

KEEP NYC CONGESTION TAX FREE

keepnycfree.com

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CONGESTION TAX – FAULTY PREMISE IN FOLLOWING LONDON SCHEME 10th Truth: London Tax Not for NYC; Just Does Not Fit

Keep NYC Congestion Tax Free announces the tenth *Truth About* the City congestion tax plan to assist the public, their elected officials and the members of the commission as they move to a more deliberative stage: Any anti-congestion plan based on London starts out with inherent flaws since that foreign model ill fits New York City. The NYC Traffic Mitigation Commission – or at least a majority of its members – needs to drop their fixation on fitting the geography of the proposed Manhattan zone, however large or small into the same shoe designed for London – and the Manhattan foot cannot squeeze into the London boot.

New York differs from London. New York's dynamism as a true 24-hour city, even in downtown and midtown, reflects the mixed use nature where residences lie within the financial district;. New York's configuration and street grids differ greatly from London (See the map of the London zone below.).

The Transport for London report – carefully read – reveals many faults in its tax scheme:

- Excess delays (the official congestion measurement) in the zone almost doubled from 1.4 min/km in 2003 to 2.4 min/km in 2006.
- Congestion increased on virtually all the roads surrounding the zone. Neighborhoods outside Manhattan beware.
- TfL blame increased roadworks for the increase in congestion. TfL admits its policy of rephrasing traffic signals aims to “measurably reduce effective capacity of the road network for general traffic, thereby increasing congestion or traffic delays...” (p.52)
- Bus performance dipped significantly in 2006. Increased congestion directly caused a 28% increase in lost bus kilometers, and a 13% drop in the number of bus kilometers.(p.57)
- TfL admits: “Reliability of bus services in and around the charging zone has seen some deterioration, with excess waiting time increasing by 2% from 2005.”(p.57)
- Average bus speeds in the zone decreased by 11% since 2003.(p.59)
- TfL only recovered 38% of fines from Foreign Registered Vehicles.(p.100)
- Despite increasing to £8 per day net revenue barely changed from 2005/06 to 2006/07, from £122 to £123 million – imagine if London did not expand the zone and revenue declined despite the additional £3 gouge. If not for enforcement income, London's net would only be \$68 million.

And with all the focus in New York on reducing rush hour traffic, note that nearly all of London's traffic reduction occurs off peak with peak-period traffic hardly depressed at all.

Let's start with traffic mitigation that makes sense for New York such as the [measures](#) proposed by Keep NYC Congestion Tax Free with its half a billion or more in incidental revenues and the [revenue](#) measures proposed by its coalition partner, the Queens Civic Congress.

- Previous Truths:
- #1 City's Congestion Tax does not meet supporters' claims;
 - #2 City's Congestion Scheme Would Privatize Jobs and Waive Buy American;
 - #3 The Public Knows Better on City's Congestion Scheme;
 - #4 The Unfair Congestion Tax;
 - #5 Just Not the Season;
 - #6 Live Outside the City, Pay No Congestion Tax;
 - #7 Congestion Tax – East River Tolls give a free-pass to non-residents;
 - #8 Congestion Tax – Projects and Promises Just Do Not Add Up;
 - #9 Congestion Tax – Avoid the Pit Inside a Sweet Fruit

Map of the London zone re-printed from the Central London Congestion Charging Impacts monitoring Fifth Annual Report, Transport for London

