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## Editorial

*This edition seems to have turned out to have a major focus on speed cameras, which is certainly a topical issue after the RAC Foundation published a report on their effectiveness. I undertook the task of writing a rebuttal for the ABD which is summarised herein.*

*Also in this edition is an article on the London boroughs' Transport Local Implementation Plans which are currently being published. These will cover what the boroughs do (within the Mayor's Transport Strategy) for the next few years so they are worth reviewing.*

*Don't forget to send in your comments on any of the articles for publication in this newsletter.*

Roger Lawson,  
Editor

## Revised London Penalty Charges



We have covered in previous Newsletters the public consultation on changes to parking penalty notice charges in London (or the euphemistically named "Additional Parking Charges" as they like to call them).

London Councils are proposing the following changes (subject to ratification by the Mayor of London and the Secretary of State):

- Withdrawal of parking penalty band C (the lowest band which is no longer used by any boroughs).
- A £10 increase in the higher-rate penalty of both bands A and B.
- Scrapping the previous dispensation for parking in a residents bay if you could claim you were visiting a resident.
- An enhanced rate of £200 on the Olympic Route Network
- A £10 increase in the penalty for contravening bus lanes, minor moving traffic offences and driver's contraventions of the London Lorry Control Scheme.

The full report on the changes and the consultation results can be found at:  
[www.londoncouncils.gov.uk/committees/agenda.htm?pk\\_agenda\\_items=4286](http://www.londoncouncils.gov.uk/committees/agenda.htm?pk_agenda_items=4286)

As regards the level of charges, the general public, businesses, and road user groups all wanted charges to be reduced or stay the same, whereas the London boroughs all wanted an increase, or no change. So what did London Councils (controlled by the boroughs) decide to do? They compromised on a small increase. It's clearly not an unbiased result when the decision favours those with most to gain from an increase.

A letter to the Mayor of London and the Secretary of State requesting them to block these recommendations has been sent by the ABD. However the Mayor responded with a reply which suggests he did not even understand what powers he held so another letter had to be sent.

Newham has taken a different stance because it is intending to change all its Band B charges to Band A (so the whole borough becomes Band A). This will increase charges by 50% or more. *(Editor: The justifications given seem flimsy in the extreme – this simply looks like another revenue raising proposition as being pursued by other London boroughs).*

However one good thing that might come out of the consultation, and was raised very specifically in the ABDs submission, is that a piece of research is being commissioned on the methodology to measure compliance with parking regulations, and set an agreed benchmark.

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### TfL Traffic Offence Profits

The information provided in our last newsletter on the profits that Transport for London makes from parking and other traffic offence enforcement appears to be incorrect. The actual breakdown of revenue is as follows:

<b>TfL Traffic Enforcement Gross Income 2009 / 10 (£'000s)</b>	
Bus Lane	1,392
CCTV (parking/loading)	14,210
Moving Penalties	5,944
Dispensations (red routes)	554
Traffic Warden PCNs	7,495
<b>Total Income</b>	<b>29,595</b>

With the previously declared figure for associated costs of £12.6m that means they made a profit of £17m, not the £9.5m previously stated.

*(Editor: It is unfortunate that the information reported to you relies on that obtained from TfL using FOI Act requests.*

*They consistently delay producing the requested information, usually produce the wrong information, fail to respond to certain questions, and in this case actually gave grossly misleading information. TfL is much worse than the London boroughs and other organisations in this respect. Yet another complaint has been sent to them about this problem).*

### Pickles Views



This is what Government Minister Eric Pickles had to say recently, when he announced the dropping of a supermarket parking levy:

*“With the price of groceries rising, it would be wrong to introduce a new parking stealth tax on hard-working households. As someone who was brought up in a corner shop, I know how every penny makes a difference when families pay for their weekly shop.*

*Accessible parking is vital to the lifeblood of the local firms. Hiking parking charges and turning motorists into a cash cow is a false economy – as it drives shoppers away.”*

*(Editor: It is a pity that the same views don't seem to be held by local borough politicians in London).*

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### Richmond Parking

The London Borough of Richmond is proposing to adopt a new “Customer Focused Approach” to Parking Enforcement. As the report to the council says, “parking enforcement can often be seen as being high handed, aggressive and simply used to raise revenue”. The proposed new policy is claimed to be more “humane”.

Parking wardens will be known as “Community Enforcement Officers” and the back of their jackets will carry the message “Can I help?”.

Such staff will be deployed in small teams in a particular area and will also be able to deal with other street issues such as fly-tipping, graffiti, skips, etc, so that they will build up community knowledge and respect. They will be expected to advise motorists on parking matters, rather than just issue tickets.

More warning or reminder letters will be used where a PCN is issued and an appeal or representation made. This will particularly apply if it is a minor infringement such as overstaying the time on a ticket. The council might lose as much as £50,000 in revenue per annum from this change.

Although more static cameras to enforce parking are proposed, there will more notices of their presence. To allow for the fact that people may not be aware of infringements and in the meantime get multiple PCNs, the subsequent ones will be cancelled if there is no history of past infringements. The council might lose £300,000 p.a. from this change.

A review of all parking signs will be undertaken to make sure they are clear and understandable.

All the changes will cost the council £225,000 per annum, but the council is saving £729,000 p.a. from a new contract with the external provider and getting additional revenue of £318,000 from council staff parking charges.

*(Editor: A very meritorious proposal on the whole, but I personally am opposed to all kinds of camera enforcement. The council seems to be ignoring the recommendations of the Secretary of State that CCTV enforcement should only be used where enforcement is difficult or sensitive and Civil Enforcement Officer enforcement is not practical).*

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## Congestion Tax is a Tax



The Mayor of London Boris Johnson has conceded that the Congestion Charge is a Tax. This will no doubt please all those foreign embassies which have refused to pay on that basis.

He did this when promoting the removal of the Western Extension at Westfield Shopping Centre just before it ceased – see this video on YouTube:

[www.youtube.com/watch?v=jL41FyjBp3c&feature=related](http://www.youtube.com/watch?v=jL41FyjBp3c&feature=related)

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## 20 Mph Speed Cameras – The Facts



After a lengthy investigation (and numerous FOI Act requests, which as usual TfL managed to avoid fully responding to for a long time), here is some more information on the proposals. The cost of the proposed cameras (for example on Fitzjohns Avenue, Hampstead as in the picture above), is at least £100,000 per set according to a member of staff of TfL. That means to cover a very short stretch of the road above, the cost is at least £400,000 to cover the entry/exit points on the main road and two side roads.

A complete list of the roads proposed by local boroughs and the four which were selected for future trials is in the newsletter (No. 1) issued by the “No 20 cameras campaign” which can be obtained from this web page:

[www.freedomfordrivers.org/No20cameras\\_newsletters.htm](http://www.freedomfordrivers.org/No20cameras_newsletters.htm) .

It is interesting to point out that on at least two of the proposed roads, the 85<sup>th</sup> percentile of traffic speed was over 30 mph! In other words, imposing a 20 mph speed limit would be inappropriate without some road engineering measures to ensure compliance. But no such measures were proposed of course.

*(Editor: It seems ridiculous to spend this kind of money installing such cameras, plus of course the typical running cost of £50,000 to maintain and operate them, when much cheaper alternatives such as speed display devices could be just as effective. The fuller arguments against these devices are of course given on the dedicated campaign web site of [www.no20cameras.org](http://www.no20cameras.org) ).*

### **Supporters Update**

This information was recently issued to supporters of the campaign against these cameras:

“You are probably wondering what is happening on the proposed trials of 20 mph average speed cameras in London. Not a lot seems to be the answer.

I have been unable to confirm whether these trials are proceeding, or when. There seems to be some commitment to go ahead at some point in time, but I suspect they have been put on hold simply because of lack of funds to pay for them. As previously pointed out, the schemes are enormously expensive, particularly in comparison with the likely benefits, and it is quite likely that with the cut backs in TfL budgets which are the result of the reductions in funding from central Government, that there is simply no immediate prospect of finding money to pay for them.

I mentioned in the last newsletter that I had written to Boris Johnson and Peter Hendy challenging the merit of these trials. No response from the former so far, but David Brown (Managing Director - Surface Transport) has responded on behalf of Mr Hendy. The letter simply ignored most of the original points I made, or made rather stupid responses, so I have sent him another letter.

For example, it claimed that there had been public support for these trials, when no public consultation has been undertaken on the subject.

It also claimed that there was no invasion of privacy if cars were monitored by cameras rather than the occupants of them. Do you perceive the difference, particularly when the occupants are prosecuted as a result?

I will keep a watching brief on these proposed trials but until TfL actually commit to do something it is difficult to progress the campaign against them. R.W.L.”

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### **Surveillance by Cameras**



One of the issues that became apparent when researching information for the “No 20 cameras campaign” was the extent of surveillance of the public by cameras. The UK has more surveillance of the population by cameras than almost any other country, with 4.2m cameras in total (one for every 14 people). London is an extreme example of this with 780 speed cameras, several hundred that monitor the Congestion Charge zone, cameras used for traffic management that monitor major junctions and main roads, bus lane cameras, cameras that monitor yellow box junctions, cameras that monitor parking bays, security cameras that monitor public buildings, open spaces and sensitive locations, and thousands more of private cameras that monitor homes, offices and other premises plus the surrounding areas.

That does not take account of the monitoring of all your payments, your emails and your use of Oyster cards and Freedom Passes (which enables you to be tracked on public transport). According to a report published in 2010 by the Surveillance Studies Network, the UK is the most monitored industrial Western country because we have looser privacy and data protection laws.

### **You Can Never Be Lost**

One interesting example of the extent of camera surveillance was the recent case of Mohammed Bellazrak. He lives in Trowbridge, Wiltshire and took his wife to Gatwick airport. He then spent 3 days trying to find his way home. The police were alerted and managed to identify that his car had been in numerous towns in Berkshire, Buckinghamshire and Oxfordshire by inspection of ANPR records. He was eventually flagged down at 2pm on Christmas Day when a police patrol car camera was activated in Abingdon.

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## RAC Foundation Report



Many readers of this newsletter will have already read the rebuttal that the ABD produced of the Report on the Effectiveness of Speed Cameras by the RAC

Foundation. But here's a condensed summary of the arguments the ABD presented (for the full commentary, see:

[www.abd.org.uk/topics/speed\\_cameras/SpeedCamerasDoNotSaveLives.htm](http://www.abd.org.uk/topics/speed_cameras/SpeedCamerasDoNotSaveLives.htm) ).

The RAC Foundation Report on Speed Cameras makes many claims, mostly unsubstantiated, about their effectiveness but it totally fails to tackle the key issue. Are there better, more cost-effective solutions available?

It is indisputable that excessive speed, meaning speed that is inappropriate for the road and traffic conditions at the time, can be a contributory factor in many accidents. Speed exceeding the speed limit is a factor in only 10% of accidents - which is all speed cameras can hope to tackle, rather than inappropriate speed in general. So it is one of the lesser contributory factors as reported by the police when they attend accidents, but it is also true to some extent that higher speeds increase the severity of injuries when they do occur.

But there is more than one way of tackling these problems and if we waste money on the most expensive method, while ignoring cheaper options, then we are doing a disservice to the community. If money is wasted on solutions that are not the most cost effective, then lives are lost because if that same money was spent on better solutions then more lives would be saved. But the report produced by Professor Allsop for the RAC Foundation totally ignores this point and concentrates solely on the evidence in favour of speed cameras.

Indeed it also ignores the contrary evidence, and even the data it does contain is hedged around with numerous uncertainties – not that this has prevented the RAC Foundation from presenting

the evidence as “unequivocal” when it obviously is not. So the view of the Association of British Drivers is that it is a polemic rather than a soundly based scientific study. Let me explain these points further, as briefly as I can:

### **Better Solutions**

The evidence presented in the aforementioned report shows that speed is reduced where speed cameras are installed (particularly for fixed camera sites). That's not particularly surprising. But the level of reduction is relatively small. That same reduction could well be achieved by the use of speed display devices, otherwise known as Vehicle Activated Signs (VAS). Indeed a study by TRL showed that these were probably just as effective as speed cameras at reducing accidents, and because they are much cheaper to both install and operate, it has been calculated that they are about 50 times more cost effective than cameras. They also have wide public acceptance because they don't result in morally innocent people being taken to court and prosecuted for trivial oversights (and the risk of loss of one's livelihood which can be of particular concern to driving instructors for example).

In addition, the same amount of money could be spend on road engineering works to reduce the risk of accidents, which again have been shown to be several times more cost effective in the past. This can range from major works such as motorways, which increase speeds while at the same time reducing accidents, to simple minor road realignments or junction improvements, often at very small cost. In the meantime a camera costs £50,000 to install and the same money to run every year (almost all of which goes in operating the system, leaving minimal surplus revenue).

### **Contrary Evidence Ignored**

There is now quite a body of evidence that tends to weigh against the effectiveness of speed cameras, which was not apparently reviewed by Prof Allsop. For example, the downward trend in accident statistics in the UK leveled off after money was spend on tackling speeding and the installation of speed cameras rather than on other road safety measures.

Indeed most of the claims for accident reduction from cameras can be assigned to the general trends in accident and injury reporting. Improved in-car safety, better medical treatment, better vehicles and increased under-reporting of accidents have all led to consistent reductions in reported injuries, particularly to minor and even to serious injuries. Separating out the impact of cameras from the general trend, and accounting for the statistical “return to the mean” is a very difficult task which the Allsop report makes a very poor stab at in our view. Indeed most road safety engineers will tell you that fatalities are now becoming ever more difficult to tackle because most of such accidents involve drink, drugs or other criminal activity or vehicle occupants were recklessly not wearing seat belts. It is inconceivable that speed cameras would have much impact on most of these accidents.

### **Bad Science**

One problem with the RAC Foundation Report is that Prof Allsop has used his judgement to estimate the benefits of speed cameras, based on his review of the existing published studies (but mainly on one or two UK ones). But a detailed analysis reveals major problems in the scientific basis of these studies. Data is selectively reported (and often by the people who have a financial interest in “good” results). There are no proper “controls” in the sense of control groups outside the experimental area, no adjustments for traffic volume changes or other changes to the environment, inconvenient data is ignored and there are a number of other failings. Indeed Prof Allsop mentions the Cochrane Review of many international speed camera studies, but downplays what they say about the problems therein – for example the lack of “methodological rigour” and the absence of any properly controlled trials (to quote “the assessment of the quality of non-randomised trials is problematic”).

The Allsop report also fails to mention the problem of the impact of experimenting on people. Their suggestability tends to result in any claims for new road safety methods being self fulfilling – at least for a while.

In summary, the data from these studies is problematic at best, and the conclusions to be drawn even more so. There are no “statistical confidence limits” in the scientific sense that can be applied to the resulting estimates derived by Prof Allsop. We have the well known symptom of “garbage in” resulting in “garbage out” in the view of the ABD.

The only definitive conclusions that can be drawn from the evidence presented is that speed cameras can reduce speeds in the immediate vicinity of fixed camera sites. All the other claims in the Allsop report are unproven, and other experts might well come to quite different conclusions from the same data. The effect of speed cameras may be nil, or it may be no greater than the effect of putting up a warning sign, which costs a trivial amount in comparison.

### **A More Enlightened Approach**

The Association of British Drivers has always argued for a more enlightened approach to the issue of traffic speed. It is simply not effective to try and force people to adhere to speed limits imposed by writ, particularly when they are often set below the appropriate speed by politicians with little understanding of the issues. Drivers turn off their brains if they religiously follow speed limit signs without thinking. What we need to do is to train people to drive at the most appropriate speed. That might be different for different people, in different vehicles and in different road conditions.

But even if that cannot be done, I re-iterate the points made above. The Allsop report fails to cover the evidence for or against speed cameras properly, and it is already obvious that there are more cost effective solutions to the problem of inappropriate speed.



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## Speed Cameras on the A13

TfL have installed 84 average speed cameras on the A13 in East London, replacing a number of fixed cameras. TfL claimed there were 500 collisions on the road between 2006 and 2008, of which nearly half were due to speeding. But the speed limit has been raised from 40 to 50 mph because TfL believe the cameras will be more effective in controlling speeds and accidents.

The cameras used are RedFusion cameras from Redspeed. TfL refused to disclose the cost of the scheme, but bearing in mind the figures quoted elsewhere in this newsletter for the cost of such cameras, the total cost may be as much as £8 million. That's just the capital cost and ignores the cost of operating them.

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## Local Implementation Plans

Following the publication by the Mayor of London of his Transport Strategy, the local boroughs have to produce their own transport plans for the next few years – these are called “Local Implementation Plans” or “LIPs” for short. A review of a couple of them is given below.

Note that I would encourage ABD members who live in other boroughs (or other readers of this newsletter of course), to obtain their own boroughs plans – these are often put on the boroughs web site.

### **Bromley**

Bromley residents have more cars than most other London boroughs (only Harrow and Hillingdon have fewer households without access to a car). They also suffer from the lowest level of vehicle delay per mile of main road, but are still concerned about traffic congestion.

The report complains of poor “transport connectivity” and cites Farnborough hospital (Locksbottom) as an example – inadequate on-site parking with poor public transport links also. They are certainly right there.

There is a proposal for a new car park at Locksbottom and also a second “deck” at Orpington Station mentioned on page 43 which are surely good ideas.

They correctly identify poor orbital links as a problem and the need to widen the A21 south of Bromley. But they desire extensions of Tramlink and DLR to serve the borough, when of course Tramlink is financially a non-starter however popular that idea might be.

Page 21 of the report talks about climate change and as they point out, as there is heavy reliance on road transport this leads to relatively high carbon emissions. They then go on about “car dependency”. Your editor has complained about the use of this term before to describe the rational behavior of Bromley’s citizens and he will do so again.

Page 25 talks about “restricting non-essential traffic, in residential areas” as one of the LIP’s objectives. Who is to judge what is essential and what is not?

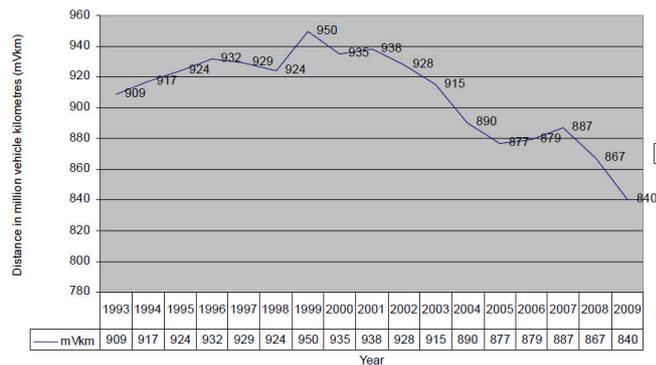
Page 29 talks about taking on the power to enforce moving traffic offences, which will enable the enforcement of box junctions. This is despite the fact that TfL have shown this impedes the flow of traffic rather than improves it. In essence this is clearly a scheme to raise money from motorists.

Page 30 discusses “keeping the operation of bus lanes under review, and continuing camera-based enforcement of infringements”. The major revenue earner in this regard is the Sevenoaks Way bus lane in Orpington. Your editor continues to receive regular complaints from drivers given PCNs when they are turning left through the bus lane, and are not impeding any buses whatsoever as the exit is clear. Councillor Smith is clearly reluctant to give up the revenue from this pernicious misapplication of the regulations.

### **Lambeth**

Lambeth’s LIP commences with a good overview of the social problems in the borough.

Lambeth also suffers from some of the poorest air quality levels in the country, which the Air Quality Action Plan adopted in the borough, and the introduction of the London Low Emission Zone in 2008 seem to have had little impact on. NO2 and PM10 levels continue to exceed the objectives at some sites. This is despite the fact that traffic levels are falling and school travel seems to have been subject to significant “modal shift” (i.e. more walking and cycling, less car use).



The above chart taken from the LIP report shows traffic volumes over the last 10 years. *(Editor: odd is it not that this is as good as the reduction within the London congestion charge zone when only a small part of Lambeth is within that zone).*

However they want to reduce it further so they are planning to “manage the demand for travel” and “encourage more cycling and walking”. In other words, “promote sustainable healthy travel behavior” as they put it.

They continue to subscribe to a “road user hierarchy” which “rebalances priorities for action away from the car and towards pedestrians and cyclists, despite the fact that this approach to transport was dropped from the Mayors Transport Strategy (see page 63). So they plan to redesign the road network so that “cycles and motor vehicles can integrate safely with emphasis on design shifted away from motor vehicles”.

The council has an “aspiration to have all residential roads as part of a borough wide 20 mph zone”, including the use of physical measures such as horizontal and vertical deflections, tree planting, chicane type parking and anything else that would reduce driver’s speeds to 20mph.

But they recognise that currently there would be problems with enforcement of 20 mph zones. They mention the possible use of 20 mph average speed cameras, but say “there is a cost implication on the use of these cameras because they are expensive and would not necessarily offer value for money in comparison to our conventional intervention”. *(Editor: top marks then for recognizing the poor cost effectiveness of such cameras already!)*

One interesting aspect on the proposals from Lambeth is that they do not have a “road safety plan”. Instead they have a “Road Danger Reduction Strategy” document.

This commences by claiming that “the roads feel far more dangerous today than they did ten or twenty years ago” even though they admit that accidents have fallen. There is of course no evidence supplied for this claim whatsoever.

They then go on to try and show that motor vehicles are inherently dangerous while cyclists and walkers are not, with the conclusion of course that motor vehicles need to be “controlled” and generally discouraged.

*(Editor: this document is so biased against motor vehicles, it appears to have been written by someone who does not drive. It ignores the numerous advantages in terms of speed, convenience, improved safety and many other factors, and concentrates solely on the disadvantages).*

## No Warrants



The organisation Fair Parking (see [www.fairparking.org.uk](http://www.fairparking.org.uk)) have alleged that bailiffs are taking away cars without having “warrants of execution” provided to cover them. They say this particularly happens in

greater London where Transport for London or the local boroughs should have issued a warrant, which should be in the possession of the bailiff before they take enforcement action. They claim that the bailiffs are therefore regularly breaching the law and are hence are guilty of theft under the Theft Act if they remove vehicles.

For example, Westminster claims to have 180,000 outstanding and unpaid parking tickets for which they have issued 85,000 warrants. But in reality no such legal warrants have been issued by Westminster council. The bailiffs claim to issue warrants but they have no legal right to do so.

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## Drivers Charter in H&F



The borough of Hammersmith & Fulham have launched a “Driver’s Charter”. This is a ten point charter to offer a fair deal to motorists and as part of

the “Get H&F Moving” transport plan. See [www.lbhf.gov.uk/getmoving](http://www.lbhf.gov.uk/getmoving) for details, but it includes such proposals as:

- Reviewing unnecessary traffic lights and bus lanes.
- Removing speed humps subject to local consultation.
- Pot holes to be fixed within 24 hours.
- Create more parking bays, and parking permit charges to “remain competitive”.

There is a feeling that this might be in response to criticism of increased parking charges, but it seems to be a useful initiative. However the details are somewhat sketchy at present.

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## Letters

A letter from Bromley Councillor Julian Grainger was received in response to the item in our last newsletter on the “No 20 Cameras Campaign” and the mention in there that the ABD does not necessarily oppose 20 Mph Zones. Here’s a summary of what he said:

“My view (and that of some colleagues):

- 1) The concept of 20mph zones is flawed. In practice they are virtually unenforceable.
- 2) They risk creating a lottery where 0.1% of drivers exceeding 20mph (but under 30mph) are penalised.
- 3) 20mph is arbitrary - and takes no account of the road conditions.

4) In theory 20mph limits apply 24 hours a day - but given points 1), 2), 3) they will command no respect and compound poor relations between motorists and public authorities.

5) Accidents are mostly caused by mistakes, not speed.

*If there is a specific hazard such as a sharp bend, steep hill or perhaps a school, an advisory (not mandatory) sign suggesting 20mph together with the appropriate symbol is much more likely to be adhered to. By relating to the hazard the lower suggested speed has more credibility. After all – what is the aim in all these regulations? Is it to improve driver behaviour? (?save lives?) – or is to catch out a handful of unlucky drivers and make money?”*

Editor: It is of course worth pointing out that I said the ABD did not oppose 20 mph zones where appropriate and where the “traffic is likely to adhere to the speed limit”. The latter meant that most vehicles should already be travelling near the proposed 20 limit, before it is installed. Looking at the 85<sup>th</sup> percentile of traffic speeds is still the soundest method of determining what the speed limit should be. Also saying we do not oppose them does not mean that we necessarily would support specific schemes.

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## News Snapshots

Sundry news in the last few weeks that is worth a mention is as follows:

+ The BBC reported that Westminster Council have 180,000 outstanding and unpaid parking tickets from the last three years (meaning they are owed £18m). The council is threatening to take offenders to court or tow away those who repeatedly do not pay. They claim drivers of expensive cars such as Mercedes and BMWs are the worst offenders.

*(Editor: As you will have seen in our recent newsletters, not only does Westminster make more profits from parking than any other London borough, they also divert some of it to non-transport related expenditure. In addition they have brought down the wrath of motorcyclists for imposing parking charges on them, and generally from reported experiences seem to have an oppressive enforcement regime.*

Perhaps the unwillingness to pay parking fines in Westminster simply reflects the poor “customer relations” that their regime has engendered? See elsewhere in this newsletter for the more enlightened approach taken now in Richmond).

+ Croydon Council are proposing to remove speed humps when the roads are resurfaced in Edgehill Road, Galpins Road, Downsview Road and Castle Hill Avenue, subject to public consultation. What are two good reasons to remove speed humps? Firstly if there is heavy snow, the snow conceals the humps and this makes them positively dangerous. This is particularly so for cycle and motorbike riders. Secondly they prevent use of snow ploughs on the road.

+ Peter Morgan has pointed out a peculiar oddity in Croydon and he has complained to the council about it. Namely that there is a bus lane on the A23 Coulsdon By-Pass, but no scheduled buses run on this route. So only the occasional coach uses it.

+ Ealing has scrapped the trial of the usage of bus lanes by motorbikes. The claim is that accidents involving both motorbike and cycle accidents have increased as a result based on this trial and others by TfL.

+ Digital map specialist Navteq claims that London is now the worse city in Europe for traffic congestion. Paris is second and Dublin third.

+ Islington is proposing to introduce a “roamer” scheme that will allow residents with a parking permit to park anywhere in the borough, not just near their own properties. However residents around tube stations, hospitals and other venues have complained vociferously that it will make parking impossible for them. Others saw it as a sop to residents to accept increased parking charges. *(Editor: Apart from the fact that I am opposed to permit parking schemes altogether, I think this proposal is remarkably silly. Why only Islington residents, why not residents from anywhere else in London – or for that matter the whole country?)*

+ Richmond has confirmed that it is reversing its previous policy of CO2 based parking charges. These were brought in by the LibDems in 2006 who were subsequently ejected from power by the electorate. There was a vociferous local campaign against these charges, supported by the ABD. In terms of permit parking permits the scheme had minimal impact on the vehicles used by residents – for example a drop of 1.34% and 0.05% respectively in the highest two vehicle categories for emissions (and that drop could have taken place for other reasons such as the higher cost of petrol).

+ Residents of Blackheath (L.B. Lewisham) are complaining about a new bus lane enforcement camera in Montpelier Vale. It has issued 3,742 tickets in just three months. The problem is that it is almost impossible to avoid entering the bus lane temporarily if you follow the normal traffic flow past the station, and if you wish to avoid blocking other traffic wishing to turn to the right. *(Editor: Yes this looks like another revenue raising measure with no sound justification on traffic management grounds).*



+ Brian Coleman, cabinet member for the Environment in Barnet, who previously seemed to be friendly to motorists, has incurred the wrath of local residents by increasing parking charges substantially. Despite him removing speed humps in the borough (he even spoke at one of our ABD meetings), he is increasing residents parking permits from £42 to £100, scrapping free parking pays and increasing other parking charges. In his usual forthright way, he said “We will not entertain this sort of nonsense from hysterical, over-the-top residents” and also said “I never knowingly undercharge” for parking vouchers. His argument seemed to be that the council faced budget cuts of £54 million which needed to be made up. *(Editor: In other words this is yet another illegal revenue raising proposal to finance council budgets from parking charges).*

## About The Association of British Drivers (ABD)

The ABD is the leading independent organisation which represents the interests of private motorists in the United Kingdom. We campaign to protect the rights of individual road users and believe that road transport is a beneficial and essential element in the UK transport infrastructure. We oppose excessive taxation of motorists and are against tolls and road usage charging. We also campaign for more enlightened road safety policies. The Association is a “not for profit” voluntary organisation which is financially supported primarily by its individual members. More information on the ABD is available from our web site at [www.abd.org.uk](http://www.abd.org.uk)

## Registering to Receive This Newsletter

This newsletter is free of charge and is sent approximately bi-monthly to anyone who cares to request a copy. It is sent via email (as a link to a web page from which you can download it). To register for a free copy simply go to this web page [www.freedomfordrivers.org/Newsletters.htm](http://www.freedomfordrivers.org/Newsletters.htm) and fill out the box to be added to our mailing list.

Note that the ABD maintains a list of members who are familiar with individual London boroughs and may be able to help with information on local issues in those boroughs. The current list is below. If any other members would like to keep an eye on local news and advise on local transport issues then please let me know. Roger Lawson

Contact person	Borough	Email
Les Alden	Southwark	<a href="mailto:LHA@looksouth.net">LHA@looksouth.net</a>
Paul Hemsley	Ealing	<a href="mailto:ph@hemsleyassociates.com">ph@hemsleyassociates.com</a>
Hillier Simmons	Hounslow	<a href="mailto:hilliersimmons@compuserve.com">hilliersimmons@compuserve.com</a>
Brian Mooney	Hammersmith & Fulham	<a href="mailto:fairdeal@abd.org.uk">fairdeal@abd.org.uk</a>
Roger Lawson	Bromley, Barking & Dagenham, Barnet, Bexley, Brent, Greenwich, Hackney, Haringey, Havering, Islington, Lewisham, City of London, Newham, Redbridge, Tower Hamlets, Waltham Forest	<a href="mailto:roger.lawson@abd.org.uk">roger.lawson@abd.org.uk</a>
Peter Morgan	Croydon, Camden, Enfield, Harrow, Hillingdon, Kensington & Chelsea, Kingston, Lambeth, Merton, Richmond, Sutton, Wandsworth, Westminster	<a href="mailto:southlondon@abd.org.uk">southlondon@abd.org.uk</a>

## Contact Information

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A.B.D. London Region Co-ordinator and Editor: Roger Lawson (Tel: 020-8467-2686, Email: [roger.lawson@btclick.com](mailto:roger.lawson@btclick.com)). Contact the above for information on the aims and objectives of the A.B.D. or for membership information (membership costs £25.00 per annum if paid by cheque, debit or credit card; or £20.00 if paid by standing order (however there is an additional charge of £5 if you wish to receive the ABD national newsletter on paper rather than electronically). The A.B.D. would be happy to advise or assist anyone who is concerned about any traffic, transport or road safety issues in London. Complimentary subscriptions to this newsletter are available on request to elected politicians or those with a professional interest in transport matters.

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