

# On The Road

The journal of the Association of British Drivers

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www.abd.org.uk

## The ABD welcomes its first ever patrons

**K**arl McCartney, MP for Lincoln, (pictured right with Brian Mooney) and David Morris (MP for Morecambe and Lunesdale) have agreed to become the ABD's first ever patrons. As part of the ABD's drive to get road transport issues higher up the political agenda, intensive work has been undertaken to develop contacts with sympathetic MPs and celebrities who broadly support the ABD's aims & objectives.

Both MPs have taken a very positive stance on ending the war on the motorist and we are delighted to announce a formal link being made which will enable us to raise questions in the House of Commons, get replies from ministers, and use influence with the political class to alleviate the plight of Britain's hard-pressed drivers.

We're grateful to East Midlands coordinator Keith Peat who provided the introduction to



Karl. Further approaches are being made; watch this space for more news.

## Working behind the scenes

**T**he ABD is the most prominent group fighting for a fair deal for the UK's hard-pressed drivers, sometimes with just a fraction of its activity reported in OTR, for confidentiality reasons. But we'll always tell you about whatever we can. For example, while the Christmas and New Year period (early December to mid-January) is usually a relatively quiet time with the government machine retiring for the festive period, Christmas 2010 provided little rest for the ABD's national committee, thanks to a series of initiatives and responses that required swift action.

The RACF produced a report claiming the abolition of speed cameras could result in 800 lives being lost. Roger Lawson researched the report, producing a counter document showing the original was badly flawed in its analysis.

He posted his draft to the committee on Boxing Day with a request for prompt action; the ABD's response was out by early January, earning a flurry of enquiries from the media for responses concluding with a speedily arranged meeting between the RACF and the ABD (see p5).

Between New Year's Eve and 3 January we issued four press releases, then a further three in the same month. A lot of thought goes into drafting these and committee members are quick to contribute. They are quoted both nationally and internationally and generate enquiries from printed and electronic media publicising our cause. Roger took up the challenge again securing the ABD's first ever meeting with the country's largest transport authority, Transport for London, which you can also read all about on page 5.

## OTR99

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The next issue of *On The Road* goes to press on Monday 20 June. Contributions deadline is Monday 6 June.

## ABD AGM 2011

**A**s this issue of OTR went to press, details of speakers for the ABD's 2011 Annual General Meeting were yet to be confirmed. However, having set the bar at a very high level over the past couple of years, you can be assured that we'll have an array of excellent speakers who will cover a variety of relevant topics.

In the next issue of OTR, out at the end of June, there will be full details of the itinerary. What we do know is that the event will be taking place at the Heritage Motor Centre at Gaydon (junction 12 of the M40), on Saturday 16 July. If there's a particular topic or speaker you'd like included in the programme, or you know of somebody suitable who'd like to be involved, drop Brian MacDowall a line (details p16).

To join the ABD  
call us now on  
**07000 781 544**



The ABD campaigns for:

- Improved road user training
- Real transport choices
- Investment in Britain's roads
- Honesty on transport issues

# abd action

A message from the ABD's first patron, how you can help the ABD be more effective, plus how campaigning in Richmond has had the desired effect.

## From the pen of the ABD's new patron...

I am delighted to have been appointed by the Association of British Drivers as patron. Since I was elected as the MP for Morecambe & Lunesdale in May of last year, I have been working hard to get a better deal for motorists and to improve the transport infrastructure in my constituency.

I drive a 1989 Nissan 300 ZX which I have had from new. In fact I bought it when I was a songwriter. Rusty, my car is my pride and joy. My enthusiasm for cars has also meant that I have been appointed to the all-party Parliamentary classic car group.

One of my constituents, Peter Yates, is a Rolls-Royce collector and has Morecambe's most famous son's car – Eric Morecambe's Rolls Royce, which he is currently restoring. I hope that one day it will be on show in the Eric Morecambe Museum that I'm campaigning to open.

There are so many issues facing the modern motorist. Undoubtedly fuel pricing is the biggest issue for all of us at the moment. When I see Mums and Dads at the pump filling ordinary family cars and it costs £60 or more, this is the alarm bell that says we must do something. However, I hasten to add that it was the former Labour Government's last legacy to us as well as the huge deficit.

Recently, I tabled a Parliamentary motion calling on the Government to introduce a fuel stabiliser. I believe this would be a step in the right direction and would provide certainty in fuel prices. Take for example the hauliers in Morecambe & Lunesdale. Over the last few years it has been impossible for them to predict the price of fuel from one week to the next. If you don't know what your overheads are, it's virtually impossible to work out your haulage



price and make a profit. Recently the Chancellor said that he will look at this and I suspect we will know more when the budget is delivered later this month.

I also am an avid viewer of *Top Gear*. I can remember Jeremy Clarkson suggesting that the speed limit should be fixed to speed cameras. This I think would assist motorists to know the

speed limit and would ensure that cameras are there 'if appropriate' to advise and save lives, not as revenue machines. These thoughts were tabled as a Parliamentary motion in January which I hope has met with Mr. Clarkson's approval.

For those who are not familiar with the geographical location of my constituency, Morecambe & Lunesdale is in North Lancashire on the North West coast. There are so many amazing places to see such as Sunderland Point, the Eric Morecambe Statue and the Lune Valley, which is one of the most beautiful areas of countryside you will ever see. In recent years, the difficulty motorists have experienced is that in order to drive into the constituency drivers have to pass through the city of Lancaster. The huge volume of traffic has meant that the roads cannot cope and this leads to long delays.

There has been a plan for many years to build a link road into the constituency from the M6. When the coalition Government came into office a decision was taken to postpone such projects. I spent a lot of time talking to Transport Minister Mike Penning MP in the tea rooms and was delighted when the announcement was made that the link road is to be built.

This means that hauliers will not have to pass through the City of Lancaster to get to the Port of Heysham. The drive will just be a few minutes from the M6; importantly it means the transport infrastructure is there for Morecambe & Lunesdale to prosper as an area of tourism. The bigger picture is that this is good for the local economy. As long as I am the MP for Morecambe & Lunesdale I will fight on behalf of motorists.

*David Morris MP*

## When breaking the law is OK

At Exeter Crown Court on 25 February, a former official of Exeter City Council, Geoffrey Urwin, pleaded guilty to a charge of wilful misconduct, but was let off with an absolute discharge. He had forged documents in an attempt to get an illegal parking ticket upheld against an innocent driver, Peter Harry. Urwin had doctored a map presented to a traffic penalty

tribunal in an attempt to show that there was a legal parking restriction where Mr Harry had parked, when there was not.

The prosecution came about thanks to an ABD member; needless to say he was rather disappointed with the outcome. In an interview after the acquittal, ABD spokesman Nigel Humphries commented: "It is outrageous that a council official who

deliberately set out to penalise an innocent driver by falsifying evidence should be let off with a slap on the wrist. This will send a message to other councils that they can pervert the course of justice with impunity where parking restrictions are concerned. It is essential that the Crown Prosecution Service appeals against the leniency of the sentence in this case."

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You can donate any amount to the ABD's fighting fund at any time. Just contact the membership secretary (see p16) for more information...

## It's a plan...

Over the last two years, the ABD has moved decisively towards actively lobbying decision makers to listen to and accept some of our submissions on road transport.

There are some huge battles ahead, especially the coming publication of the EU's white paper on transport, which will almost certainly try to shift freight onto rail, through the introduction of road pricing.

Our increased lobbying activity is causing a huge workload for national committee members, which is why we need to spread this load as much as possible. That's why your help is needed if we're to make headway. You can help us fight the war against drivers by:

▶ Writing short, punchy letters to papers; one letter is read by thousands of readers, so you can be really influential.

▶ Where there are local elections, challenge candidates on road transport issues in your area. There's a wealth of information on the ABD's main website as well as the members' site, which will help you ask some

searching questions. It's also worth joining the members' forum; you can get a huge amount of information on there and it's the ideal place to ask questions.

▶ Nearly all local and national press have online blogs where a short, punchy promotorist comment can be posted. Writing one of these is often much quicker than writing a formal letter to the editor. Even better, it's often possible to get a debate going so you can expand further on your initial post.

▶ Online communication tools such as Twitter and Facebook are becoming the norm in getting your message across – so use them. Everyone from government departments, businesses and charities use them, and we can benefit greatly by following suit. If you want to set up an ABD Twitter account but you're unsure how to proceed, contact Chris Ward our webmaster. Once you're set up, don't forget to follow the ABD.

▶ If you can't be active, please consider making a donation to our fighting fund; this can be done online through our website.

## Calling Essex

Essex has been chosen by the ABD to stimulate local member activity with a view to making decision makers take greater notice of drivers issues. Rowland Pantling, based in Colchester, is the current ABD rep for Essex; he's been talking with Essex county council. We'd like to build on this by encouraging you to send useful traffic/transport items to him, concerning the county. He also needs help with writing to the press, acting as a local contact, or assisting in some other capacity such as sending in FOI requests.

There are many things that make life difficult, expensive and frustrating for drivers in the county and it only takes a few enthusiasts to put pressure on local politicians to make them start listening to drivers. Concentrating on items such as excessive numbers & phasing of traffic lights, as Rowland has done, is exactly the kind of issue that attracts the attention of politicians and the public. Parking restrictions is another hot topic; there is plenty of scope for further campaigns.

If you'd like to get involved, just email Rowland ([essex@abd.org.uk](mailto:essex@abd.org.uk)) or phone him on 01206 571 538.

## Richmond abandons CO2-based charges

Pending any last minute hold-ups the London borough of Richmond has announced it will end the controversial policy of basing both on and off-street parking on CO2 emissions. The policy originally came into force in 2007 attracting worldwide attention; the ABD campaigned (with others) vigorously for its abolition. Following last year's council and general elections in which voters threw out the sitting Lib Dem MP and council, Richmond has confirmed the deeply unpopular policy will end.

Roger Lawson, ABD London co-ordinator who organised the ABD's protest, said he was delighted to see commonsense returned to Richmond.

In 2006, the London Borough of Richmond-upon-Thames made headlines nationally and internationally when the Liberal Democrat council announced its intention to make cuts in the borough's CO2 emissions by linking the cost of parking permits for residents in Controlled Parking Zones (CPZs) to the CO2 emissions of their vehicles. Former (since voted out) leader of the council, Serge Lourie, claimed that the scheme would lead to a saving of 15% in emissions from cars in CPZs, if all drivers traded

down to a vehicle in the next lower Vehicle Excise Duty emissions band.

At a special meeting of the Environmental, Sustainability and Community Overview and Scrutiny Committee, it was decided to note the decision made by the Cabinet Member for Traffic to end CO2 parking charges in light of the results of the recent consultation (over three to one in favour of scrapping the existing scheme), rather than to refer the decision back to her for further consideration, as the Lib Dems have, for the second time, been pressing to end the scheme.

Roger Lawson, ABD's London Coordinator, led the ABD's fight by researching the council's plans, putting in a written submission, speaking at a packed council meeting and organising leaflet drops in the borough. The new administration plans to change the system to encompass a flat fee for CPZ permits and 30 minutes' free parking for residents at a cost of £241,000 a year, as well as a one-off £90,000 fee to change parking meters.

Roger said: "It's enormously satisfying after an apparent defeat in the campaign, when Liberal Democrats ignored the pleas of the public to scrap their pointless CO2 charging scheme, to find that a couple of years later they

get thrown out on their ear by the electorate. It was a massive defeat for the Lib Dems with Serge Lourie the former council leader not just losing control of the council, but losing his own seat after 28 years. Which just goes to show that democracy really works, although sometimes it takes time to gain momentum and have effect."

### Strategy for success

Did you miss *OTR Live 4*? Our last electronic newsletter covered the results of our membership survey and outlined our Strategy for Success. You can read this and other publications on the members' website.

We're planning another issue: *The War on the Motorist - Not Ended Enough?* and looking at what the new 'Localism' means. We welcome your thoughts, plus any local campaigning reports.

Finally, Brian Mooney's growing commitments are restricting his time for scanning transport and local websites for developments. If you can help out, even occasionally, please contact [fairdeal@abd.org.uk](mailto:fairdeal@abd.org.uk)

Want to get more involved? There are plenty of ways you can help the ABD to move forward. Just check out page 11 to find out how

## The ABD – working for all its members

Last year, long-standing ABD member Brian Mooney was asked to become the ABD's first media spokesman and lobbyist. Based in London, and a seasoned campaigner on a number of issues, Brian was a fortuitous choice for a group seeking to take advantage of a likely change in government. Here, Brian - in his own words - lets you in on what the role is all about.

The ABD gets its fair share of media requests whenever a big story breaks - and quite a few colleagues like Nigel Humphries, Hugh Bladon and Roger Lawson help out with radio interviews and quotes. I tend to be involved most with TV appearances in London.

I live near Hammersmith in Central London, which is on the doorstep of the BBC studios at White City, and in the catchment area of other companies, such as Channel 4 and Sky TV.

Media presenters often have to respond to a development at very short notice, which creates the challenge of having to check out a story 'as reported', and scan through official documents in whatever time is available before a studio car arrives to collect you.

It's essential to be briefed on the format of the programme - which can be a straight one-to-one interview, a session split with questions to ABD and one of our opponents, or even a panel debate. Knowing who else is on gives you a chance to bone up on your opponents' arguments, and being prepared and solid on the facts is vital.

The BBC often approaches the ABD over the more 'life or death' topics like the drink-drive limit and whether speed cameras or 20mph zones save lives. The playing field is initially levelled against you if you are on against a 'road safety charity' or a parent who's lost a child. They invariably get a warmer welcome and the tone of a newsreel leading into the discussion often gives an emotional boost to their point of view, which is inevitably for further restriction of everyone else's freedoms.

The time spent in the waiting room is often very valuable; far from being hostile, I make a point of amicably engaging with our opponents to find out what makes them tick; do they really want reduced casualties rather than just reduced speed limits, and if so, have they thought of better means of achieving this?

Surprisingly, they are often prepared to listen,



and even update their perspective - and it was rewarding to see how one opponent ended up agreeing with ABD on a key point on air. Another confided that much of what the ABD said on its website was 'very reasonable'.

Although there are bastions of political correctness in the BBC, there are many presenters who pride themselves in being objective, and give you a fair hearing. Also, many ordinary staff you meet at media studios are drivers themselves



and very much on the same wavelength as us.

Because the UK seems to have been a test bed for anti-motorist measures such as the Kengestion Charge, we attract interest from TV companies from as far afield as France, Sweden and America. They often discover the ABD through our web presence; this is another tribute to the strength of our arguments.

The media role also involves helping journalists with background knowledge; maybe they've booked a guest from another group, but approach ABD because they want to be solid on the facts. Others may find our press releases of interest,

and want a letter or an article from us - again, the trick is being able to respond quickly.

Variety has been guaranteed by requests for slots on Breakfast TV at 7am, an interview outside my local petrol station at 11.45pm, and even an appearance on LBC's Ken Livingstone show, examining if the Mayor's policies were too anti-motorist!

As for my lobbying role, outside the ABD, 'lobbyist' gets mentioned in the same breath as 'spin doctor' or 'double-glazing salesman'. If you've seen the movie 'Thank You for Smoking', you'll know why the word has negative connotations.

However - in practice, there's nothing negative about honestly putting the case for the downtrodden motorist. In fact, there's so much quality ABD research that it would be a crime not to share it.

Ultimately, if we want a fairer deal, we can only get it by appealing openly, and on the strength of our arguments, to decision makers in local and national government. That's why we've put effort into requesting an audience with ministers and talking to open-minded MPs who value the same things as us. We are looking to maintain above-board relationships with no strings attached, and whereas we are very grateful for any help received, we remain totally independent and non-party political.

I combine this work with attending conferences and exhibitions, which is worth doing for a number of reasons. Apart from getting to ask a probing question to figures like Boris Johnson, Mayor of London, I find that being the first person not to respect political correctness means that others are less afraid to question it; some people are naturally reluctant to air their doubts so as not to stand out. That someone else is prepared to make the first move gives them the courage to speak up.

I've also found that public sector employees are less than convinced about the (previous) government's policies. Even those campaigners who we might consider our opponents will listen to us as we are both approachable and constructive. Most are not dyed-in-the-wool extremists, so much as well-meaning types who have not studied their material too deeply.

The next challenge is to work with industry figures who stand to lose the most through anti-driver policies.

# Laying the Foundations

On 10 February, Roger Lawson and Malcolm Heymer had a meeting in London with Professor Stephen Glaister, Professor Richard Allsop, and Philip Gomm of the RAC Foundation. Professor Glaister is Chairman of the RACF.

The meeting was initiated by the RACF's publication of its report in November "The Effectiveness of Speed Cameras - A review of evidence", written by Professor Allsop, and the ABD's critique of that report, written by Roger.

Roger and Malcolm explained why the ABD disagrees with the report's findings on the claimed effectiveness of cameras. The report also did not look at alternative, more effective and cheaper methods of reducing casualties. This led to a discussion of vehicle-activated signs (VAS), which we believe are a much more cost-effective alternative to speed cameras at hazardous locations. We pointed out that a sign which flashes if you approach above a preset speed is almost impossible to miss, while cameras may not be spotted by a distracted driver, as is evidenced by the number of speeding penalties



issued. Furthermore, VAS can inform a driver of the nature of a hazard ahead, such as a junction or sharp bend, so that the driver knows what to look out for.

The RACF is proposing to initiate research into other areas of road safety and Professor Glaister thought that the benefits of VAS could be one such area of study. While VAS are also often used to remind drivers of the speed limit, we

pointed out that they cannot be effective in the long term in ensuring compliance with speed limits that are not seen by experienced drivers as reasonable.

This led to the issue of the appropriateness of speed limits themselves, since cameras were often sited where the speed limit was seen by drivers as too low. Professor Glaister agreed that there needs to be a review of existing speed limits to see if they are appropriate and this could be a further area of research by the RACF.

We explained about the 85th percentile principle in speed limit setting, for which there is extensive evidence that it leads to maximum compliance and minimising accidents. Limits set lower than that lead to non-compliance, frustration and danger, and needless delays to traffic.

It was clear from the meeting that we were never going to agree with the RACF view on speed cameras, but the discussion did reveal areas where we may have common ground. We hope to be able to build on those areas in future and possibly influence the direction of future RACF research.

## Building bridges with Transport for London

The ABD is actively engaging with decision-makers to put forward our point of view. In January, London contact Roger Lawson arranged a meeting with Transport for London, with Brian Macdowall and Brian Mooney making up the ABD's number. We managed to cram several topics into the meeting, which was chaired by Graeme Craig, TFL's Director of Congestion Charging & Traffic Enforcement.

As a first meeting it was exploratory; a chance for us to find out more about how TFL does things, and lay the foundations for a possible working relationship.

Graeme recounted that London boroughs have an obligation to deliver the Mayor's Transport Strategy locally. We asked about achieving one of its goals; greater road user satisfaction. He advised that a draft 'Network Operating Strategy', which would aim to get the most out of the road network, would be out this Spring.

He claimed that their research shows that the public values reliable journey times over raw speed. He added that the Olympics contract had to commit to dedicated lanes and journey times for participants, after transport problems in the Atlanta games.

We complained about potential £200

finer for drivers straying into lanes on the Olympic Road Network (ORN) in 2012, and were told that the Olympics preparations authority (ODA) originally requested fines at £5000! The ORN will be enforced by fixed cameras.

TFL remarked that a request to implement more 20mph zones with cameras is awaiting financial approval. They also mentioned the DfT's camera partnership guidelines from 2002, which stated that there should be over four KSIs at camera sites; he also pointed out that TFL uses STATS19 for its analysis.

Graeme mentioned that cameras are not TFL's default solution; engineering and education are looked at first. Intriguingly, 50-60% of camera requests have been turned down under TFL's criteria. We took the opportunity to present TFL with a copy of the ABD's response to Professor Allsop's speed camera report for the RAC Foundation, arguing that there are more cost-effective approaches.

We asked about plans for redundant cameras from the Congestion Charge Western Extension, and learned that some are being reused for traffic monitoring, while others are being kept as spares or under discussion for sale.

TFL is quite adamant that there are no plans or preparations for extending the Congestion Charge – not even technology trials.

We raised the issue of depressed speeds on main dual-carriageway routes into London. TFL responded that some action is pending; for instance speed limits on the A13 are being raised to 50mph.

As for traffic being held up by under-used bus lanes, TFL replied that some are being reviewed, and that we can speak to the Corridor Manager should we wish to.

TFL outlined the Mayor's intention of improving planning and coordination of roadworks. There's a Code of Conduct for utilities; 18 boroughs have signed up to a permit system with another seven planning to adopt. The Mayor wants to eliminate avoidable delays. Lane rental is only planned to cover 3% of roads, and even so, would not apply at some times of day or some times of year.

Overall, the meeting was worth holding, we gained some useful information and working contacts. It's obvious they won't agree with us on everything; there are some sensitivities that will need to be managed – but Graeme offered to add the ABD to the list of TFL consultees, which is quite a result.

# The London parking rip-off

London boroughs are now making enormous profits from parking charges, fines and Permit Parking Schemes. They're using these charges for general fund raising, even though it's now illegal. They use other decriminalised offences such as bus lane and yellow box junction infringements, illegal turns and other moving traffic offences to generate income. These profits are used to subsidise concessionary fares, and other public transport programmes, with only a minor amount usually spent on road improvements and parking facilities.

The profits are so large, that councils have a major incentive to issue fines to more and more people, so that minor infringements can mean you getting a £120 fine for an accidental oversight such as staying a few minutes past the allotted time. In addition they issue penalty notices for offences that haven't taken place – such as for alleged parking when the vehicle was being used for loading or unloading goods. This isn't an offence, but you have to go through an appeal process to dispute it. Permit parking and other schemes are introduced, not because people want them or there is a need to regulate parking, but because they generate profits.

For the same reason, cameras are being installed in more and more locations to pick up alleged infringements of moving traffic offences. Local councils see this simply as a revenue source to fund their operations, particularly now that budgets are being squeezed and pressure is on to control rises in council taxes. In reality they set the level of fines via the forum of London Councils, and there's very little democratic input to the process. There's a review currently taking place in which they'll probably suggest further increases.

The levels of fines are now so high, and the excuses for issuing them so trivial, that it's becoming a gross injustice to have these fines outside the normal legal system, where your rights to appeal are so severely restricted.

There's no consistency in London on how parking regulations are operated. There seems to be little guidance on best practice for them to follow, with the result that drivers often don't understand how different boroughs operate, with some boroughs seeming to take delight in particularly oppressive enforcement regimes.

The figures on parking charges, costs and decriminalised traffic offences from a few representative London boroughs were requested in summer 2010. A summary of the overall profits for each borough is given in the table to the right; the detail data and more comments are available in the report *Profiting from Parking*, available at [www.freedomfordrivers.org/Parking.htm](http://www.freedomfordrivers.org/Parking.htm)

As you can see from the table, only Greenwich fails to make substantial profits from parking. Some of the variation between the others is down to the different characteristics of the boroughs,



### Profits from parking provision/enforcement

Bromley	£3.8m
Camden	£10.7m
Greenwich	£-0.1m
Kensington & Chelsea	£21.5m
Hammersmith & Fulham	£12.4m
Richmond	£6.0m
Westminster	£43.4m

their efficiency in imposing and collecting charges, their level of charges (permit parking charges vary), and their general attitude to car usage. But it's clear that some of the inner London boroughs make enormous profits from these charges, and it's well known that boroughs such as Camden and Westminster have more oppressive parking enforcement than most outer London boroughs.

Some boroughs make a small profit on permit parking schemes, while others make very large ones (and probably illegal amounts in that they consistently budget for a large surplus and hence are using it as a general revenue raising opportunity). For example Camden made a profit of £3.5m on operating such schemes and that's ignoring the profit on enforcement of such schemes that they refused to disclose. Kensington & Chelsea made a profit of £3.2m which was more than 100% of their costs. Hammersmith & Fulham made a profit of £3.6m, which is seven times their costs.

Boroughs generally apply the surplus from parking and decriminalised traffic offences to minor road works and road safety schemes along with 'modal shift' initiatives and public transport programmes. Money can also be applied to the development of new permit parking schemes so that even more profits are generated in future. But very large amounts are usually applied to subsidise concessionary fares which includes the Freedom Pass for older and disabled residents, and the Taxicard scheme. For example Camden spent £5.2m on Concessionary Fares and Westminster spent £7.6m.

When charges are reviewed, there's a natural tendency for local boroughs to justify such charges on the basis that other boroughs are charging

more, irrespective of the costs, or profits that are being made. For example a recent document from Ealing council attempts to justify increases of up to 66% in the charges on that basis, even though they're already making substantial profits from permit parking schemes.

Council parking managers know that their jobs, and how much they get paid, very much depends on the size of the empire they can build. So there's a natural tendency to recommend to councillors that charges go up, that permit parking schemes are extended and that new parking schemes are introduced where there were none before. Profits are what drive this bureaucracy.

When considering enforcement operations, these are driven by profits also. No councils seem to actually collect information on how many people are infringing parking regulations and whether the rates are getting better or worse. They simply measure how much revenue and profit is generated and the sub-contracted parking enforcement operators are set targets on that basis. When considering decriminalised traffic offences, cameras are often introduced not because of congestion (e.g. blocked yellow junctions), or road safety issues, but because profits will rise.

The rising cost of concessionary fares has also given councils a powerful incentive to raise income to subsidise these costs, which they can do from parking profits. They have to source the funds from local council taxes or from parking profits. So to keep the headline rate of council tax low, boroughs resort to this sleight of hand to conceal how Londoners are paying for this hand-out.

Much of the problem is down to public ignorance and a lack of democratic control. Boroughs where local democracy is weak, or the council does not inform its residents of how charges are collected and applied, are a particular problem, with inner London boroughs especially poor.

•A template letter for obtaining the financial data on parking and decriminalised moving traffic offences for other boroughs is available at [www.freedomfordrivers.org/Parking.htm](http://www.freedomfordrivers.org/Parking.htm)

Please support the companies who advertise on the ABD website ([www.abd.org.uk](http://www.abd.org.uk)): we earn commission from your purchases

## Are the LibDems driving transport policy?

I've downloaded the DfT business plan (from [tinyurl.com/6geqxyd](http://tinyurl.com/6geqxyd)) and it shows how strong the LibDem influence is. The DfT's first priority is to "deliver the Coalition's commitments on high speed rail", with its second priority to "secure our railways for the future".

The third priority is to "encourage sustainable local travel and economic growth by making public transport (including light rail) and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion." The detailed programme under this priority includes funding

of major transport schemes. So it seems even the strategic road network should now be considered as appropriate for only local travel, with rail to be promoted for all long-distance trips! Perhaps the DfT should be renamed the Department for Public Transport.

Also under this priority is completion of the traffic signs policy review. I'm involved in this as part of the DfT's 'sounding board' to comment on proposals. I've just sent comments on a couple of papers, one concerning signing of cycle routes and facilities, the other proposals for revising the Traffic Signs Regulations and General Directions. If

you would like to see the proposals and my comments on them, get in touch; the closing date was last November and the review is due to be completed by May 2011.

Priority 4 is to "tackle carbon and congestion on our roads". This includes some good points, such as working with the Home Office and police to open roads sooner after incidents. Also itemised is responding to the North Review on drink and drug driving law, which will take until next June! Also, "develop a new strategic framework for road safety" is due to be completed by April.

*Malcolm Heymer*

## Drink/drive limit – ABD lobbying pays off

Ministers have rejected lowering the legal drink-drive limit by nearly half, as recommended in a government-commissioned report. Its author Sir Peter North had said the limit should be reduced, saying it would save hundreds of lives each year. But the transport secretary, Philip Hammond, said improving enforcement would have more impact, which is why he's approved new measures to tackle both drug and drink-driving.

When the Transport Select Committee consulted on the subject last year, the ABD was a lone voice in the wilderness. While everybody else claimed a reduced limit would save lives, the ABD successfully argued that it wouldn't tackle the problem at all – instead it would create a new one, by criminalising safe drivers.

The measures Transport Secretary Phillip Hammond has accepted include introducing improved detection equipment and making changes to streamline enforcement. The government will also consider whether a new specific drug-driving offence - alongside the existing one - is needed, to stop police from having to prove impairment on a case-by-case basis where a specified drug has been detected.

Hammond said: "Drink-driving kills hundreds of people so we need to take tough action against the small minority of drivers who flagrantly ignore the limit. Their behaviour is entrenched and after careful consideration we have concluded that improving enforcement is likely to have more impact on these dangerous people than lowering the limit. We are therefore

taking forward a package of measures which will streamline enforcement, helping the police to target these most dangerous offenders and protect law-abiding road users."

On drug-driving the government has agreed to approve preliminary drug-testing equipment, initially for use in police stations. It said the Home Office was testing six drug-testing devices and hoped to be able to approve one by the end of June. It has also said it will allow custody nurses to advise the police whether or not a suspected driver had a condition that may be due to a drug, to erase the need to call out police doctors. On drink-driving it said it would remove the right for people whose breath test result was less than 40% over the limit to opt for a blood test.

## Fuel price lobbying – do your bit

As OTR98 made clear, the ABD is focusing its efforts on direct lobbying at Westminster. In addition to the meeting with Roads minister Mike Penning, described in OTR, another meeting with a potentially sympathetic MP is being arranged. However we would very much appreciate you writing to both your MP and your local paper to generate the maximum amount of publicity on the issue of fuel price increases.

The letter to the right has been sent to all local papers in the country. Please remember, if an MP gets, (say) three letters in a short space of time on one subject, that's a lot; MPs also read and often contribute to local papers.

We suggest keeping your letter very short and let us have a copy of any letter you send, especially if it gets published. Tell us what paper printed your letter. This includes any comments you get published in newspaper online blogs; an ideal way of getting a quick concise comment in on a topical issue. Cuttings can be sent to Terry Hudson at [kent@abd.org.uk](mailto:kent@abd.org.uk)

The ABD is also supporting the *Sun* newspaper's call for freezing fuel duty or a fuel duty stabiliser. Register your support at [tinyurl.com/5rvnqtj](http://tinyurl.com/5rvnqtj)

*Brian Macdowall*

Dear Editor,

The New Year sees more pain at the pumps for drivers, with rises in fuel duty and VAT adding around 4p to the cost of a litre of petrol or diesel. But these increases don't just hurt the driver and our hard-pressed

haulage industry; they produce price rises at the shops for everyone.

Before the General Election, David Cameron complained about how the previous government had hammered drivers with various taxes. He added that he had to do things very differently and make life easier for families facing sky-high motoring bills. He even indicated that he could help families by cutting fuel taxes when global fuel prices rise.

It's time to take Mr Cameron at his word. The Association of British Drivers calls on the government to scrap above-inflation fuel duty rises set for the next three years, along with plans for road pricing for lorries.

I urge readers to contact their MP at the House of Commons, London SW1A 0AA or via [www.parliament.uk](http://www.parliament.uk)

Yours faithfully,

*Brian Macdowall,  
Campaign Director,  
Association of British Drivers*



It seems like an age ago now, but the harsh weather before Christmas (and after too, for some) showed just how little attention many drivers pay to the task in hand. Keen to keep myself and my car intact, I did very little driving unless I really had to. What I did do though was lots of walking about to see what daft things people were getting up to. The snap above shows a typical winter driver, in this case a young girl who had clearly jumped into her Citroen and just set off. No attempt had been made to clear the windows or lights, although at least she did have her lights on - for what it was worth.

*While Citroen girl had the presence of mind to light up, that's more than an amazing number of drivers manage. Ever since the announcement was made, for some it's been a bone of contention that daytime running lights will have to be fitted to all new cars from next year. I don't feel strongly one way or the other, but what I do know is that when the fog, rain and dusk hit our roads, a ludicrous number of cars suddenly become invisible.*



Maybe daytime running lights will make roads safer...

The ABD's webmaster Chris Ward spotted something rather interesting recently – that South Yorkshire Police offers police driver training courses for the public. You can find out more at [tinyurl.com/6kh2weh](http://tinyurl.com/6kh2weh). Take the plunge and the force will give you four classroom sessions, presumably on the same day, along with a demonstration drive. Sounds costly – especially when you think that a speed awareness course typically costs around £90. But opt for the South Yorkshire session and you'll be stung for just £30. And you can bet it'll be a damn sight more useful.



*While Chris's observation was interesting on its own, the fact that a story broke shortly after made it even more so. Seems that South Yorkshire Police has developed a new funding model to ensure the continued use of its cameras after the cessation of the DfT's Road Safety Grant. The partnership's revenue budget was originally set at £1.76m for 2010/11 but this was cut to £1.27m. Under the revised funding model, South Yorkshire Police now proposes a revenue budget of £1.54m in 2011/12, falling year on year after that. A large proportion of the funding will be raised from speed awareness courses, which are expected to raise £650,000 in 2011/12, rising to £800,000 by 2014/15.*

Read through this issue of OTR and you'll see numerous stories of camera partnerships having their funding cut - the local authority budget cuts are really starting to take effect. For example, when Hugh Bladon joined his local IAM group in Weston-super-Mare for its monthly meeting, the speaker that evening focused on the engineering and educational aspects of motoring locally. It turns out that the budget for his department is being reduced from £316,000 to just £89,000, so some tough decisions are having to be made...

*The latest nonsense research, from Denmark, tries to link traffic noise with the chances of having a stroke. Scientists at the Institute of Cancer Epidemiology in Copenhagen studied 50,000 people and concluded that for every 10dB increase in noise, the risk of having a stroke rises by 14%. For those under 65, the chance of a stroke caused by noise was insignificant. But in those over 65, the risk increased by 27% for every 10dB increase in traffic noise. Of course it's all nonsense, but for anyone who does give such studies credence, surely the answer is to install quieter road surfaces, which are available, but rarely used.*

Michelle Luetchford from Ipswich is Brake's Volunteer of the Year, thanks to raising over £8,000 for the group and appearing in media interviews to talk about the need to slow down in communities. Her interest in road safety stems from the fact that in 2009 her two sisters and their friend were killed by a driver who mounted the kerb and struck them. He was jailed for eight years later in 2009, after it was discovered that he was driving at double the drink/drive limit, was on drugs, was disqualified and therefore uninsured too. If only there had been a 20mph limit in the village – that would have prevented such a terrible tragedy.

Chris Medd



## The smarter travel guides who are all too indispensable

Every cloud has a silver lining. As the local authority budget cuts start to bite, it seems that travel planners working on 'low-cost behaviour change policies to reduce car use' are struggling for survival as councils focus on frontline services. That'll be those busybodies who tell other people how to get about.

Travel behaviour change organisation ACT Travelwise says the smarter and sustainable transport profession is taking the lion's share of cuts to local authority transport teams.

"ACT Travelwise members are reporting as commonplace disbanding of sustainable

transport teams and particularly school travel teams," a spokesman said. "Those that have survived the cull are reporting significant budget reductions often on a scale that is debilitating to the industry."

ACT Travelwise said it took encouragement from the DfT's aspirations to reduce transport CO2 emissions and congestion. But it added: "It's apparent that there's a disparity between national policy content and local and regional implementation. The private sector is also cutting smarter travel experts from their teams due to lack of perceived local government expenditure in the area".

"The whole smarter choices agenda seems to be struggling for survival at the moment," said Colin Black, managing director of consultant Contemporary Transport. Asked how much work there was for consultants, he said: "It's as dead as a dodo. Hardly anything is coming out."

Black said the travel behaviour change agenda would have to be revived in the medium-term. "Sometime in the future we're going to have to reassert ourselves to tackling congestion and travel behaviour change," he added. We'll see; there are many who would argue such operations offer any value at all.



# letters

Opinions expressed are personal views and not necessarily those of the ABD. Please note letters may be shortened.

Funding has been massively cut for the West Midlands scamnera partnership – to the point that it could close. If this happens it will be a good for road safety by encouraging the implementation of road safety remedies that match the real causes of accidents rather than simply installing a camera regardless, as has been the case since speed camera partnerships were formed. Potentially. 304 cameras could be turned off.

The dual carriageway on the A34 at Newtown is typical in that it has cameras enforcing a 30mph limit that was lowered from 40mph some years ago. Liberal Democrat MP and former Deputy Head of Birmingham City Council John Hemming managed to amass nine points on his licence on the A34 and considered a judicial review of speed limits at the time.

**Paul Biggs**

Scamera partnerships are shrinking or closing all over the place. Good luck to the ex-employees when they put 'speed camera operator' on their CV. I don't know any business leaders who would employ them.

**Peter Roberts**

Inspector Clinton Hale, manager of the Cambridgeshire and Peterborough Road Safety Camera Unit, in attempting to justify more SPECS cameras on the A14, has rather put his foot in it:

*"Average speed cameras are better than fixed because they give the motorist plenty of warning. With fixed cameras they often come to an abrupt slow down which can cause accidents."*

**Bob Saunders**

The *Daily Mail* recently interviewed Robert Gifford from PACTS on the possibility of the motorway speed limit being raised to 80mph. In the interview (at [tinyurl.com/6fxenc6](http://tinyurl.com/6fxenc6)), Gifford was quoted as saying: "The casualty reduction on motorways has not keep pace with the general rate of reduction. We still have 135 people die on

**Y**ou may have seen recently, the story about 16-year old Elli Williams, who was killed at around 10 o'clock one evening, as a result of being hit by about six vehicles whilst trying to cross the A9 dual carriageway near Auchterader. This is a rural, unlit partially graded dual-carriageway.

At first I couldn't understand what on Earth she was doing on that road at that time, but by reading through various press reports and studying maps and google streetview, I believe I've understood what happened.

She apparently got off a train at Gleneagles station with some friends. Gleneagles station is on the south side of the A9, Gleneagles village and Auchterader are on the north side. There is no footbridge over the A9. The only way to get from the station to the village is to cross the busy unlit A9, or take a 1.5-mile walk out of your way.

It appears she chose to walk along the southern side of the unlit A9, which has no pavement, for about 1.7 miles to a point opposite Ruthven St. You can see from the map at [tinyurl.com/4othx9p](http://tinyurl.com/4othx9p) that there appears to be a worn path up the grass embankment on the northern side of the A9,



which presumably gives access to Ruthven St. She lived in Montrose Rd which is just off Ruthven St (at [tinyurl.com/636odk4](http://tinyurl.com/636odk4), if you look at Google Streetview, you can just make out the path on the embankment)

Press reports are vague about whether she was alone or was with friends; some say she got separated from friends, others that they saw her killed. Maybe they had crossed the A9 and she had not. In any case it was the lack of a footbridge that was the primary cause of her death. Roseanna Cunningham MSP has asked for pedestrian improvements near Gleneagles Station. You would have thought somebody would have thought of that ages ago. This was an accident waiting to happen.

**Chris Ward**

our motorways every year. That's 24% less than ten years ago. But the general reduction in road deaths is 37%, so the motorways are not keeping pace on casualty reductions,

Gifford displays his ignorance by claiming that drivers would just drive 10mph faster; a few might, but the majority would keep travelling at the speed they feel comfortable at, regardless of the limit. He also said that motorway fatalities have not fallen as fast as those on other roads, ignoring the fact that motorway traffic has increased at a faster rate than elsewhere, so the only true comparison is to use fatality rates, not numbers.

Further, Road Casualties GB 2009 shows that the motorway casualty rate (all severities, rates by casualty type not shown separately) fell between 2002 and 2009 by 31%, while that

for A-roads fell by 29% and for other roads by 28%, so the motorway safety record is improving faster than other roads, not slower. There is also less likely to be under-reporting of non-fatal accidents on motorways than other roads, so the real difference is probably more.

**Malcolm Heymer**

Clearly it's the job of the transport secretary to spend other people's money – taxpayers' money – on improving the travelling lives of the nation. But you might have thought that Philip Hammond, as a former shadow Treasury minister, wanted to deliver a decent rate of return for his investment on our behalf. Apparently not.

In his enthusiasm for high-speed rail, Mr Hammond appears to dismiss rigorous benefit-cost analysis, which does not bathe High Speed 2 in a glowing light, on the basis that to do otherwise would result in the cash being spent on relieving road congestion: no matter that this is where the funds are actually needed and would deliver better value.

As first the environmental and then the economic arguments for HS2 are shown to be built on sand, one is left with the increasing view that a project which cuts the journey times of the rich between the north and the south is a vanity scheme that will do little to reduce the transport misery much of the population suffer on a daily basis.

**Stephen Glaister,  
Director, RAC Foundation**

I had an incident recently which would probably have been put down to speed, even though speed had nothing to do with it. Travelling along a main road at 60mph or so, two cars were approaching me. One, a Micra I think, driven by a lady of

**H**aving a read of my local press recently, I couldn't believe what I was seeing when I came across the following article:

*Police roadblocks are being set up to catch drivers breaking the law – by smoking in their company vehicle. Council wardens and Essex Police are carrying out random inspections across the county to look for evidence of illicit cigarette use. They'll even hunt for cigarette butts in the ashtrays and smell the air inside the vehicles in order to clamp down on the outlawed practice.*

*Workers were banned from smoking in their company cars as part of the Health Act introduced in 2006. The law made it illegal in all vehicles used primarily for business purposes by more than one person. Anyone caught breaking the law faces a £50 fixed penalty fine or a possible court conviction,*

*which carries a £200 fine. The culprits' employers will also be informed and also be heavily fined.*

*Chris Kitchen, acting head of environmental services at Tendring District Council in Essex said: "Police together with council officers will be stopping business vehicles and public transport vehicles on the highway. We have noticed that people are smoking in commercial vehicles where it's banned and we will be looking for evidence that people have been smoking."*

**I'd hoped that this sort of nonsense would have gone out when we lost Labour, but clearly not. I don't smoke, but with this sort of stupidity taking place, I'm very tempted to start. And I'll make sure that I do it while I'm behind the wheel in Essex.**

**Andy Marsh**

advanced years, decided to turn right across my path, completely misjudging my approach speed.

As it happens, something had made me hover my left foot over the brake pedal which I hit with everything I had and my Audi's brakes did the rest. Had it been a wet or greasy road, she would not have been opening her presents next Christmas. Just shows how these things can happen when you least expect them because of misjudgments or a failure to see.

**Hugh Bladon**



*Microwave oven, or speed camera?*

Some OAP friends stopped in a layby recently, where they saw what they thought was a dumped microwave oven. It looked okay, so they put it in the boot to take home. About two miles down the road, they were pulled over by a following police car. The officer asked if they had put something in their boot from the layby and asked that they open the boot. They replied that they'd found a microwave oven. The officer told them it wasn't a microwave – it was a speed trap and they wanted it back! They weren't charged and were allowed

## Give us a quote

**"Research in the USA shows that, on average, lowering speed limits leads to a 6.9 per cent increase in accident frequency, while raising them leads to a 11.3 per cent decrease."**

*From the ABD's recent submission to the DfT's road safety policy review*

to continue their journey after giving it back.

This begs the question: what sort of speed trap looks like a microwave oven and is free-standing?

**Paul Biggs**

I'd have thought that a motorway speed limit rise to 80mph is a bit of a red herring and that the problem of lower rural and urban speed limits is more important issue for drivers. If the limit is raised to 80 and 'ridgidly enforced' then we'll be worse off than we are now, and thanks to ATM we're lucky if we are allowed to 60mph on some motorways.

**Tom Spencer**

There's been much recent publicity around the proposed increase in the motorway speed limit to 80mph. But nationwide there 20mph zones springing up everywhere, and lower limits across the board too. I am not overly exercised about the top end. It's the lower limits catching thousands of safe drivers and limiting us generally we should be querying here.

**Keith Peat**

According to a recent article in *the Times*, in 2009, the tax take on fuel was about 75p per

litre, and today it's over a pound. That's a 30% hike in the tax take. No wonder people don't have any money left to buy things and keep the GDP running.

For the record, in 2007 it was 70p, in 2003, it was 45p and in 2001 it was just shy of 60p. At a guess, at the time of the last budget it was 80p, so Osborne's stabiliser could be set at 80p which would allow fuel to come down by 20p per litre straight away. Then again, pigs might fly.

**Bill Hollis**

In Australia in March, ridicule greeted a radio interview with Jill Duggan, a senior British official with the European Commission, who is playing a key role in the EU's bid to reduce CO2 emissions by 20% by 2020. Taken aback at being faced by two well-informed sceptics, she admitted she had no idea how many hundreds of billions of euros this would cost, or how much it could hope to achieve by way of reducing global temperatures. Nevertheless she claimed that "tackling climate change has created over a million new jobs in Europe, including many hundreds of thousands in the UK".

That focus on commercial – rather than environmental – interests was telling, I'd say.

**Steve Mayne**

**Professor Ian Plimer is an Australian geologist. In the wake of the recent volcanic eruption in Iceland, he came up with the following fascinating insight:**

Okay, here's the bombshell. The volcanic eruption in Iceland, since its first spewing of volcanic ash, in just four days, negated every single effort you've made in the past five years to control CO2 emissions on our planet - all of you.

Of course you know about this evil carbon dioxide that we are trying to suppress - it's that vital chemical compound that every plant requires to live and grow and to synthesise into oxygen for us humans and all animal life.

I know, it's very disheartening to realise that all of the carbon emission savings you've accomplished while suffering the inconvenience and expense of driving Prius hybrids, buying fabric grocery bags, sitting up till midnight to finish your kid's *The Green Revolution* science project, throwing out all of your non-green cleaning supplies, using only two squares of toilet paper, putting a brick in your toilet tank reservoir, selling your SUV and speedboat, vacationing at home instead of abroad, nearly getting hit every day on your



bicycle, replacing all of your 50 cents light bulbs with \$10 light bulbs. Well, all of those things you've done have all gone down the tubes in just four days. And there are around 200 active volcanoes on the planet spewing out this crud any one time - every day.

I don't really want to rain on your parade too much, but - not to be outdone - I should mention that when the volcano Mt Pinatubob erupted in the Philippines in 1991, it spewed out more greenhouse gases into the atmosphere than the entire human race had emitted in its entire years on earth. Yes folks, Mt Pinatubo was active for over one year - think about it.

Of course I shouldn't spoil this touchy-feely tree-hugging moment and - not - mention the effect of solar and cosmic activity and the well-

recognised 800-year global heating and cooling cycle, which keeps happening, despite our completely insignificant efforts to affect climate change.

And I do wish I had a silver lining to this volcanic ash cloud, but, furthermore, the fact of the matter is that the bush fire season across the western USA and Australia this year alone will negate your efforts to reduce carbon in our world for the next two to three years. And it happens every year. Yet your government continues to impose a whopping carbon tax on you on the basis of the bogus man-made climate change scenario.

Hey, isn't it interesting how they don't mention 'Global Warming' any more, but just 'Climate Change'. Know why? It's because the planet has cooled by 0.7 degrees in the past century and these global warming bull artists got caught with their pants down.

And just keep in mind that you might yet have an Emissions Trading Scheme - that whopping new tax - imposed on you, that will achieve absolutely nothing except make you poorer. It won't stop any volcanoes from erupting, that's for sure.

I wonder if Iceland is buying carbon offsets?

**Ian Walker**

# Does the membership secretary have your current contact details – including a correct email address? If not, please send an update ASAP!

St Albans was one of five urban areas selected by the DfT for a 'Mixed Routes Demonstration Project' aimed at improving road safety. The concept was to introduce a series of engineering measures in city or town centres with the aim of reducing accident injuries by 40% in the three years after the scheme was completed, compared with the three years prior to the scheme.

I now have the results for the St Albans scheme. Overall injuries were reduced by 45%, so better than the target, but in the main street (St Peter's Street), injuries increased by a third.

Overall the scheme met its safety objectives but rather embarrassingly failed in the most important street in the city. The changes have also resulted in more delays, more congestion and more pollution. One express bus had to be rerouted to avoid the city centre because of delays to its schedule. There was a serious cost over-run too, which was so bad that much of one part of the scheme was never implemented due to a lack of cash.

Now the LibDem Council is proposing to make St Peter's Street a pedestrian-only zone – to which there's a lot of local opposition.

**Robert Bolt**

There was an interesting article on yahoo recently, about the UK roads on which you're most likely to encounter problems. The article was written in conjunction with TrafficLink, which provides travel news information for business, broadcast and government, to get a view of the traffic on Britain's roads.

While the piece acknowledged that because the



Typical M6 misery

road network is so big and complex, it's difficult to pinpoint the busiest roads in terms of pure volume. But the reported accident rates and patterns on some

of the most frequently used motorways and dual carriageways still painted an interesting picture. Apparently, the roads that suffered the most in 2010 were:

Road	Number of incidents
M6	2367
M1	2337
M25	2203
M4	2076
A1	1433
M5	1420
A38	1120
A14	1103
A12	1016
M62	967

The busiest months for incidents are November and December while the quietest are April and May. You'd expect that snow and ice would be major causes of tailbacks, though the statistics show that of all 71,000 reported incidents in the UK last year, only 4.4% involved these.

Almost two thirds of incidents were accidents, while around a third was attributable to broken down cars and lorries. Drivers are more likely to be involved in an accident in the afternoon rush hour, with the most dangerous time between 6pm and 7pm.

**Steve Fairley**

One evening recently I was driving on the A30. It was dark and I was approaching roadworks where the dual carriageway was coned off to one lane with a 50mph limit. I noticed a car approaching from behind at high speed (around 100mph) in the outside lane. He overtook me, pulled in sharply in front of me and braked heavily, causing me to brake heavily. There was no need for this as there was plenty of room to slow down gradually for the single lane. I got quite close to his bumper and noticed it looked like an unmarked police car. He proceeded through the road works at 55mph before disappearing at high speed as soon as the temporary limit ended. About 30 minutes later he steamed past me again, again doing a ton (estimated), again with no blue lights.

I keep the telephone number for Devon & Cornwall police on my phone and decided to give them a call to request a chat with the driver of the car in question. After some confusion and attempts to deflect me they eventually agreed to contact him with a view to the driver speaking to me.

I was pleased to receive a call from an Acting Sgt about an hour later. After some questions to establish the time and place of the incident (the nature of which I had not yet disclosed)

he admitted that he was the driver at the time. If you or I had been pulled over for something like this, the first thing we would have to pass would be the 'attitude test'. I decided that I would see how this Sgt fared.

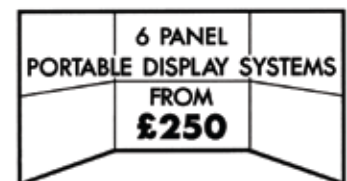
Once we had established the time and location of the first incident I asked him if he had any idea why I felt the need to complain about his driving. No idea of course. I then told him what he had done; his excuse was that he needed to slow down for the roadworkers – there weren't any. I said that there were plenty of signs warning of the roadworks and speed limit, and that I assumed he'd have completed an advanced driving course, so why hadn't he anticipated the need to slow down earlier? No answer, but he was starting to acknowledge that he might be in the wrong. I then asked whether he thought that driving an unmarked police car allowed him to exercise lower driving standards than if he had been driving a marked car. He got more apologetic now, saying he regretted if he had caused me to have to brake harshly.

I decided he had passed, so told him I would not be taking it any further, but would he please show a bit more consideration for other road users. Otherwise to keep up the good work.

**John Hatton**

## OTR glossary

- ACPO: Association of Chief Police Officers
- ALG: Association of London Government
- ANPR: Automatic Number Plate Recognition
- Brake: Vocal anti-car group
- CbFT: Campaign for Better Transport (previously Transport 2000)
- CPRE: Campaign to Protect Rural England
- CPS: Crown Prosecution Service
- DfT: Department for Transport
- DVLA: Driver & Vehicle Licensing Agency
- ECHR: European Court of Human Rights
- FoI: Freedom of Information (Act)
- Gatso: Speed camera that measures a car's speed at a single fixed point.
- IAM: Institute of Advanced Motorists
- IPCC: Inter-Governmental Panel on Climate Change (pushes man-made CC view)
- ISA: Intelligent Speed Adaptation
- KSI: Killed or Seriously Injured
- LTP: Local Transport Plan
- MART: Manchester Against Road Tolls
- NAAT: National Alliance Against Tolls
- NIP: Notice of Intended Prosecution (usually a speeding ticket)
- RHA: Road Haulage Association
- PACTS: Parliamentary Advisory Council on Transport Safety (of which the ABD is a member)
- Scamera: Speed camera
- SPECS: Speed camera that measures a car's average speed between two or more points.
- TfL: Transport for London
- VAS: Vehicle-activated sign



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## in brief...

▶ The speed limit on a huge swathe of residential streets in South Edinburgh is to be cut to 20mph. The proposals for signed-only limits include introducing a 20mph limit on one section of the Ratcliffe Terrace/Causewayside between the Fountainhall Road and West Preston Street junctions. This forms part of a proposed Quality Bike Corridor, but the road is too narrow for cycle lanes to be implemented. The area-wide 20mph limit is expected to cost £100,000 to implement and should be introduced next March.

▶ Transport Minister Norman Baker has written to local authorities in England, setting out reforms to simplify the enforcement of pavement parking. This is subject to a blanket ban in London but elsewhere local authorities have to introduce localised bans using Traffic Regulation Orders. The DfT has now designed new signs for use in area-wide bans and Baker has now issued traffic authorities with the special authorisation to use the signs. Until now they've had to gain authorisation from the Government each time they want to put a pavement parking ban in place.

▶ The volume of traffic on Britain's roads fell 2.1% in 2010 to 306.6bn vehicle km, according to provisional figures published by the DfT. It believes up to 1% of the reduction was attributable to the heavy snowfalls in the first and fourth quarters of 2010.

▶ The percentage of people concerned about climate change is dropping, according to a transport and climate change survey for the DfT. The Office of National Statistics reports that the percentage of people at least 'fairly convinced' about climate change has fallen from 81% in 2006 to 70% – 42% of people approached, declined to participate.

▶ Local Authorities will have to publish detailed information about speed cameras from April. Data requirements will include accident rates at camera sites, vehicle speeds and the number of motorists prosecuted or offered training after offences recorded by the cameras. The DfT is working with the police, local authorities and the Highways Agency on what data should be published and how.

▶ No amount of further research is likely to explain why there's a huge disparity between the number of serious road accident injuries recorded by the police and the number recorded by hospital admissions, the UK Statistics Authority has concluded. In 2008, the DfT noted that the number of people who attend hospital with serious injuries from road accidents was up to three times the number recorded in the police's STATS 19 accident form.

▶ Nearly half of drivers admit to flashing their lights to warn other drivers of a speed check, according to an IAM poll of over 4800 motorists. The poll followed the prosecution of a driver after warning several approaching cars of a speed check. Nearly 70% of respondents said that a driver should not be prosecuted for warning others – only 21% believe they should.

## PPG13 bites the dust

**M**inisters have scrapped what they say was 'anti-motorist' parking policy guidance for local authorities in England. The Department for Communities and Local Government announced the changes in a press release headlined *Pickles and Hammond to end the war on motorists*.

"Whitehall's addiction to micro-management has created a parking nightmare with stressed-out drivers running a gauntlet of unfair fines, soaring charges and a total lack of residential parking" said communities secretary Eric Pickles. "The Government is calling off Whitehall's war on the motorist by scrapping the national policy restricting residential parking spaces and instructing councils to push up charges. Over the last

decade, motorists' lives have become a misery, with politicians failing to address people's aspirations to own cars."

In practice, the changes to Planning Policy Guidance 13: transport (PPG13), published in 2001, are subtle. On parking charges, the DCLG has removed a sentence stating: "Car parking charges should also be used to encourage the use of alternative modes." A new sentence reads: "Local authorities should set out appropriate levels and charges which do not undermine the vitality of town centres."

The DCLG also reminded councils that the DfT's parking policy guidance says charges should not be used to raise revenue or as a local tax and an authority was likely to be acting unlawfully if it were to do so.

## Red tape cut for authorities

**T**he Government is ending the need for highway authorities in England to demonstrate their progress in reducing congestion, promoting modal shift and improving accessibility. Communities secretary Eric Pickles said the volume of information demanded by Whitehall would be radically reduced as he unveiled a new list of all the data that Government departments would require. Seven transport indicators and other datasets have been scrapped so far, and the Government is continuing to review the information that councils are obliged to provide and assessing whether each requirement is necessary, proportionate and justified.

"Councils will no longer have to spend money reporting to Government or hitting targets on things like how people do the school run or how long the morning rush hour takes," said Pickles. "We trust councils to get on with the job without big brother looming over their shoulder checking every detail."

The Government will also no longer require councils to report in their local transport plans on changes in traffic mileage, congestion monitoring, and urban congestion target delivery plans. Ministers have, however, decided that at least two dozen DfT datasets and indicators will continue to be needed, because the collection of the data is in the national interest.

## Classification confusion ahead?

**P**lans to give local authorities in England control of road classification could be a recipe for confusion and disputes between neighbouring authorities. Currently, a local authority wanting to downgrade a road from an A to a B-road has to secure approval from the Secretary of State. But, under proposed changes published for consultation, this would be unnecessary. The consultation includes proposed draft guidance to help councils make classification decisions.

"This could be very significant and may lead to Britain's roads becoming disconnected," said AA head of public affairs, Paul Watters. "Many roads pass through more than one local highway authority and it would be crazy for one authority to give a different designation – imagine trying to follow a continuous route!"

The DfT is also proposing giving councils more say in the routes identified as being part of the primary route network (PRN). The primary route network (PRN) was developed in the 1960s and designates routes between major settlements and important destinations



A or B-road? Could depend on the county...

across the UK. Primary routes are marked green on most road maps and road signs are green with white and yellow text.

The DfT will continue to maintain the list of primary destinations that are served by the PRN but the Department plans to give local authorities more autonomy to choose the path of individual primary routes. At present, all changes must be approved by the Secretary of State. Under the new arrangements, the Department will still officially define the network but it will only act to approve local authority decisions and resolve appeal cases.

## Shared space in the dock

Some Local authorities are pursuing shared space street designs because of "hearsay, unwarranted assumptions and a vague faith in human nature", according to a new report by the Thomas Pocklington Trust, a charity for people with sight loss. The comments are based on the findings of research commissioned from Professor Rob Imrie and research fellow Marion Kumar of King's College London's department of geography.

The report calls for more guidance on shared space, including on matters such as tactile paving and corduroy strips for delineating vehicular and pedestrian areas. They also recommend that councils engage users of the street environment much earlier in the development of schemes.

Shared space schemes break down traditional demarcations between cars, pedestrians and other road users to facilitate a sharing of streetspace. Schemes can include the removal of railings and signs or creating shared surfaces by removing all delineations between roads and pavements.

The researchers conducted interviews with policy officers and access officers in ten local



authorities in the South East, as well as people with sight loss, civil servants and representatives of national organisations. They also undertook case studies of shared spaces in Bromley, Brentwood and Brighton.

They say the motivation for many shared space schemes is a belief that the new street environment will revitalise town centres.

But they say local authority officers are not always well-informed about the evidence base for shared space schemes.

## Environmentalism costs the UK dear

The UK spends considerable sums on environmental protection with questionable benefits, according to Infrastructure UK's review of project costs. IUK interviewed 120 major infrastructure clients and contractors about project costs. "Opinion was very strong that significant sums were involved in meeting environmental requirements, often to limited perceived benefit," it reports. "Contractors have suggested that, for road construction, compliance with environmental regulations and related third party constraints can add as much as 10 to 15%

to the cost of the infrastructure. A common view – expressed by 70% of respondents – is that the UK complies with EU legislation and regulations more vigorously than other European counterparts."

Talking more generally about the UK planning regime, IUK says: "Complex, overlapping and unclear compliance and consents regimes adversely impact on the deliver of public and private sector investments. There is a consistent view of industry that the paperwork involved with 'demonstration of compliance' is not cost-effective."

## Flasher loses appeal

A driver fined for flashing his headlights to warn motorists of a police speed camera has lost an appeal against his conviction. Michael Thompson, 64, was pulled over by officers in Grimsby last July after warning several oncoming cars. He was fined £175 and ordered to pay £250 costs after being found guilty in January of obstructing a police officer in the course of her duties. He appeared at Grimsby Crown Court where a judge dismissed his appeal bid.

Speaking after his conviction by Grimsby magistrates, he said: "I believe that speed traps cause vehicles to brake harshly at times. I stand by what I did. What I did was right and lawful. Thompson said he was disappointed by the judge's decision not to overturn his conviction and said he planned to take his case to the High Court. He said: "It's not about expense, it's about the truth. All of this is rough justice and it's not right."

## M1 limit to drop?

Low Emission Zone for buses and lower speed limits on the M1 are among the top priorities in a draft air quality action plan being considered by Sheffield City Council's cabinet. The action plan aims to cut nitrogen dioxide and particulate concentrations in the Air Quality Management Area (AQMA) that covers the whole of Sheffield excluding the area of the council within the Peak District.

The Low Emission Zone (LEZ) would be focused on Sheffield city centre and initially only apply to buses. The council may stipulate a minimum Euro engine standard for buses entering the city centre.

Sheffield wants to persuade the Highways Agency to use variable speed limits to reduce vehicle speeds on the M1 through the city during times of poor air quality. The Government has plans to install a managed motorway system on the M1 between junctions 32 and 35a through Sheffield, with work on site due to start before April 2015.

## in brief...

► Thousands of Spaniards gathered in Madrid's Puerta del Sol square to protest against the recent reduction in Spain's speed limits. The reduction from 120 to 110kmh (75mph to 69mph) was put into force in March, but the group Movimiento 140 (88mph) has been pushing to increase the speed limit to 140kmh. "We don't need to be forced to drive at 110. It would have been better just to make recommendations on how to save petrol while driving," said Pedro Javaloyes, spokesman for the group.

► A project aimed at doubling the number of regular cyclists in Bristol has failed to reach its targets. Bristol was awarded £22m in 2008 and named Cycling City to encourage residents to ride bicycles. But according to the city council, in 2008, there were 25,000 bike users in Bristol while there are now around 33,000. About two-thirds of the £22m was spent on cycling infrastructure, such as 13 miles of off-road cycle tracks.

► Motorists who leave their engines idling will be hit with fines of up to £120 under plans drawn up by Boris Johnson. The Mayor wants to target drivers of delivery vans, taxis, buses and school-run mums to tackle air and noise pollution.

► Derby City Council is to remove bus lanes on two of the city's main roads. The Conservative-controlled council has announced the removal of the lanes from Duffield Road and Kedleston Road. The Kedleston Road bus lane was introduced by the previous Liberal Democrat administration last June and the Duffield Road lane was introduced in 2007 by the previous Labour administration.

► A taxi driver has been forced off the road - because his car is the wrong shade of silver. Asif Khan has worked as a taxi driver in Manchester for seven years. But when he decided to swap his silver VW Passat to a silver Honda Accord, he was told by Manchester council that his badge couldn't be renewed as the new car didn't meet the town hall's strict colour code, brought in to help crackdown on bogus taxi drivers. But Khan, claims there's virtually no difference between his new taxi and the chart of accepted colours.

► Cambridgeshire Police decided it would be a good idea to replace its conventional panda cars with a fleet of electric vehicles. But the plan has had to be scrapped because the model chosen wouldn't go fast enough for chasing escaping villains and conked out after 30 minutes because the battery kept going flat. So while the criminals were making good their getaway, Cambs Police would be in slow pursuit, pushing their patrol car into the nearest lay-by, where it could take six hours to recharge...

► Brake is calling for speed limits on rural roads to be slashed to 50mph – or 'even lower'. It's on the back of a survey which claims almost half of drivers are guilty of overtaking at 'lethal speeds' on rural roads. "It's high time we tackle this irresponsible and downright dangerous love of speed on our roads" said Ellen Booth, Brake's campaigns officer. Quite right too...

## in brief...

► The Seven West Midlands councils which form the West Midlands Casualty Reduction unit have announced a £1.9m cut to the region's camera partnership. The area, second only to London in the number of speed cameras in the country, has said it can no longer afford to finance them.

► Shadow transport secretary Maria Eagle has said she wants to shed the image in some quarters that the Labour Party is anti-motorist. "By the end of Labour's period in Government, I think there was a perception among motorists that we were not their friends. The perception was that we were about soaking them for money." Eagle floated the idea of using average speed cameras to reward motorists who observe the speed limit. "I have seen lately this idea that if you could use the information you get from these cameras, to have a lottery, a draw of those who drive under the speed limit," she said.

► A website to help road safety practitioners evaluate their education, training and publicity has been launched by RoSPA and the DfT. At the heart of the Road Safety Evaluation website is an interactive tool that helps practitioners define exactly what they're doing and why, allows them to design and carry out their evaluation, and promotes the publication and sharing of results. The site, at [www.roadsafteyevaluation.com](http://www.roadsafteyevaluation.com) - also includes background information and guidance about evaluation.

► Parts of one of the busiest dual carriageways in Greater Manchester are to be hit with a 20mph speed limit and limited to one lane for cars. The Crescent and adjoining Chapel Street on the A6 are a main route from Salford into Manchester city centre. But Salford council is to remove one of two traffic lanes from both sides of the road. Instead there will be a bus lane, a cycle lane and one for motorists. The scheme has been branded 'crazy' but town hall bosses say the aim is to reduce the huge volume of traffic using the route.

► Police have been told to put samples from drink drivers on ice after the biggest forensic science provider was axed. A leaked memo revealed staff at the Forensic Science Service have stopped processing blood and urine samples in motoring cases. It comes after the Government announced the loss-making FSS would be wound down by March 2012, which will make it harder to catch criminals and bring them to justice. Police lab staff have been told to refrigerate samples taken from drivers caught drunk or high on drugs behind the wheel as officials try to find a private company to take on the workload.

► Scotland's transport minister has launched a review of Scotland's roads after a report found more than a third were in an unacceptable condition. Keith Brown said he had accepted the main recommendations of an Audit Scotland report which found the maintenance backlog for repairs had risen to £2.25bn. The review is expected to lead to a road maintenance summit in the autumn.

## Camden caught out by CCTV

**A** local authority may have to refund tens of thousands of pounds after 50 motorists a day were fined for making a wrong turn - even though a road sign instructed them to do so. Camden council admits 1414 drivers could have been wrongly given penalty notices for making a right-hand turn towards Midland Road at King's Cross, just as a diversion sign indicated. The motorists were filmed by a CCTV car parked near the turning in Camley Street during a four-week period in October and November last year during which the sign was in place. They were issued with fines through the post.

Locksmith Laurence Wynter, 45, won an

appeal against his fine after he returned to the site next to St Pancras station and took photographs. He said: "I am livid because I have spent a lot of time defending myself. I have had to go back to the site myself to get evidence, which most people wouldn't have done. I wanted the council at least to pay me back what it cost me to park when I went back to the junction, but they point-blank refused. The council should let off all the other people who have been caught."

Camden council claims the diversion sign had been tampered with and denied the CCTV car was purposefully trying to catch out drivers.

## Urban average cameras go live

**T**he UK'S first average speed camera system on an urban road has commenced operation in East London. TfL has replaced fixed and mobile speed cameras with 84 average speed cameras installed at 37 locations on an 11.8km stretch of the A13 between the Canning Town flyover and the Goresbrook Interchange. The speed limit along much of the road has been raised from 40 to 50mph.

"The new speed limits are more appropriate for the design of the road and, in conjunction with the average speed cameras, are expected to lead to consistently lower speeds than before the scheme was implemented," said London's

transport commissioner Peter Hendy, who claimed there had been almost 500 collisions on this stretch of road in 2006-08 "and nearly half were due to speeding".

He said the camera system would also be extended 6km eastwards, from Goresbrook to the Essex County Council boundary. The work will begin this summer. The RedFusion average speed cameras were supplied by RedSpeed International. They're capable of enforcing the speed limit on a road with multiple entry/exit points. A TfL spokesman could not reveal the cost of the scheme, saying it was "commercially sensitive".

## Traffic lights to be reduced?

**A** thorough review of traffic signal policy has been called in a new report published by the RAC Foundation. The report, *Every second counts*, urges councils to assess whether all their signals are necessary and consider if signal strategies are giving undue priority to pedestrians over motor traffic. It also says the DfT should revise its traffic signal guidance.

Report author Irving Yass says DfT data shows the number of traffic lights installed on Britain's roads increased by more than 30% between 2000 and 2008. He says more councils should follow the lead of authorities such as Bristol, Reading, Westminster and Ealing who have recently removed or switched off some signals permanently or in trials. And the DfT should permit trials of switching signals to flashing amber when signal control is unjustified - for instance, at some junctions during the night.

Yass, a former DfT civil servant, is concerned about the growing use of full pedestrian crossing phases that turn all the vehicle signals at a junction to red. The number of such junctions in London increased from 481 in 2000 to 783 in 2010.



He says their increased use represents "a major policy shift that has taken place without any analysis of the benefits in terms of accident reduction and time savings for pedestrians or the costs in terms of delays to traffic".

He also recommends that councils review the length of green man phases, noting that a TfL trial in 2009 reduced the green man time at a number of junctions from ten to six seconds (the DfT guideline). The trial increased vehicle throughput by 6.5%, with no impact on safety.

## Stay informed

### Email groups

Keep abreast of what the ABD is up to by subscribing to the ABD Action mailing list. Join the list by emailing [abd-action-owner@yahoogroups.com](mailto:abd-action-owner@yahoogroups.com) with your name and membership number. Get even faster updates via Twitter ([twitter.com/TheABD](https://twitter.com/TheABD)) and Facebook ([www.facebook.com/associationofbritishdrivers](https://www.facebook.com/associationofbritishdrivers))

### Forum

You can discuss issues with other members by registering on our online forum. The forum is split into both topics and regions, so whether your concern is a particular topic such as speed limits, or something happening in your local area, you can easily find other members to advise and assist you. Full details of how to register can be found on the members' website.

### Website

The main ABD website ([www.abd.org.uk](http://www.abd.org.uk)) is available to everyone, and there's a members' site at [members.abd.org.uk](http://members.abd.org.uk) – both contain mountains of information on a diverse range of subjects, with dozens of links to other websites which may help you in your research. Log on to to find out more or email the ABD webmaster – Chris Ward – at [website@abd.org.uk](mailto:website@abd.org.uk)

### OTR – go electronic

You can save the ABD lots of money if you opt to receive each issue of *On The Road* electronically, rather than as a hard copy – you'll also see it far quicker. To go electronic please email [membership@abd.org.uk](mailto:membership@abd.org.uk) using the subject header **electronic OTR**. Please use this header and no other to ensure your email isn't binned as spam.

### OTR in cyberspace

OTR31 onwards are now available as PDFs, which you can obtain from Chris Medd or download from the ABD website.

### Speed limit objection packs

The ABD has prepared an informative action pack which sets out in detail the process by which local authorities set speed limits, and the rights that every member of the public has to object to the imposition of new or reduced limits. The pack costs £5 to non-members, but is available free to current members. Please send a large SAE (30p) to:

**3 Wheatcroft Way  
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[malcolm.heymer@abd.org.uk](mailto:malcolm.heymer@abd.org.uk)**

## Help out

### ABD publicity material

If you'd like copies of any ABD literature please contact Susan Newby-Robson (details overleaf), but please don't over-order as printing costs are high.

### ABD merchandise

Via Zazzle, the ABD has a store where you can buy promotional and campaigning items. The ABD earns a small commission on sales; log on to [www.zazzle.co.uk/theabd](http://www.zazzle.co.uk/theabd) and if you order something, please click Join fan club on the Store front page to help promote us.

### Affiliated organisations

The ABD runs an affiliation scheme, allowing groups which support the ABD to formally recognise the work we do. Overleaf is a list of the groups currently affiliated, along with contact details for Terry Hudson, the affiliations contact. If you're a member of an organisation which you think should support the ABD, please let Terry know and we'll endeavour to sign them up.

### Business cards

Business cards are available from the membership secretary if you're representing the ABD.

### Complain

Object about proposals for traffic calming and speed limit reductions. Few people do, which is why they happen.

### Facebook

Follow us on Facebook at [www.facebook.com/associationofbritishdrivers](https://www.facebook.com/associationofbritishdrivers) where you can comment on posted articles, find out about press articles you can comment on, and by sharing

some of our updates, encourage your friends to support us too.

### Fighting fund

The ABD has a fighting fund to which you can donate any amount at any time. You can also donate by standing order if you wish to give a regular sum. Please contact the membership secretary for more information; she'll send you the relevant form to fill out.

### Joint memberships

These are free and help us to increase the size of the group easily. If your partner/spouse isn't a joint member, please sign them up if you can – just contact the membership secretary to do so.

### Local/regional contacts

Have you been in touch with your local co-ordinator recently? Advise them of anything local you see, find out how you can help campaign locally. You can find out their details on the members site (<http://members.abd.org.uk>). If there's no local co-ordinator for your area, perhaps you can take on the role – more details on what is involved can be found on the members site.

### National committee

The ABD's national committee is always keen to increase its effectiveness, which means getting more members involved. An ability to function effectively and diplomatically in committee email discussions across a wide range of issues is essential, and ideally, after an acclimatisation period, new recruits would eventually become a media spokesman too. There are usually around four committee plus (up to) two members'

meetings each year, which you'd ideally be able to attend. If you reckon you could get involved, just contact Brian Gregory ([brian.gregory@abd.org.uk](mailto:brian.gregory@abd.org.uk)), Brian MacDowall ([brian.macdowall@abd.org.uk](mailto:brian.macdowall@abd.org.uk)) or Bob Dennish ([national@abd.org.uk](mailto:national@abd.org.uk)) and they'll do the rest.

### Twitter

Follow us at <http://twitter.com/TheABD>, where you can stay up to date on what's happening. Find out about press articles you can comment on and retweet our posts to spread the word. You can also use Twitter to update us on things you see, if you make sure we're following you. If you're in Birmingham, East Midlands, Herefordshire, Kent, North West, Rutland, Scotland, Staffs, or Warwickshire we have a local Twitter account too: <http://twitter.com/TheABD/local>

### Write to the press

Take the time to reply to anti-car articles and letters in the local press. Not only do you get to respond to information already published, but you may be able to get a debate going – and could even become a local point of contact.

### Contact your MP

Write to your MP regularly, reminding them of their duty to stand up for drivers. MPs are listed by name & constituency on the Parliament site ([parliament.uk/directories/directories.cfm](http://parliament.uk/directories/directories.cfm)). Many MPs have their own email, but if you use the Parliament webpage to email them, it's involved. It's often better to check their constituency website (if they have one) for contact info. Make sure you state clearly you're a constituent to get priority in a reply. Conservative shadow ministers are listed at [conservatives.com](http://conservatives.com)

# national & regional contacts

We are always pleased to hear from members who can offer support or need help. But remember that the ABD is a voluntary organisation – funded only by its members' subscriptions – and is staffed by unpaid volunteers who do their best to help members. **So please, no phone calls after 9pm!**

## Affiliated organisations

- ▶ American Automobile Club
- ▶ BMW Car Club
- ▶ CIPS (Choice in Personal Safety)
- ▶ Citroen Car Club
- ▶ Driver Awareness
- ▶ Jaguar Drivers' Club
- ▶ NO2ID
- ▶ Parkingticket.co.uk

- ▶ Professional Drivers' Association
- ▶ Renault ClioSport Club
- ▶ Safe Speed (safespeed.org.uk)
- ▶ South East Lotus Owners' Club
- ▶ Subaru Impreza Drivers' Club
- ▶ The Independent Porsche Enthusiasts' Club
- ▶ Triumph Stag Enthusiasts' Club

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