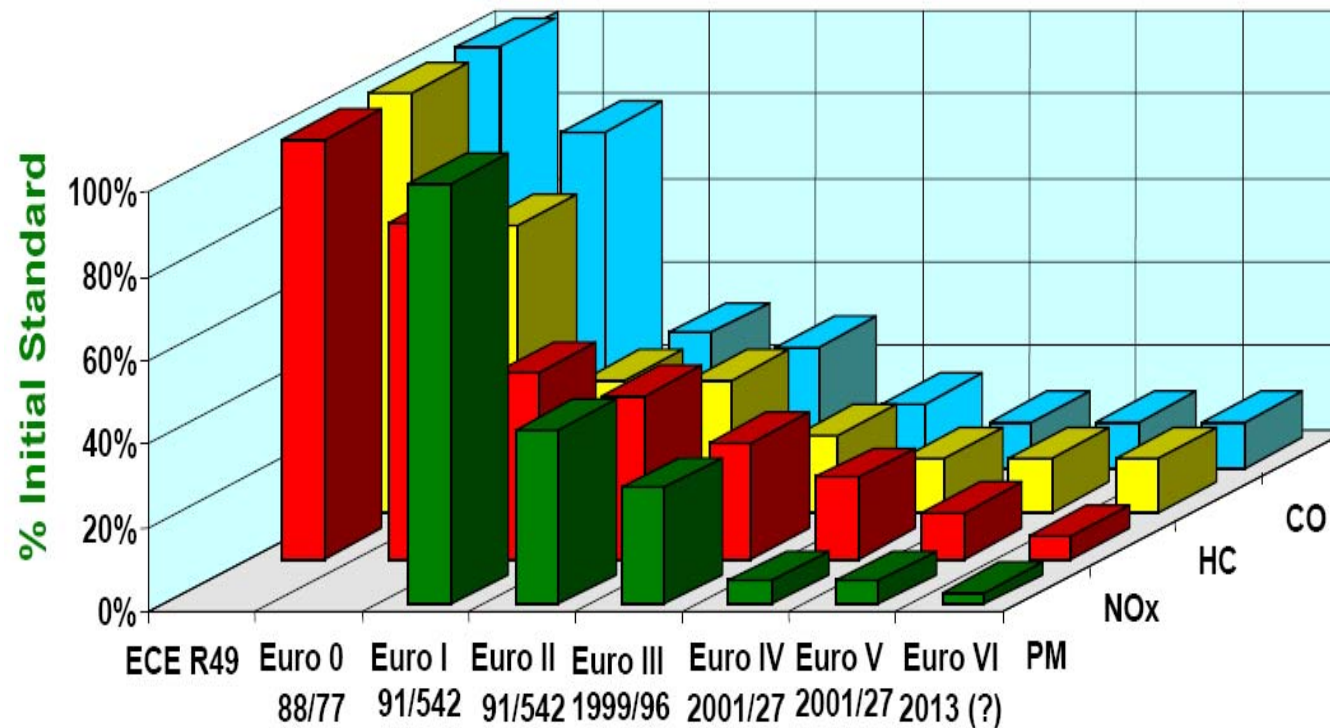


Chart shows the impact on various emissions of European directives on vehicle pollutants from heavy duty diesel vehicles (source Prof. F.H. Palmer).

Congestion Issues

- Do we need to solve congestion problems (e.g. in Greenwich town centre?). Previous solutions were blocked on environmental grounds. Is it solvable?
- But congestion is self regulating and rarely results in gridlock. Road space is rationed by peoples willingness to waste their own time (which is better than rationing it by taxation).
- The A2/Blackwall Tunnel are major problems due to limited capacity on these main routes, but the Thames Gateway Bridge would help.

Why we Oppose all Road Pricing

1. It Won't Work. Congestion in central London is almost back to where it was before the charge was introduced.
2. It's Regressive. Why should wealthy people be allowed to purchase road space when everyone has paid for the roads.
3. It doesn't help the environment. It might even make it worse if people drive around the zone or on minor roads to avoid a congestion charge.

Surveys by TfL/Accent/IpsosMori

1. On-street 5 minute travel behaviour surveys at Greenwich Town Centre locations.
2. 5 minute travel behaviour surveys with passengers exiting Greenwich Town Centre rail, bus and tube stop
3. Roadside interviews on a sample of main roads
4. Attitudinal survey - telephone survey with 1,000 visitors to Greenwich (including residents)
5. Behavioural survey - telephone survey with 250 known Greenwich drivers

WHY IS TFL OBSTRUCTING THE RELEASE OF THE RESULTS OF THESE SURVEYS?



Blackwall Tunnel Tidal Flow



Police reports of dangerous incidents with tidal flow in operation.

Blackwall Tunnel Tidal Flow -2

1. Was it necessary? No – the tunnel is remarkably safe and the tidal flow has been in place for 30 years without major incident.
2. TfL stopped the tidal flow without notice and without consultation with anyone, not even the local boroughs.
3. They ignored the advice of independent consultants.
4. They were obstructive in response to FOI requests.
5. There is no apparent written request from the police for cessation and no apparent comments in writing from the TfL Head of Road Safety.

It was allegedly done to introduce more congestion



Full Report

Full report available on new London ABD
Web Site at: www.freedomfordrivers.org

ABD London (Association of British Drivers) - Windows Internet Explorer

http://www.freedomfordrivers.org/index.htm

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ABD London (Association of British Drivers)

Association of British Drivers
ABD
'Voice of the Driver'

The Association of British Drivers

London Region

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The Association of British Drivers (ABD) was formed to fight for the interests of the everyday motorist - in other words most of us. UK drivers are some of the most heavily taxed in the world, and yet we have one of the worst road networks and suffer more from traffic congestion than the residents of almost all other countries. In addition road safety policy, environmental strategy and planning laws have become dominated by "anti-car" factions who do not represent the voice of the general public.

Note that this web site covers only the activities of the ABD in the London region. Please go to the main ABD web site at www.abd.org.uk where you can learn more about the ABD in general. Click on the [About](#) link from the menu on the left for a brief summary. For more information on the benefits of joining the Association, go to the [Membership](#) page.

Latest News (click on story for details)
[TfL Propose £25 London Congestion Charge](#)
[Thames Gateway Bridge - A Victory for the Luddites?](#)
[More News Stories.....](#)

Press Releases and Consultation Submissions

Latest Campaign:
Greenwich Road Tolls

Click on the link above for details of the proposed congestion charge.

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Central London Congestion Tax



London Congestion Charging – 5th Annual Monitoring Report from Transport for London (TfL)

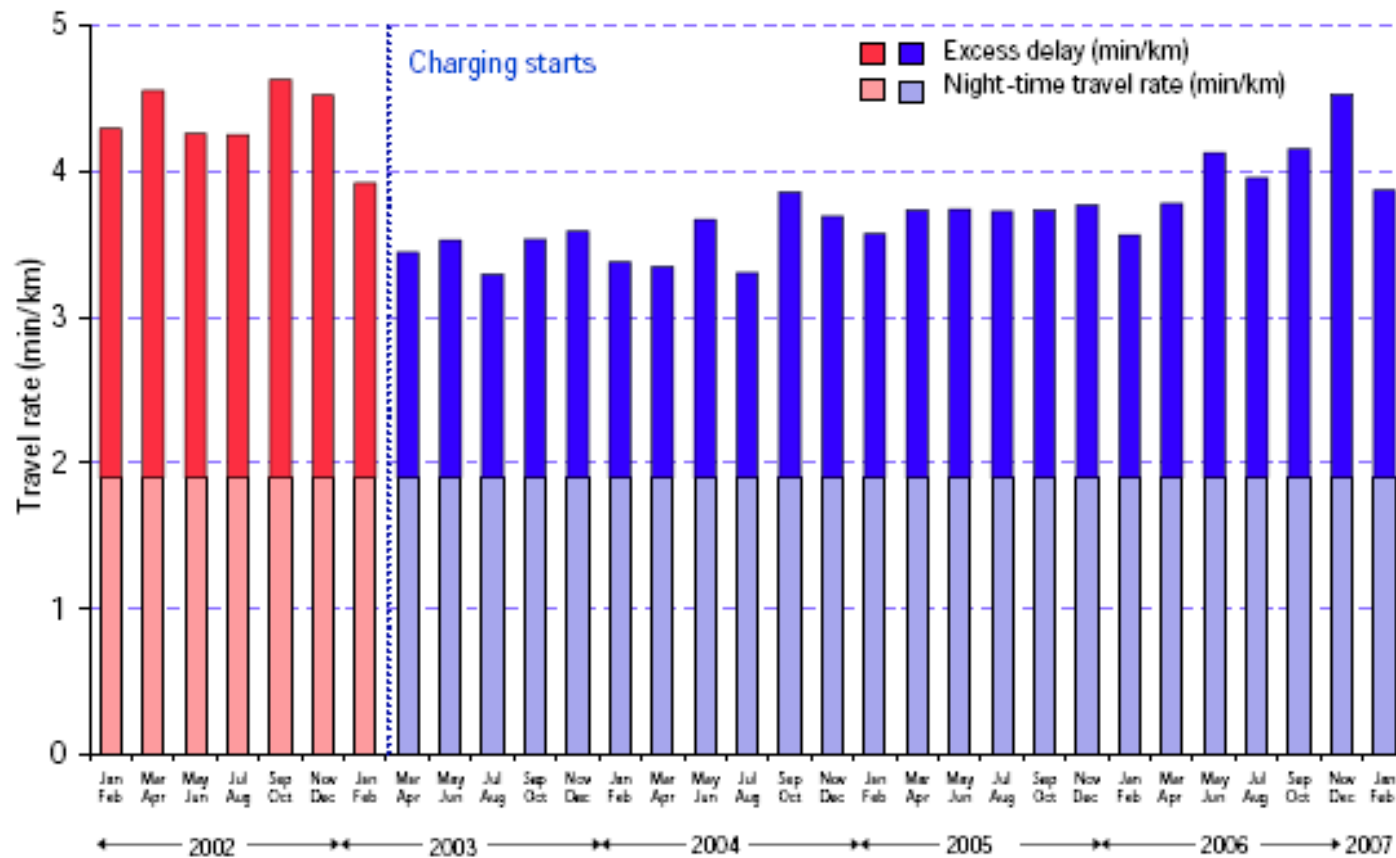
- More obfuscation!

Some charts hereafter are taken from the report



Traffic Volumes and Speeds - 1

Figure 3.1 Congestion in the central London congestion charging zone during charging hours (07.00-18.30). Moving car observer surveys.



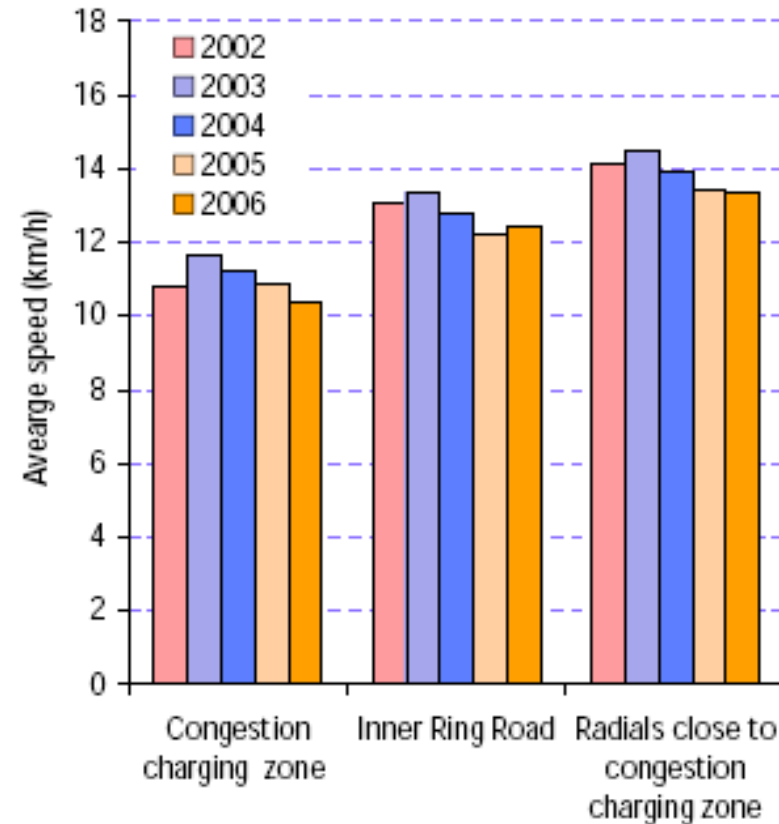
Notice how Nov/Dec 2006 is the same as in Nov/Dec 2002.

Traffic Volumes and Speeds - 2

- Average road network traffic speeds in 2002 were about 14 km/hr.
- “Since 2003, average observed speeds have progressively fallen back, to about 16 km per hour in *2005 and 15 km per hour in 2006*”. (page 47).

Bus Journey Times

Even buses
are going
more
slowly!



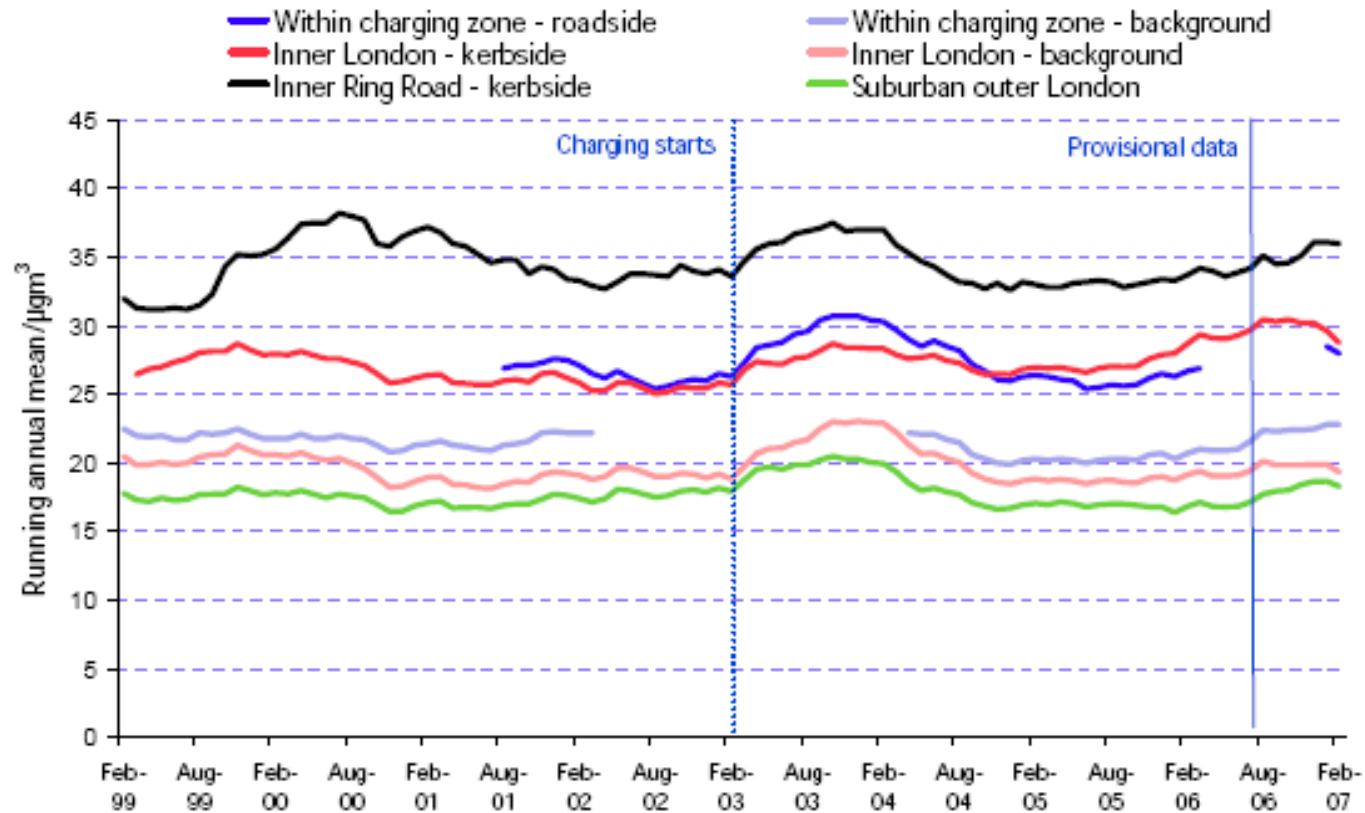
Air Pollution

“Trends in actual measured air quality (as opposed to emissions) across London continued to reflect the diversity and dominance of external factors in determining pollutant concentrations and, as such, did not allow the identification of a clear ‘congestion charging effect’.”

In fact there should have been measurable reductions in pollution because TfL have calculated that the updating of road transport vehicles with new technology should have reduced NO_x by 17.3%, PM₁₀ by 23.8% and CO₂ by 3.4% within the charge zone from 2003 to 2006 (see page 66).

Air Pollution - 2

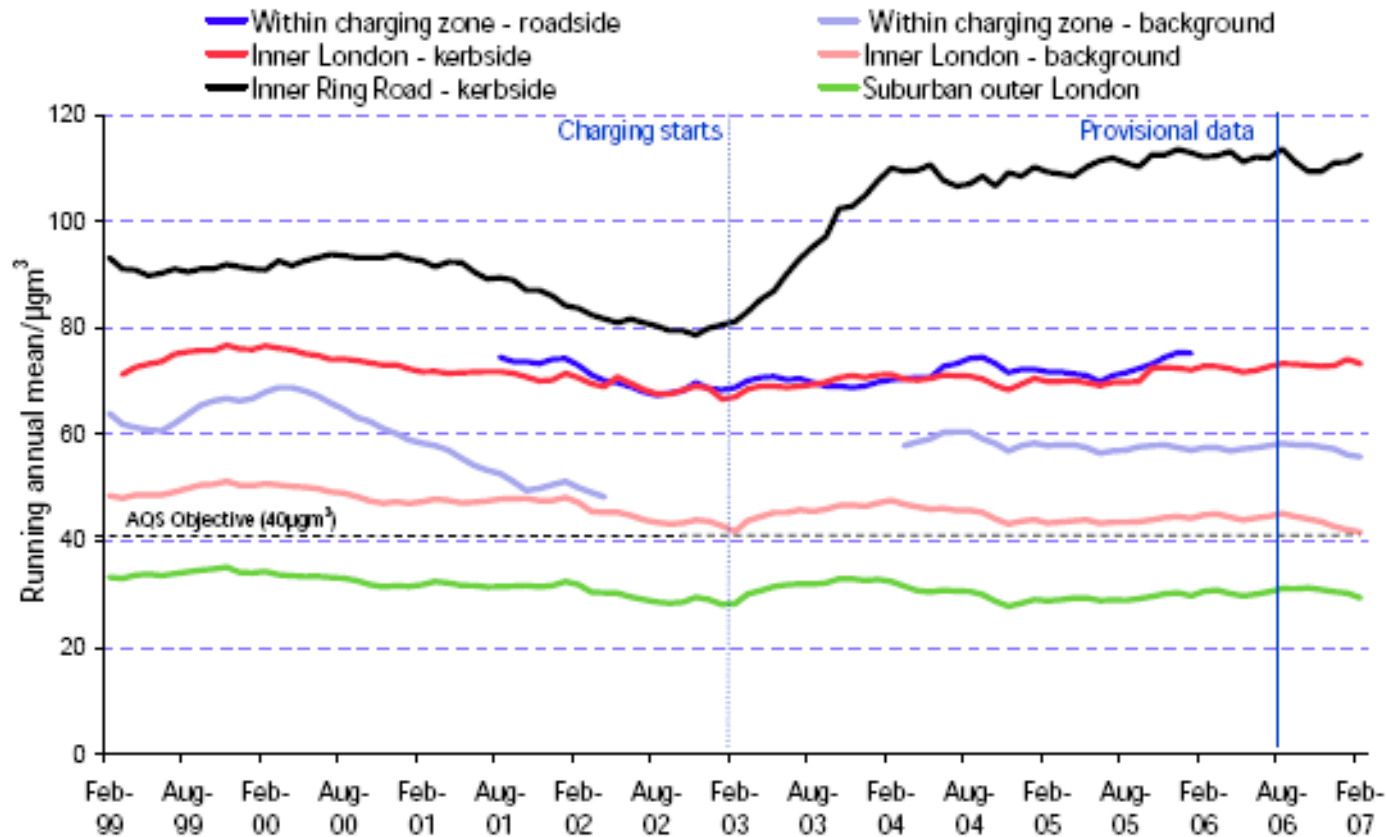
Figure 4.7 Running annual mean PM₁₀ concentrations at congestion charging indicator sites.



No obvious change of trend!

Air Pollution - 3

Figure 4.10 Running annual mean NO₂ concentrations at congestion charging indicator sites.



Clear negative trend after congestion charge introduced.

The Economics

£ million	2002/3	2003/4	2004/5	2005/6	2006/7	Totals
Revenue	18.5	186.7	218.1	254.1	252.4	929.8
Expenditure - Toll facilities	-58.2	-120.9	-120.8	-143.5	-155.7	-599.1
Expenditure - Traffic management	-4.2	-2.0	-0.6	-0.4	-0.3	-7.5
Financial assistance/deferred charges	-14.0	-17.2	1.7	0.0	-2.5	-32.0
Depreciation	-0.3	-1.1	-1.6	-2.8	-4.8	-10.6
Capital financing charges	-0.1	-0.2	-0.4	-1.1	???	-1.8
Net income	-58.3	45.3	96.4	106.3	89.1	278.8
Capital spending	-161.7	0.0	0.0	0.0	-103.0	-264.7
Cummulative cash flow	-220.0	-174.7	-78.3	28.0	14.1	14.1

Source: Ealing Councillor Phil Taylor

The extra buses in London have been paid for primarily out of taxes and central Government grants, not by surplus income from the congestion charge.



London Con Charge “Experiment”

The London Congestion Charge is not a success – it is an enormously expensive failure which has not solved congestion problems and provides no environmental benefits.





ROAD PRICING IS DAYLIGHT ROBBERY

- C-charge income nearer £10m than promised windfall
- Government docked London £325m in grants

Wanted by the politicians, not by the people

2004/5: Mayor ignored large majorities in the public consultation



- 2000: Public enquiry dodged
- 2006: News Shopper polls 73% opposition in Greenwich
- 2007: 1.8m sign national petition against plans

Who's selling road pricing/charging?

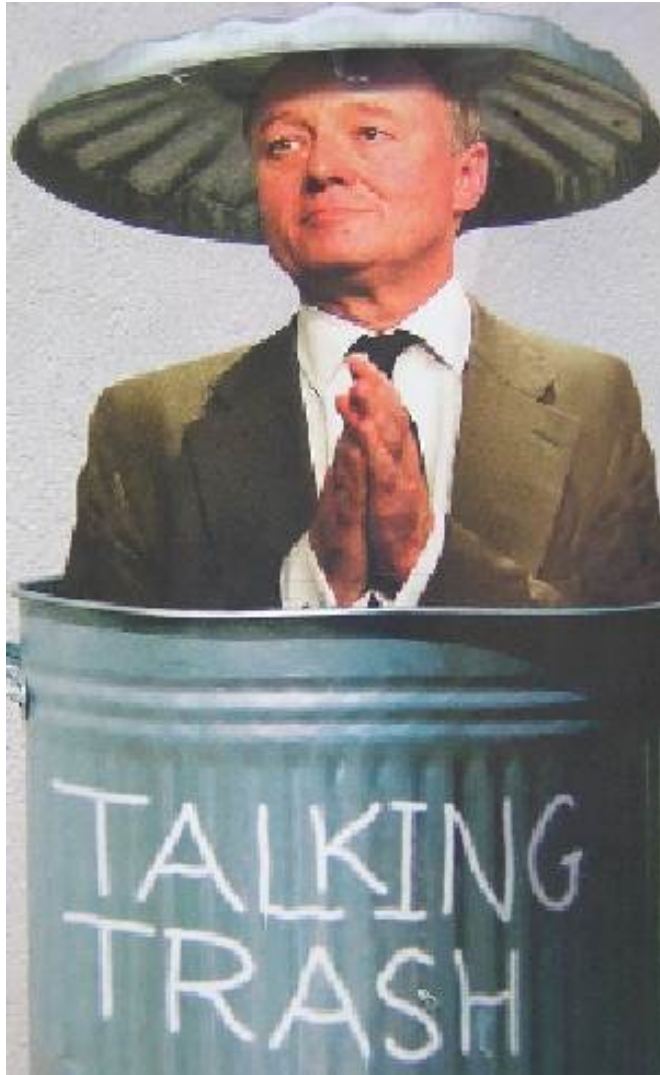
- The Government. (As if £50 Billion+ a year from us isn't enough....)
- EU. To pay for the Galileo military satellite.
- Tech companies on the make.
- The 'Green Tax lobby' incl. the Mayor

ABD: driving public opposition to charging



Manchester: 80% of residents
and 57% of businesses say NO
[MART survey / Gtr Manchester Chamber of Commerce]

Challenges for motorists in SE London



- National road pricing threat
- London Mayoral elections, 2008
- Getting through to the media and local people

....YOU CAN MAKE A DIFFERENCE



Greenwich: Actions So Far

- Circulated 100,000 leaflets – over 1,000 responses and overwhelmingly opposed.
- Press release and letter to local councillors issued.
- Set up on-line petition (see www.gopetition.com/petitions/no-road-tolls-in-greenwich.html) and dedicated web site.
- Awaiting delayed proposals.



What We Need to Do

- Form an Action Committee of people to drive active opposition.
- Raise funds (e.g £3,000 to write to all local businesses, more to communicate with all residents).
- Hold more public meetings.

How You Can Help

- Contact your local councillors and write to Ken Livingstone (make it clear to him that this will be an election issue next May and that you won't vote for him unless he makes a commitment to drop these proposals).
- Get actively involved, even if it just means circulating leaflets in your own street.
- Contribute cash to enable us to fight the proposals.
- Sign our on-line petition.
- Consider membership of the ABD (optional).
- Make sure you let us have your contact details so we can keep you informed!



How You Can Help - 2

Demand a Referendum!



Questions

