

KEEP NYC CONGESTION TAX FREE

keepnycfree.com

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THEY SAY LONDON; WE SAY: SHOW THE LONDON \$\$\$

“The pushers of the congestion tax keep pointing at London,” stated Corey Bearak, policy advisor for Keep NYC Congestion Tax Free. “We agree we can learn from London. Just look at the record instead of the hyperbole. Despite increasing to £8 per day net revenue from London's tax 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.

“This point makes clear how we really need to change the focus to New York. Let the pushers of the unfair, inequitable and nonsensical tax start with dropping 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.”

The Transport for London report – carefully read – reveals many other 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)

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.

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ABOUT [KEEP NYC CONGESTION TAX FREE](http://keepnycfree.com)

[Keep NYC Congestion Tax Free](http://keepnycfree.com) represents a diverse coalition of civic, business and labor organizations and businesses throughout New York City. We share a simple vision: to keep our city congestion tax free. Our members oppose the \$8 fee (\$21 for trucks) the Mayor proposes to impose on drivers entering Manhattan below 86th Street. Our members urge New Yorkers to deliver a simple message to our legislators: "Say no to the fee the Mayor wants to charge us to enter Manhattan." Many supporters and coalition members propose alternatives to the congestion tax that better address traffic issues in our entire city and provide new sources to support mass transit. For more information, visit keepnycfree.com.