

Rip Off Britain: Higher rate of road tax proposed for using motorways.

Chris Spivey.



Below this foreword is an article published in today's Telegraph. The article is about a government proposal to charge a higher rate of VED (Vehicle excise duty, commonly known as car/road tax) for those who use motorways.

Car owners (Or should that be car keepers since we sign ownership over to the government when we register our newly purchased car) are already up in arms about the high cost of 'road' tax, arguing that the revenue raised is spent by the government on other things, unconnected to the road system. Furthermore, with that being the case they argue that they should be allowed to use any road in the country at no extra cost.

Those car owners would of course be right in an ideal world

run by honest, upstanding politicians, acting for the people they were elected to represent. Unfortunately, those car owners are wrong, because the world is far from ideal and the vermin, elected governments loyalty, past and present, lies anywhere but with the electorate.

From what I understand, The signing of the Magna Carta meant that any UK citizen had the right to travel on the roads free from charge and harassment. If that is the case, any taxation of the road system is unlawful. Note the word unlawful as opposed to illegal. If you don't know the difference, go to the home page on this site and click on 'common law' at the top of the page.

However, it is true to say that when road tax was first introduced at the end of the 19th century, it was intended to be spent on road building. At that point in history, the revenue raised went nowhere near to covering the cost of building new roads. Then again, there were a lot of new roads that needed building and not that many cars about to use them.

However, as the surge in car owners swelled, the road tax revenue did indeed begin to over take the amount needed for road building. Never the less, the government were not going to release their hold on a cash cow. That left them with a problem though. What when the car owners (As they still were at the time) cottoned on to the fact that their money was being misappropriated? After all, the general public back then were not as compliant and dumbed down as they are these days.

Well, what they did was simply change the name of the road tax and the terms of its use. That is why road tax became car tax, or VED as it is now known. That subtle change, which the government neglected to tell the public about, now meant that the new car tax went into the same pot as income tax. Moreover, the government could now use the motorists hard earned for anything they jolly well liked. And indeed they did and still do (Source: Wikipedia).

So like with everything else to do with the government, you are being ripped off. Furthermore, the VED cost rises well above that of inflation. On top of that, you are further ripped off in Petrol duty to the tune of £18 billion a year (Source: Daily Mail).

Therefore, next time you moan that Cyclists are holding you up and shouldn't be allowed on the roads that you have to pay for, hold your tongue. Because you are not paying your car tax for the upkeep of the roads. Moreover their income tax is being directed in the same direction as your car tax so any government funded road build (ha, ha, ha, which don't really exist any more) is just as likely to use revenue from income tax as it is car tax.

"So who funds the resurfacing of roads etc"? Good question. You do ya mugs, via your council tax (Source: www.thetaxguide.co.uk > Transport). You really couldn't make this shit up don't cha know.

The only question left to ask is: How long are you going to let the arsewipes take the piss out of you?

Motorists to pay higher rate of road tax for right to drive on motorways, under plans examined by Government

Officials have considered a new "two-tier" road tax system as part of a Government review of transport funding, it emerged yesterday.

The scheme would see drivers who only drive locally and stay

off major roads paying a lower rate of Vehicle Excise Duty than those who use motorways.

Ministers are reviewing the future of VED as the sums it raises for the Treasury fall. The tax is related to the engine emissions of cars, and the move towards smaller, greener cars is reducing tax revenues.

The two-tier tax system is understood to be one of several options that have been considered as part of that review. Insiders insisted that no decisions had been taken and that ministers remained unconvinced by the proposal.

Enforcing a two-tier system would require transport authorities to monitor all vehicles using the motorway system to see if they had paid the higher rate of tax. That could possibly be done using the automatic numberplate recognition system now in use on many major roads.

Motoring groups including the AA warned ministers not to adopt the two-tier system. The AA suggested that as many as a third of motorists would be priced off the motorway system and forced to take longer journeys on smaller roads.

"We don't want a first and second class system on the roads," said AA spokesman Paul Waters. "There would certainly be more traffic. It will lead to slower journeys and more congestion."

Ministers have considered a number of other options for reform of VED, including imposing a large one-off tax of several thousand pounds on new cars with the dirtiest engines, while offering a subsidy on the cleanest.

The Daily Telegraph revealed earlier this year that government officials have begun private discussions with the motoring industry and drivers' groups about an overhaul of the VED rules.

The talks come as ministers try to prevent a fall in tax

revenues as more motorists choose smaller, cleaner cars that incur a lower rate of duty. Labour has accused the Coalition of planning a “stealth tax” on drivers, effectively punishing them for going green.

Ministers say that while they have not finalised their plans, changes may be necessary to ensure the “sustainability of the public finances”.

Annual VED charges currently raise almost £6 billion a year for the Treasury, but official forecasts show that the revenue from the tax will fall as more people chose to drive low-emission cars.

Road tax rules give drivers a financial incentive to choose low-emission vehicles, as cleaner cars qualify for lower rates of VED.

The Office of Budget Responsibility this year cut its forecast for VED revenues by £100 million a year from 2014/15 to reflect the move towards cleaner cars.