



A selection of messages to TfL and Sadiq Khan sent by the UK public between 24th and 26th July 2022 to TfL's Consultation on the London Mayor's ULEZ expansion plan

Dear Mayor Sadiq Khan and TfL

1. £200,000,000 could be much better spent on improving transport and the condition of roads and for the benefit of residents who are suffering from increased costs already
2. Also, electrical vehicles actually create greater emissions than all the alternatives, including diesel vehicles, over their lives owing to the emissions caused during manufacture of the batteries.
3. Also, the London transport is totally inadequate and expensive as an alternative to using a car. Apart from the fact that routes are being cut and not frequent enough
4. As a disabled driver freedom of movement is extremely important to me and my also disabled wife. The majority of my current driving mileage is for attending medical appointments for the both of us. Also as pensioners on fixed pensions any extra costs would impose severe hardships on us.
5. As an occasional London Road user, this is nothing more than plain theft to penalize all drivers and use the money on more London socialism waste and financial ineptitude.
6. As for pretending to be 'green', China has approaching 2000 coal fired power stations, the UK has ONE! If we went to net zero tomorrow morning, that's the effect of would have on global climate - ZERO! STOP scamming the public, the majority of whom know no better!
7. As the direction of travel is toward electric vehicles, the problem of pollution from non-compliant vehicles is a self-resolving issue. Over time, the older vehicles will be replaced by compliant vehicles when they find their way to the scrap yards as they wear out or simply rot away. Nobody drives old cars because they want to, they do it because they have to. For many, there is no other affordable choice. The mayor admits that the number of noncompliant vehicles is a small percentage of the total number travelling in the capital. Why does he deem it necessary to spend millions on ULEZ infrastructure to capture this small, and by natural wastage, dwindling number of vehicles? That money would be better spent on public transport, education, social services and any number of other more beneficial purposes.

8. For those of us who have moved away from London, you are also increasing the cost of visiting family members if passing through the affected areas is necessary, and this at a time of huge rises in fuel prices. The alternative is outrageous rail and tube ticket costs plus a longer more complicated journey. Not so easy as one ages.
9. From the latest article ULEZ expansion failed to cut London's toxic emissions. Figures show the ULEZ extension has had a limited impact on roadside emissions. The extension will also come at a cost of 200 million which the taxpayer will fit the bill. Why will it be used for marketing purposes? Also, the mayor refused to answer MP's questions just before the consultation began. When 1 MP asked him what the financial impact of the extension will be again, he avoided answering the question. Also, on the TFL report on page 12 the report states and I quote: This makes it difficult to definitely attribute changes in emissions and concentrations to the impacts of the ULEZ its expansion and changes to the LEZ. Also, when Gareth Beacon presented a MP from TFL it clearly showed there is no need for the extension. The Mayor of London all he does is tax the drivers and gives the TFL bosses 6 figure bonuses has he ever bothered doing anything the stabbing fest that is happening on the daily basis in the streets of London? He wants people not to own a car as he is following the 2030 agenda like a good puppet, he is but yet again he's driving around London on a range rover.
10. Further, I should point out that this is an environmental tax that unfairly targets the poorest (who are unable to buy newer and thus "greener" cars) and small businesses, who are the lifeblood of the national's economy. Only Central Government (with the exception of Council Tax" has the legal authority to tax the population. Whilst clean air is important, the Mayor is taking no steps to address the wide-ranging issues surrounding this matter by taking the easy route and unfairly penalising the general public to offset decades of failures by all political parties and councils.
11. How will it take before this low emission scheme is rolled out to other cities then towns? Like everything else these schemes are well intentioned but it's the people on lower incomes that suffer the most.
12. Huge chunks of Surrey, Kent, Essex and other counties have already been grabbed by the London authorities and incorporated into the Greater London area. Surely your income from that alone is enough. Now TfL proposes to penalise the residents of those counties when they wish to drive to see friends, relatives and shop in the county in which they were born, raised and live. All supported by the Mayor of London, who should not be permitted to inflict misery on those who live outside of his territory.
13. I am appalled that you show zero attempts to use equipment that would reduce pollution making your money grabbing ideas the true cause to help prop up your Bankrupt City office. It's an utter disgrace, immoral, disgusting and an abhorrent plan, that will and is already hitting people who can least afford it. Never mind forcing people to pay for more things that they simply cannot afford. How you ever got into office baffles me as so many people that I meet never voted for you!
14. I am disabled and can only afford to use my car for shopping as it is. I have no social life whatsoever because of the cost of motoring. You see us as an easy way to raise money. We see it as removing our choice of freedom.
15. I am disabled, drive a Motability car and have a blue badge. I will not come near London if I am charged to take my car in and any park and ride will not help when many city stations don't have proper facilities for my needs.

16. I currently live outside of London, but my parents live in Bromley. I care for them, take them to Hospital and to the shops for food. You are therefore forcing me into debt by either having to pay the additional charge or to buy a car that meets your criteria. With the cost of living such that it is, I may have to place my parents in the care of Bromley to look after them as I simply don't have the additional funds.
17. I find this to be a serious misuse of power. What will be the next step, taxing invalids and their "buggies"?
18. I have a small building business and although I live in Bushey a lot of my work is in Greater London, this charge would be detrimental to my business, to the people I work for and to the building suppliers I use
19. I have already stopped coming to London as the cost for the Congestion/ULEZ charges is too much for me to pay, on top of the cost of getting to London and the event being visited, as a pensioner. I previously visited up to once a month. Having trouble walking has made the tube and busses impossible to negotiate with safety. This, of course, reduces the revenue of the businesses that I previously supported in the Capital. I live in Crowhurst, so I would have to cycle to Lingfield Train Station - 20 minutes - Train from Lingfield to East Croydon - 32 minutes - Bus from East Croydon to West Wickham - 30 minutes - Walk from West Wickham - 20 minutes
20. I have elderly family that would love my support and to see me more but the cost of the ULEZ has already stopped me from going to see them on a regular basis.
21. I now need to downscale my business in order to survive.
22. I object to the expansion of the ULEZ to outer London. This is simply a Tax on drivers and part of the 'war' on the Motorist which has been ongoing for years.
23. I object to your continued efforts to punish and oppress ordinary working people and businesses, both large and small, based on pseudo-science and hyperbole otherwise known as the climate change myth. Destroying businesses and livelihoods and making life even harder for ordinary people has no place in British politics and society. Neither do you. Your globalist and elitist motivations for these actions are transparent. You are a nasty little man adrenalised by your position of power, drunk on your own ability to oppress and lord it over human beings that you regard as minions
24. I see that the present Mayor of Bristol, (who incidentally will be the last one as the people of Bristol voted to scrap the position of mayor), will be introducing the idea of having a ULEZ in the Autumn which is going to place another Tax burden for people who have to either Deliver goods into the city, or work in the city, plus the paying to park your car. With all these so called Electric cars now coming on the market and roads, I myself cannot see the sense of having these so called ULEZ's and blaming the cars for it when there are a lot of other things about that cause the problem as well, seeing how these Greedy Councils work, also the Greedy Government, if there's a way to Tax the Drivers or the people of this country they will find it or invent it, just like the ULEZ.
25. I should add personally with a relative living in Hackney I used to visit regularly for weekends, giving him and his family of the treat of mid distance days out on a Sunday, He is of limited means and public transport is not flexible enough to allow this, and that's if its available at all on a Sunday given engineering works and maintenance schedules of private companies. Living where I do with almost NO public transport infrastructure makes the use of my vehicle vital for reasonable visits. Since the introduction of these zones in London and other cities my day visits have ceased with the associated

- non spending in these cities. My last visit was to Birmingham for a music performance, I stayed overnight so didn't have to worry about alcohol consumption. The lack of public transport infrastructure in my area meant the only sensible option was the use of my car. The thing I objected to most was the way the timing inflexibility works when registering a date of travel. The time zones from midnight to midnight, so, although I was there for well less than 24hours I had to pay for 48, why can't a booking run for a flexible 24hour period be possible and timed from the expected time of arrival into the zone. I used the vehicle for just two trips in and out. Others using a 24hour booking within the ill-thought-out time period are able to make multiple trips within the zone and actually generate more pollution than a day visitor.
26. I think at the very least a more flexible time zone as I suggest should be looked at, you are especially penalizing evening entertainment visitors that might easily overstep midnight. More especially if the zone is expanded to areas beyond the M25 or indeed to its boundary where some might be able to park and ride so to speak and that's presuming public transport would operate to such areas beyond midnight.
27. I vehemently oppose amendments to the Mayor's Transport Strategy, enabling him to charge anyone for driving virtually anywhere in Greater London. This 'tax on moving' is blatantly there to make money out of us. It may be OK for him on his £150+ salary but the average Londoner does not have the privilege of such a huge salary.
28. I visit London by car, and I STRONGLY oppose amendments to the Mayor's Transport Strategy to enable him to charge us for driving virtually anywhere in Greater London. This 'tax on moving' is blatantly there to make money out of us. I also STRONGLY oppose having my movements tracked on privacy grounds.
29. I visit London only occasionally - but I won't anymore if the emissions zones are increased in size.
30. I was diverted on Friday and PAID the ULEZ as I didn't want a fine as I was LOST without clear Road Signage. You can fine me! But cannot tell me if I went into the zone, so I cannot find out if I needed to pay. BLACKMAIL
31. I will no longer be able to go to Kingston, Tolworth, Sutton or Croydon. all of which I shop in most weeks. It is not possible to use public transport I tried, with devastating results. on a 10-minute car ride to buy frozen food from Iceland it took over an hour and a half by bus! All my ice cream was melted, my meat had defrosted I will no longer be able to shop at Iceland. I bought building materials from B&Q Sutton I had to use my car as I could not carry the items to a bus stop, and I would not have got 3-meter lengths of wood on a bus any way. I will no longer be able to shop in Sutton.
32. I will no longer be able to visit friends, family and to shop in Greater London. Public Transport is not conducive to the places I visit and also makes the journey so very long and costlier. Imagine an elderly person trying to carry 5, or 6 bags of heavy shopping, or boxes of goods around the streets and getting it all on and off several buses and trains. Then carry those bags/boxes for the extra 15 minutes' walk from the nearest public transport to home.
33. I wish to add my business is located in and around London and this is economically crippling my business having to pay ULEZ daily. Chiswick and Richmond as well as north circular corridor to client base in Finchley, Kingsbury, Wood Green and Ealing.
34. I would like to think that I can visit our great capital as and when and using a mode of transport of my choosing not the Mayor of London. This sort of diktat is unacceptable and must cease.

35. I would strongly suggest the charging of drivers to stop. This step you take towards taxing the motorist even further and making travel more difficult is another reason why I shall not visit London or its suburbs.
36. If you truly want to represent people, then STOP interfering in their freedom of movement throughout the UK. If you want to save money, consider doing your job for HALF what you are paid, that will still far exceed your worth to the community!
37. If you want to discourage British Tourists from spending in London - This is the right way to do it.
38. I'm a serving police Constable in London and if this expansion goes ahead, I am going to be forced to leave working in London a nearer police service as I am already struggling to cover to hugely expensive fuel costs and increased amounts of to my electricity and gas bills. By adding a further cost to my daily journey would be the final straw and I will have no other option but to leave the job I enjoy, in the city and people I work with.
39. I'm disabled & a carer for my mother who is also disabled, we both do not qualify for the DWP's Motability scheme (Only just) So I rely heavily on my car. I cannot afford an electric or hybrid vehicle, we also find public transport such as buses & trains very difficult to use. We both have appointments at several hospitals around where I live as well as in Oxford & Birmingham.
40. In addition, if the mayor was serious about reducing congestion, he would be imposing measures on industry that makes up a huge percentage of the pollution in cities rather than targeting motorists who are already taxed beyond sensible measures with VAT, fuel duty AND VED.
41. In Newcastle upon Tyne for instance, huge amounts of money have been spent on cycle lanes, bus lanes, narrower roads and restricted speed limits. All this has done is increased pollution substantially. Traffic is now almost stationary for most of the day but that seems to be the desired outcome of these measures.
42. Is his middle name "Genghis" perchance as only one other did so much damage to London was Hitler and look how he ended up? It is no wonder that his popularity cannot be charted. penalise the law breakers Mr Khan not those who follow the rules.
43. It always amazes me that the motoring section of the community are looked on by the government and councils as a cash cow they can continually milk whenever they want more money. This destroys the economy of this country. Fuel taxes, car parking fees and on and on, yet they will spend untold money on cycle tracks which are barely used.
44. It is not as though there is a reliable alternative public transport system as I never know whether any one of them will turn up and the cost of public travel is extortionate.
45. It is time to stop this Parasitic practice to cripple not just Londoners but the Whole Country. We already contribute enough paying Road Tax, A portion of our Council Tax to Highways, Residents Parking and extra Climate Change when parking outside our own zone. Start charging the cyclists whom he favours so much as they take more than their share of the roads even though they have a dedicated lane they constantly abuse it and appear to that traffic lights were there to be ignored. It is clearly Mr Kahn's intention is to Cripple London by example then the whole Country.
46. It is undemocratic as many people outside of London, or the proposed other cities, have no vote in this matter. The simple fact will be that towns and cities that make it hard for people like me (retired) to visit them by car (given the state / lack of public transport in many areas) will just be

abandoned and friendlier alternative locations will be visited instead.

47. It should be noted that many of us recall the government advice to purchase diesel vehicles based on "The Science" but which was later proven wrong. Yet it was the innocent motorist who followed that advice who was punished. This sort of environmentalist pseudoscience is behind fads such as the disastrous Net Zero nonsense, and government initiatives such as the outrageous idea to ban gas boilers and wood burners.
48. Khan, you have squeezed the pockets of residents and visitors to London to the extent, that we've all had enough. I for one will never pay any extra charges. Rot. You are strangling London. Please drop these plans immediately.
49. Many people who live outside the area, have to drive into the Greater London area to work or visit family and friends, as public transport links are poor. Also, businesses who have customers who live outside the Greater London area, will suffer as those clients will go elsewhere. This will also cause pollution to increase drastically in the areas surrounding the greater London area and will still spill over into London space as you cannot control the movement of air.
50. May I remind you that motorists already pay for the roads through the medium of road tax, which as everyone knows, is used for many non-road related purposes; also, it is clear that the existing ULEZ, as well as the congestion charge, do effectively nothing to reduce congestion. What is the point in paying a "congestion" charge to suffer the same level of congestion? Further, the North and South Circular roads have become a semi-permanent traffic jam.
51. My mother-in-law lives in Bexleyheath she is 91 years of age my wife drives into Bexleyheath most days to go shopping for her and to help her. We will not be able to afford to visit her so she will be left on her own who will look after her. I believe the government is behind this too. The survey which is organised by TfL is very biased to bringing this charge in. If this country wants civil unrest I suggest they carry on down this route. I pay my road tax so should be able to drive where I want.
52. No thought has been given to the total disruption to the lives of the people who live and work in remote areas in, near this proposed chargeable area. We are not all young and fit and able to walk for 15/20 minutes to catch buses and trains.
53. One job which I have done since 2007 is a film extra / support artiste and often would drive into London for filming. With this congestion charge extension, I feasibly could not pay as not received any income since before 2019
54. One thing is certain I ALWAYS avoid visiting London and other cities utilizing these ridiculous ill-thought-out schemes. There are plenty of other conurbations to pick up the slack, the ONLY losers are the small businesses and citizens of the London area, this ironically will be the poorest, we are rapidly returning to the Victorian era of their only being the very rich driving their own vehicles which again ironically will be huge polluting gas guzzlers coz they don't care about cost!
55. Only this week we visited Birmingham for a funeral (we live 200 miles away), we picked our daughter up late at night from New Street Station as she had come down from York. The next day after the funeral we dropped her back to the station, on the way this time as it was daylight we noticed the clean air signs - we had not seen these the night before, and was totally unaware that Birmingham had a clean air zone, had we not seen the signs (its a busy city and following a sat nav) when dropping her back we would have got two PCN's of £120 reduced to £60 each if paid within 14 days. With so many of these clean air zones popping up so many people must unknowingly drive into them, and thus get fined, which of

course is a really nice income for all these councils, but an extortionate expense for the people caught out. It cost me £16 to collect and drop our daughter off as we weren't aware. We can't afford a new modern car, so we are snookered. Please drop these plans immediately.

56. Ordinary folk are SICK of being told what we can and can't do by cretins in Parliament for whom we have nothing but contempt. Most of us would, given the opportunity, vote for anarchy because what we have now clearly works less well than having chimpanzees randomly pulling the levers of power.
57. Other Labour Mayors and councils are going to copy this, and it really is a way of punishing people for having an internal combustion engine and make money. In particular pensioners will be hardest hit as they have downsized to save costs and run a car on a shoestring. This nasty system will effectively condemn them to be housebound or give up their car and try to rely on an unreliable bus service which, in many areas, are very short of drivers.
58. Our daughter lives in Watford and works in Harrow and takes our grandson to nursery in Harrow. She won't be able to afford to work or visit us! Please think of those in Greater London, such as my family, who regularly cross in and out. Please also consider how lives will be severely impacted.
59. People have to be able to move around, for their jobs, for running their businesses, and for social situations! Charging them thousands of pounds a year to enable them to exist will just eventually kill everything. The future of peoples jobs in every industry is at stake if travesties such as this goes ahead! The public is already being hit with massive increases in living costs, energy, fuel, food shopping, etc etc, and this will be the death knell for all sorts of things, from which people will never be able to recover! What happens in places like London eventually widens to encompass the rest of the country, and if the above charges happen, then the rest of the country will also die!
60. Perhaps the Mayor might be better putting his mind to cutting the drastic increase in violent crime, especially knife crimes.
61. Personally, I have stopped coming into London, a number of my friends are of a like mind
62. Personally, this will mean that as pensioners we will no longer be able to afford to visit campsites as well as tourist attractions in London and just as our youngest grandson has reached school age to take him on visits to the Museums to enhance his education during school holidays.
63. Please consider the older generation who may have trouble walking, or for whom cycling is impossible which makes cars essential for them. Old age comes to most people, so please do not continue to destroy the later lives of people who have worked for many years, paid their taxes and helped to keep you in your accustomed standard of living.
64. Please drop these CRAZY plans immediately. Not only will it affect people in every way it will also add more cost of getting tradesmen to work on your home, it will increase substantially, there will also be a cost to everything that comes into London even if you do not have a car so don't be fooled by this Mayor it is a back door tax to pay for his mis- management
65. Please drop these plans immediately and invest the funds in a clearer logistics strategy for businesses and people working, visiting or living in London.
66. Please drop these plans immediately and use your resources to stop the dangers posed by mopeds and scooters often with L plates, weaving in and out of traffic. And there is also the menace of electric scooters on both footpaths and roads which seem to escape attention by authorities.

67. Please drop these plans immediately because they favour the better off and disadvantage the less fortunate. The lower paid will be forced to borrow money they haven't got to purchase alternative transport, which could cause spiralling debt, or to use expensive public transport which could result in increasing fare avoidance, leading to fines and possible life changing consequences.
68. Please drop these plans immediately. And stop using the citizens of London and the surrounding areas to be 'Cash Cows'. Perhaps TFL could sell off its portfolio of property and works of Art, to make up its cash shortfall.
69. Please drop these plans immediately. Introduction of such plans will result in my avoiding visiting these areas and spending money elsewhere
70. Please drop these plans immediately. Studies have proven these restrictions on clean diesel cars do not make any difference to the air quality and therefore further costly restrictions on already impoverished Londoners are completely unwarranted. It will cause further immense hardship to myself and my husband as we are retired and on a very low income.
71. Please drop these plans immediately. While I do not live in London, I do visit 4 / 5 times a year. I stay outside the congestion zone and use London Transport to get around. Your plans would prevent me doing this and London will miss out on my spending
72. Please drop these plans immediately. You will kill the tourist industry as people like me will not consider London as a holiday destination anymore.
73. Q - How much money from less day trip visitors are these cities now losing as most especially in rural communities with no public transport are curtailing these due to this policy. Should the passes be mileage driven rather than time driven, IT systems should be able to provide this in the current climate.
74. residents in, around and visiting London. The hit on businesses will increase living costs for poorer Londoners whom the Mayor admits are already suffering real problems coping. Shockingly, the Mayor has even refused to exempt the charity 'Dogs on the Streets' and disabled Londoners will only get a temporary exemption.
75. Switching to EVs is also foolish - the carbon footprint of these vehicles at the factory gate is already much greater than conventional ICE vehicles, with the balance on emissions only tipping in favour of EVs after vehicles have done more than 50,000 miles. EVs are not as green as marketed.
76. That this expansion is solely intended as a money-making scam is evidenced by the total lack of practical alternative vehicles to those included in the net. There are at present no practical emissions free vehicles and the present range of electrical vehicles have a laughably short range between charges and the available charging facilities are unacceptably slow and expensive. Also, electrical vehicles actually create greater emissions than all the alternatives, including diesel vehicles, over their lives owing to the emissions caused during manufacture of the batteries. This cynical export of pollution abroad reveals the self-serving and money grabbing basis for these proposals.
77. That this expansion is solely intended as a money-making scam is evidenced by the total lack of practical alternative vehicles to those included in the net. There are at present no practical emissions free vehicles and the present range of electrical vehicles have a laughably short range between charges and the available charging facilities are unacceptably slow and expensive.
78. The cost-of-living crisis is hitting so many of us very hard, and this does appear to

be just another way of relieving the average working man/woman of what little he/she has left in his/her pocket.

Businesses will then have no choice but to pass these costs on to the customer, adding a little more strain to everyone's pocket. And when other cities follow suit - and they will, if they haven't already - what then? The problem just becomes nationwide, and local authorities benefit at the expense of almost every person they claim to serve.

79. The hit on businesses will increase living costs for poorer Londoners (WHO, OBVIOUSLY, YOU HAVE NO CARE FOR) whom the Mayor admits are already suffering real problems coping.....AAHH, SO YOUR ANSWER IS? LET'S MAKE THEIR LIVES EVEN HARDER!! PEOPLE LIKE YOU SHOULD NOT BE ANYWHERE NEAR POLICIES THAT AFFECT THE PUBLIC.....YOU HAVEN'T A CLUE!!
80. The previous extension of road charges meant I have lost work on top of 2 year's pandemic as being self-employed as I Received NO FURLOUGH despite having 3 jobs all 3 jobs ground to a Halt!! All because of the 50/50 ruling.
81. The same applies for where I live in Manchester. Where I live, I am presently right on the border where the presently stopped similar charge starts, even separating me from my local shops, less than a half a mile away.
82. The Transport Strategy should focus on removing created bottlenecks in the road network in Greater London, for example the creation of low-traffic neighbourhoods and the failure to take steps to re-open Hammersmith Bridge. The Mayor should focus on operating Transport for London within existing budget limits without seeking to burden drivers in London further.
83. There is a real need to reduce the cost of living for all people and the halting and eventual elimination of this pernicious
- additional burden would be a great way to start. STOP RIPPING PEOPLE OFF AT EVERY TURN.
84. They are building a new hospital in Sutton using money and services from Epsom, yet you are going to stop Epsom residents from using these services and visiting sick relatives We need to have the hospital plans reviewed urgently. When I bought my car, it was very green with only 110 gsm carbon emissions attracting £30 road tax. now you are trying to force me to buy a car with grater emissions that I cannot afford.
85. This cynical export of pollution abroad reveals the self-serving and money grabbing basis for these proposals.
86. This has nothing to do with air quality but all to do with agenda 2030 no one should have a car quite what will happen when the tax that car drivers pay ends is not being discussed. Essex is not a London Borough it is outrageous that Sadiq Khan is attempting a land grab to fill his coffers data has shown that his policies to date have had limited effect on Air quality which is no surprise as this is about pricing people off the road not the rich but the working public.
87. This is political headline grabbing and attention seeking. The clean air will come about in due course by regulations already in place and pending. Crucifying people who can ill afford to pay more and more and those who need to visit cities and their immediate outskirts is not helpful and is of far less help to environmental concerns than many other ways of achieving the clean air objective.
88. This is sheer greed on the part of TfL and the Mayor of London. This selfish move on us who live in sparsely transport provided areas will make life very difficult for us indeed, to say nothing of the unaffordable expense.
89. To repeat, we oppose the expansion of the ULEZ to cover the outer London

Boroughs. It will cause financial problems for a significant number of businesses and

90. TRULY HARD HAVING TO TURN DOWN ANY JOBS IN LONDON AS CAN'T AFFORD THE CONGESTION CHARGE OR ULEZ CHARGES OR THE COST OF PETROL!!

91. Unfortunately, I am part of the group EXCLUDED, and we are still being Excluded Sadly!

92. Use some common sense before irreparable damage is done to so many and drop these blood sucking plans immediately.

93. Vehicle owners are such an easy target to tax to the hilt, on any whim and this should have been stopped many years ago. Rather than alter, rectify and stop the obscene ways that public money is wasted; taxpayers' money, the easiest answer is to further tax all motorists whilst continually 'frittering' our public money away on ludicrous ideas and/or ill thought out costly unnecessary projects.

94. We also strongly oppose having our movements tracked on privacy grounds. I am 84 years old, my father and brother fought in two world wars to protect the freedoms I and others now enjoy. Take these away at your peril.

95. We oppose the expansion of the ULEZ to cover the outer London Boroughs. It will cause financial problems for a significant number of businesses and residents in, around and visiting London. Running a haulage business is hard enough at present with the rise in fuel costs so the expansion of the ULEZ will be crippling.

96. When I visit London, I already have to park on the outskirts of London and use the tube to get in.

97. When will the Mayor of London realise and understand that ordinary people who either live in London or want to visit there cannot afford the type of vehicles needed to be able to go in a ULEZ? Ultimately

London will suffer as no-one will be able to go there. If such measures are introduced in London other cities will follow and their residents will suffer too as well as their economies and become unattractive to visitors as well.

98. Who will deliver what YOU need to live? Who will look after you when YOU need help? Who will provide the services YOU need to function? The list goes on, it's the vehicle drivers that pay billions in taxes already and for most journeys they are essential, a necessity - we are sitting targets and you know that - it is simply ridiculous to YET AGAIN target innocent people simply trying to do their jobs.....

99. Years ago, it was much easier to go to London and spend the day and enjoy shopping and shows. Often, I tend to go to other cities now that are more driver friendly and spend my money there.

100. You also seem to be implementing these charges without providing a cost-effective alternative. To give you an example of how I would get to my parents without the car.....My current drive is 35 minutes

101. You are killing London and its wealth by your idiotic policies. You should live and learn from how Boris Johnson managed London when he was Major. London is becoming a very hostile place for visitors and businesses

102. You discriminate against me and my family by taxing my visits to see my son. DISCRIMINATION Is Illegal!

103. You seem to feel that the motorist is a wealthy cash cow you can exploit. We already pay Road Tax, MOT, Insurance, Fuel Duty, VAT and with Petrol Companies sucking every penny from my wallet, it simply has to stop.

104. I am writing to express opposition to expansion of the ULEZ to cover the outer London Boroughs. You are using the environment as an excuse to impose punitive taxation and to cover your

globalist agenda that proles should not have their own transport. Access to workable transport is vital for London's economy. It is having an economy that has raised people's standard of living and increased average life expectancy as the economy funds improvement in health care provision. Your proposals will damage people's ability to travel and reduce economic activity which will in turn result in reduced living standards and more poorer people. It will also reduce social activity further degrading quality of life. Your proposals will create a border between London and rest of South East which will extend your planned disruption out into surrounding counties, creating artificial displacement and distortion in social & economic activity, again I understand this is intentional on your part. The fact that you are even contemplating this at a time when there is an extraordinary cost of living crisis speaks loudly of your real agenda which is the Impoverishment of working people. I have kept this short as obviously I know I am wasting my time responding to your "consultation".

105. So, STOP the expansion of the ULEZ to outer London and DON'T EVEN THINK about charging drivers by the mile.

106. We oppose amendments to the Mayor's Transport Strategy to enable him to charge us for driving virtually anywhere in Greater London. This 'tax on moving' is blatantly there to make money out of us. We also oppose having our movements tracked on privacy grounds.

107. Please drop these plans immediately. London is too big an economy and too big a geographical space in south east England for the Mayor to drive this debate and major change, independently of real discussion at the national level.

108. What is the cost of the scrappage scheme, how was this calculated, which dept/company conducted it and how will it be funded? What will be the cost of

extending ANPR network, how was this calculated, which dept/company conducted it and how will it be funded? If the TFL (your) report 'revealed that there has been no change in the levels of pollutants since the update to the zone'. Why is it going ahead? If I were travelling into London I would use public transport. If the zone is extended I will have to pay £12.50 to drive to work OUTSIDE of London because public transport does not go to the area of my employer! Of the 36 'Impact Ratings' only one is moderately positive with five being minor positive. There are a total of 11 neutral, 16 minor negative and 6 moderately negative. The last 2 figures highlight a negative impact to 'low income families', 'disabled people', 'older people', 'people who rely on charities', 'LGBT+ people and Black, Asian and minority ethnic people', 'people of different faiths', 'young people and/or their carers' and 'Black, Asian and minority ethnic people and women who work for the NHS in lower paid positions outside London who cannot afford a ULEZ compliant vehicle to name but a few. I would also like to point out that due to TFL seeming to be on strike every other week, the 8.8% increase in GLA council tax, the 25% rise in fuel costs, heating bills due to exceed £500pm come 2023 and the added cost of purchasing a ULEZ compliant car. In light of the above i.e. unknown or imagined costs, 22 negative impacts, new vehicle costs and lastly the cost of living crisis, why does the mayor think this is a good time to introduce this extension?

109. I work at Heathrow airport and alongside many of my colleagues, I am concerned about the proposed expansion also affecting the airport. This will affect the lowest paid workers the most making coming to work almost pointless. It may also impact businesses at the airport due to customers choosing to fly from other London airports where a hefty drop off charge and potentially a ULEZ charge won't apply.

110. We oppose amendments to the Mayor's Transport Strategy to enable him to charge us for driving virtually anywhere in Greater London. This 'tax on moving' is blatantly there to make money out of us. A Labour mayor with a Labour controlled GLA is producing a policy that will most severely affect the working class voters he purports to represent!
111. I was born in London and still have family and friends there - all who will be penalised by this. It really is a tax on personal freedom
112. The expansion will severely negatively affect the finances of small businesses and the poorest Londoners. These people simply cannot afford to pay and additional £12.50 per day to use their vehicles and for whom the cost of a compliant vehicle is simply impossible to meet. Many of London's poorest have no choice but to use cars for work, or to get to work. This may be because they need to carry equipment for their job or because the public transport system in outer London and beyond is inadequate to enable them to get to work in time. Public transport in outer London is no where near as comprehensive or useable as in inner London. Since you proudly boast that 82% of cars are already compliant, that means that only 18% are non-compliant. These non-compliant cars are mainly driven by poor people who have no alternative. We don't drive old cars though choice; they are the only vehicles we can afford. As these non-compliant vehicles gradually die and are scrapped, they will be replaced by used compliant vehicles anyway. There is no need to force the most poverty stricken Londoners into further financial hardship to fix a problem that is gradually going away by itself.
113. You propose to spend millions of pounds of London tax payers money to create an infrastructure to monitor the movements of all motorists and to catch the small percentage of the poorest hard working people in London, so that you can charge them for using older vehicles. These people cannot afford the charges, the fines or expensive replacement cars. So effectively you are simply taxing them even further, to make their already difficult lives worse, and you propose to do this while we are in a massive and immensely damaging cost of living crisis! All you need to do is wait a while and the old cars will be replaced by compliant ones anyway as the old cars wear out or are naturally removed from the roads. It would be far better for all Londoners if the money for the ULEZ infrastructure was spent on something rather more worthwhile. I am also extremely concerned that the infrastructure will be used to monitor the movements of decent law abiding citizens as they go about their daily lives, whether rich or poor.
114. I live just inside the M25 and work some distance from London. My elderly though very well maintained and fuel efficient, non-compliant car, is all I can afford. I cannot get to work by public transport because of the equipment I need to carry. In addition, consider the large amount of time it takes to travel into London and back out again... all major train routes being radial from London. If the proposal goes ahead, I will be required to purchase a compliant car for a distance of approximately half a mile within the ULEZ zone. I cannot afford a compliant car and I cannot afford an additional £12.50 per day, every day (six days per week. I.e. £75.00 per week, ~£300 per month). This means that my small business in Essex will be most likely have to close, leaving me and my employees with no employment. This is the reality of trying to get rid of the remaining 18% of non-compliant cars from the proposed outer London ULEZ. Huge cost to everybody to create the infrastructure and huge cost to me and all of the other people in my position to fix an issue that is resolving itself anyway!