



## GMB Policy on Road Charging

A motion to GMB Congress 2007 on ROAD PRICING from GMB Scotland called for GMB to campaign against proposals on road pricing as these penalise road users.

The Government states that money collected from road pricing schemes is used to fund road building and transport infrastructures. At the time the Union noted that only 23-24% of the money collected by DVLA for road fund licences was actually spent on road building and improvements.

The Union is concerned that proposals to introduce road pricing mean having to purchase a tracking device and paying monthly to use it. From a BBC report tracking devices cost about £200 and the lowest monthly bill was £28 for a rural florist and £194 for a delivery driver.

The Union is concerned that this added cost would be detrimental to low income households and as an example a non-working parent using a car to take children to school would pay around £90 in one month.

The Union is also concerned that as well as the costs, motorists would then be monitored and tracked.

GMB accepts that road tax is part of the general taxation to raise money for public services including road spending. We have genuine concerns over the proposed introduction of car tracking and nationwide road pricing on the grounds of cost and civil liberties. However, it is clear both on the grounds of congestion and climate change that vehicle use cannot be allowed to expand without some restrictions.

To date GMB has favoured congestion charging in cities with improved public transport, provided adequate provision is made for essential workers who have to use their vehicles in towns and cities.

A motion to Congress 2021 on Congestion charging was agreed and this noted the increase in charging in some cities outside of London as part of a drive to deal with climate change.

GMB noted that some Councils, including Labour ones, were looking to bring in charging in provincial areas which may affect the lowest paid and those with the greatest needs in terms of access to work and at key times of the day such as at the beginning and at the end of the school day.

Although we believe that charging schemes (such as low or ultra-low-emission zones and workplace parking levies) can play a construction role in reducing congestion and emissions, there needs to be greater work done by way of research and consultation with local people, businesses and social partners, before embarking on a regime of restricting access to city centres, based on decisions of

Councillors and Officers who themselves may be out of touch with the areas they seek to serve and manage.