

ABD London News

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Editorial

London is Open, But Should It Be Closed?

The last few weeks seem to have been much busier than normal with high traffic congestion. In addition public transport has been particularly bad, not helped by the recent strikes on the tube which of course Mayor Sadiq Khan promised to put a stop to in his election campaign. He promised “zero days of strikes”, but perhaps he is too busy trying to tackle rising crime levels in London.

But these transport issues are surely the result of too many people in London with no improvements in the road network to compensate for the rising population and “densification” of the capital. Likewise inadequate public transport capacity as building new capacity does not catch up with the growth in demand.

A substantial part of the population increase has arisen from immigration.

The Mayor reiterated his “London is Open” campaign by inviting EU Ambassadors to a meeting at City Hall. How many people have come from the EU to live in London? About 1 million in fact. That’s not even counting the sons and daughters of immigrants. He seems happy to encourage more immigration.

If the Mayor wishes to solve London’s transport problems surely he should be encouraging people to move out of London and discouraging more immigration. London is overcrowded already. We don’t need more people here—there is no more room at the inn.

Roger Lawson (Editor)



Quotes of the Month

“The evidence available to date shows no significant change in the short term in collisions and casualties, in the majority of the case studies”..... From the DfT report on 20-mph schemes—see articles on pages 2 and 10.

A Comment in Response to the ABD’s Campaign against the MTS:
“I have long held the opinion that the Mayor and/or his advisers are totally naive with regard to the problems of traffic in London. He has talked loud and long about pollution but does not seem to understand that extending the congestion charge area simply moves the problem. I have communicated with his office pointing out that after the charge was first introduced there was a massive increase in pollution in Marylebone Road as drivers used it instead of roads within the area. Similarly his desire to introduce a 20mph limit throughout London will increase congestion and pollution. Some boroughs have already introduced it and the effect on traffic is to cause it to move slowly in low gear belching out increased exhaust fumes”.....I.M.



No Road Safety Benefit from 20

Our last edition had several stories on the use of wide-area 20 mph speed limits. Since then the most authoritative report on them yet published has been issued by the Department for Transport (DfT).

The DfT report showed there is no road safety benefit whatsoever from signed-only 20 mph schemes. In addition they have negligible impact on modal shift or on traffic speeds.

This is the long-awaited evidence that enormous amounts of money are being wasted on implementing 20 mph schemes which could have been spent instead on more effective road safety measures such as road engineering or education.

In London alone, it is estimated that tens of millions of pounds have been spent on 20-mph signed-only schemes to no effect and nationwide it must run into hundreds of millions of pounds.

This disappointing result is very similar to the result of a study of driver education courses now being used by the police to generate funds. Both that and 20 mph schemes have been advocated by those who know little about road safety and have not studied the evidence. The Alliance of British Drivers has long called for “evidence-based” road safety policies. Let us hope this latest evidence will not be ignored.

There will no doubt be calls for more enforcement of 20 mph limits but that ignores the basic issue – namely that reducing traffic speeds simply has little impact on road casualty statistics.



That is because excessive speed is one of the lowest contributory factors to road accidents – in reality less than 5% according to police reported statistics. Key paragraphs from the report are:

“The evidence available to date shows no significant change in the short term in collisions and casualties, in the majority of the case studies (including the aggregated set of residential case studies).”



“Journey speed analysis shows that the median speed has fallen by 0.7mph in residential areas and 0.9mph in city centre areas.”

Editor’s comment: The promotion of wide-area signed only 20 mph speed limits is actually causing money that could be spent on saving lives and casualties to be wasted on ineffective projects. This has been the result of the ignorant thinking that one can solve road safety issues with one simple solution.

Follow the Blog

The ABD London region has a blog where many of the articles herein first appeared. It is present here:

<https://abdondon.wordpress.com/>

Borough LIPs

One of the ways the Mayor of London, Sadiq Khan, hopes to enforce his Transport Strategy is by the Local Implementation Plans (LIPs) that all London boroughs have to produce. Over the next few weeks they will be issuing draft Plans for public consultation, although some are not allowing much time for responses.

Some LIPs will include proposals for more 20-mph speed limit schemes despite the fact that they have no benefit as noted in the previous article.

Those for Bromley and Lambeth have been published and are now open to public consultation.

If you live in those boroughs, please read these articles below and then respond using the links given in them.

If you live in other London boroughs, please search the internet for your local boroughs LIP consultation – search for the borough name and LIP, eg. “Greenwich LIP Consultation” It is important to respond to these consultations as soon as possible. Some are already closing soon or have closed already. But it is important to respond to them to stop the worst aspects of the Mayor’s Transport Strategy.

You need to do this because there are 32 London boroughs and the ABD cannot respond to all of them.

SEND IN YOUR LIP COMMENTS NOW

Lewisham LIP

Local boroughs not only know what is best for their area, but also what it is practical to achieve and what the residents and business will accept. But Transport for London (TfL) are dictating many aspects – for example they are giving specific targets for “modal shift” to each borough.

In Lewisham their draft LIP proposes that 72% of journeys will be made by walking, cycling and public transport by 2021 with a 3 to 5 percent reduction in traffic by the same date. By 2041 their target is a 15 to 20 percent reduction in traffic accompanied by a sharp reduction in car ownership.

Many people would no doubt also like to see reduced traffic but such targets can only be achieved by draconian steps to change your lifestyle. Instead of improving the road transport network in Lewisham to reduce traffic congestion, their plan is basically to make life difficult for vehicle owners accompanied by such measures as road closures.

The deadline for responses to public consultations on LIPs may be quite short so do check for its availability and respond as soon as possible.

You might also wish to give your objections to aspects of the LIP to your local ward councillors, and get your friends and relations to respond also.



New FACE-BOOK Page

The ABD has created a new Facebook page dedicated to our campaign against the Mayor’s Transport Strategy. In addition to posting any news on the campaign on our ABD London Blog we will also post it on the new Facebook page so that Facebook users can easily pick it up. By “Liking” the page you will automatically see any updates. You can of course add your own comments to articles there. The page is named “Against MTS”. This is the latest of our social media channels, but you can also follow ABD London on Twitter (@Drivers_London) and follow our blog which is present here:

<https://abdlondon.wordpress.com/>

Lambeth LIP – A Failure of Road Safety and Transport Policy

The London Borough of Lambeth have published their draft Local Implementation Plan (LIP) for Transport. As previously noted, all London boroughs have to prepare one to accord with the Mayor’s Transport Strategy.

Lambeth is a notoriously anti-car borough and the document shows how past policies have failed in many respects. That includes on improving road safety and providing an efficient transport network.

Lambeth claims that their road safety policies have been successful in reducing accidents.

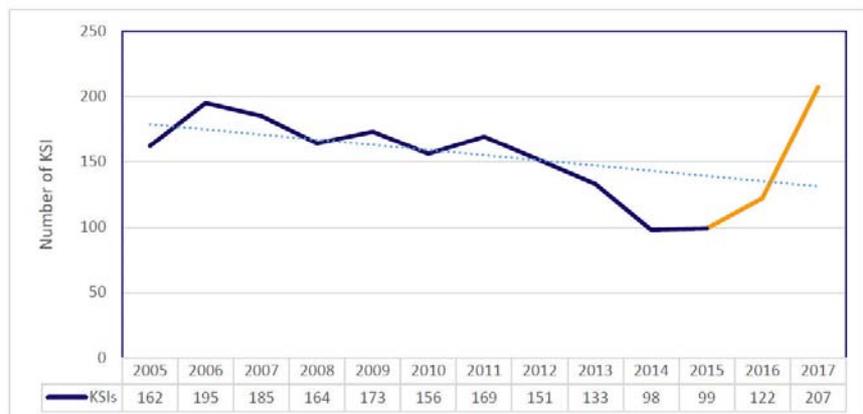


Figure 6: Number of recorded KSI's on all roads within Lambeth

Above is the chart showing KSIs (Killed and Seriously Injured) in the borough since 2005 from their report.

The report suggests the last two years data (coloured in orange) should be ignored because there was a change in the definition of a “serious accident” which has not yet been factored in.

But slight injuries increased from 1,173 in 2005 to 1,301 in 2015 which rather suggests that there is some other explanation. That increase has occurred despite the fact that a 20 mph speed limit was imposed on all but a very few borough roads – the result was a really big reduction of 0.8 mph on the average speed of traffic on borough roads!



Lambeth LIP (Cont.)

Indeed if you look at the KSIs broken down by type of road user, the figures for 2016 and 2017 show substantial increases in accidents involving pedestrians, cyclists and motorcyclists as a proportion of all accidents. In other words, encouraging people to use cars less and cycle more is likely to have increased overall casualty numbers.

Lambeth is one of the most densely populated London boroughs with significant immigration over many years. Population growth is expected to continue. The public transport network is under severe strain. Average bus speed in the borough is only 8.3 mph and train services severely congested.

For example on the Northern Line there are 4 standing people per square metre in the AM peak through the borough! What does the Council propose in its LIP to improve matters? This includes:

- More enforcement of the 20 mph speed limit which is widely ignored, including the wish to obtain powers to do it themselves, and more physical measures (road humps, road narrowing, etc, no doubt).
- Putting 20 mph speed limits on TfL roads (i.e. all the main roads through the borough except for the South Circular).
- An aim to reduce car ownership in the borough from 65,600 to 62,400. How will this be done? By ensuring all new housing and other developments will be "car-free".

In other words no parking provision, and by many other measures to discourage car use and make it more expensive, e.g. more bus lanes, more cycle lanes, more permit parking schemes, etc.

- They will also lobby to extend the Ultra Low Emission Zone (ULEZ) to the whole of London so that all parts of the borough are included within it (the South Circular bisects the borough).

- They also want "stricter liability laws" to protect vulnerable road users – this sounds like a big threat to all vehicle users.

So it's going to be more of the same with no attempt to improve the road network or tackle road safety in a way that will likely have a substantial impact.



Lambeth LIP

<https://www.lambeth.gov.uk/consultations/have-your-say-on-lambeths-draft-transport-strategy>

You can read Lambeth's LIP and respond to their on-line consultation on the link above.

DO TELL THEM WHAT YOU THINK!

Bromley LIP – Better But Not Good Enough

The previous article was on the draft Local Implementation Plan (LIP) for Transport published by the London Borough of Lambeth. It was suggested their past policies have been a failure both to improve road safety and provide an efficient transport network. The adjacent Borough of Bromley has now published their LIP.

This article explains in brief some of the key points.

You would expect that Bromley's LIP would be more sympathetic to vehicle users, and so it is to some extent, but it's far from perfect.

Bromley is a large borough with very high car ownership levels and some parts of the borough, such as Biggin Hill, have relatively low public transport accessibility. Poor orbital connectivity of public transport is also a problem that encourages car use. It is also hilly in parts which mitigates against cycling. But the future transport policies are to a large extent dictated by the Mayor of London, Sadiq Khan – indeed I suggest that this LIP kowtows too much to the Mayor's desires.

But Bromley's population is growing like most London boroughs so traffic congestion is getting worse.

The Mayor would like 80% of trips in London to be taken but Bromley is proposing targets of 47% by 2021 (1% change) and 60% by 2041. These figures will be achieved by encouraging more walking and cycling and by public transport improvements. To encourage cycling it is proposed to develop the Strategic Cycle Network and expand Quietways.

As regards road safety, Bromley has a good record – reducing KSIs from 230 in 1999 to 50 in 2014. This has been done by concentrating efforts on accident hot spots and by good education.



Bromley LIP (Cont.)

However there was an increase in the last couple of years in casualties even allowing for adjusting to the change in accident recording. As in Lambeth, there is a disproportionate casualty incidence for pedal cyclists. Yes cycling is dangerous. This was made clear by a recent press release by a road safety organisation which said that people on two wheels face a 63 times higher risk of being killed or seriously injured (KSI) per mile travelled than car drivers.

But the Mayor still wants us to cycle which might be good for your health in other ways but is clearly risky.

Air quality is not a major problem in Bromley but there are some “hot spots” that need improving. These will be tackled by specific measures – details to follow in the Borough’s Air Quality Action Plan, but the measures look relatively harmless such as encouragement of electric vehicles and anti-idling measures.

There are many initiatives proposed to improve access to public transport such as to buses and train stations which are positive, but they also wish to improve bus journey times. One proposal to assist is to extend the hours on some bus lanes. The ABD believes bus lanes should be removed not extended. Bus lanes create congestion for other vehicles and do not necessarily assist with improving total people movement.

As regards safe speeds, the borough suggests that removing centre line markings can have a significant impact on traffic speed. But does it make the roads safer? And this is what they have to say on 20 mph limits which is more sensible:

“With regard to 20mph speed limits and zones, the Borough does not believe that a blanket approach is the most effective means of improving road safety.

Too often such schemes do nothing to change the characteristics of the street and lead to only quite insignificant reductions in speed and the cost of a Borough wide approach would also mean that resources would be diverted from schemes that tackle actual hot spots and priority areas that require more signifi-

Many of the proposals do of course depend on funding from Transport for London (TfL) as local boroughs have very little of their own funding for transport programmes. This is evident from page 91 of the LIP.

That means, the Mayor is dictating where money is spent, with the result that there is too much on cycling and pedestrian encouragement and too little on improving the road network for other users.

Will the draft Bromley LIP get past TfL and the Mayor, who have to approve such documents? We will have to wait and see. In the meantime you should respond to the on-line consultation using the link below where you can also download the full LIP document.

cant engineering measures.

There is also a concern that a borough wide approach could lead to an element of driver fatigue with the result that the key areas for driver attention are no longer prominent. The Borough will therefore adopt a targeted approach to the introduction of 20mph speed limits or advisory limits.....”.

An eminently reasonable approach and which accords with the evidence on 20-mph schemes just published by the Department for Transport (DfT).

Apart from relieving traffic congestion by “mode shift”, they propose to promote the use of car clubs and various approaches to reduce van deliveries such as central consolidation centres with local cargo bike provision.



DO TELL THEM WHAT YOU THINK!

Only if the public respond to these LIP consultations will you have much influence on what happens over the next few years to the streets of London.

Roger Lawson

[Correction re Cycle Lanes](#)

In our previous newsletter there was a mention of a campaign against cycle lanes in Ealing when it should have referred to Enfield (re the Green Lanes campaign).

Editor

Bromley LIP

<https://www.bromley.gov.uk/localimplementationplan>



City of London Corporation Publishes Draft Transport Strategy – It’s a Stinker

We have commented previously on the proposed Transport Strategy for the City of London. It is of course a real stinker. It’s now open for public consultation and I hope everyone who works, lives or visits the Square Mile will respond to the easy on-line consultation which is accessible here: <https://www.citystreets.london/>. But anyone can respond to this consultation.

are overcrowded, improvement in pedestrian facilities does make some sense. But ignoring the needs of vehicle users is wrong.

Very few people drive in the City unless they need to. The City is even going to discourage taxis and PHVs and it is going to work with TfL to reduce the number of buses. Likewise there are proposals to reduce the number of service and delivery vehicles in the square mile.

The proposed 15 mph speed limit is surely not going to be complied with, and that applies to pedal cyclists as much as vehicle drivers. It is very difficult to drive a car at 15 mph or less consistently if for no other reason than vehicle speedometers are not accurate or easy to read at very low levels. Driving at less than 15 mph will of course increase air pollution so it’s also contradictory to their other policies.

It’s also probably typical of the Transport Strategies that will be adopted by some local London Boroughs in London under their Local Implementation Plans (LIPs). It just shows what the Mayor of London is forcing onto the London boroughs. Here’s a summary of the worst aspects of the Transport Strategy:

- A City-wide speed limit for all vehicles of 15 mph, with Intelligent Speed Adaptation (ISA) being used in all buses and public service vehicles to enforce it.
- Priority given to pedestrians, even over cyclists, in most of the City’s streets. Effectively treating different transport mode users differently instead of equally. Are not all people created equal?

In summary this Transport Strategy could have been written by any anti-vehicle lobbyist and smacks of paranoia of the worst kind. This is yet another damaging contribution from the City of London Corporation to the road network in London.

MAKE SURE YOU RESPOND TO THE PUBLIC CONSULTATION AND GIVE THEM YOUR VIEWS!

Editor: I attended a meeting in the City on Friday 30/11/2018 to complain that the Corporation’s officers do not seem to be listening to our objections to their proposals. They still refused to listen on the basis that many respondents to their consultations supported their proposals. Indeed the audience present was hardly typical of the hundreds of thousands of people who work in the City, or those who have to service them.

- Encouraging the Mayor of London to implement a central London zero emission vehicle zone, or if he does not, doing it themselves for the City, i.e. only electric vehicles would be permitted.

- Reducing vehicular traffic by 25% by 2025.

- Expanding the City’s cycle network with wider cycle lanes.

- Closing some roads to make them pedestrian only, or closing them at certain times.

- Reducing parking, particularly on-street.

Bearing in mind that the vast majority of City workers do walk to work from main line or underground stations, and that some locations



There is an on-line consultation—see above—to which you can respond.

But will the consultation results be honest? It is possible to submit multiple responses to this consultation from the same IP address so it is likely to be manipulated by pressure groups.

Continued on next page.



City of London Transport Strategy (Cont.)

Here are suggestions for submissions on the “Key Proposals” (focussed on the consultation survey questions):

Proposal 2. There should be no prioritisation of transport modes. All road users are equal and provision for different modes should be based on rational cost/benefit analysis and the demands of different users, i.e. provision for pedestrians should not automatically take priority over other road users.

Proposal 11. There should be no general policy to reduce road

traffic which is essential to the working of the City and for the convenience of the public. Road traffic is already quite low in the City during most of the day due to past restrictions on access. It is not necessary to reduce it further.

Proposal 14. I am opposed to reduction in parking. Parking provision is essential for many vehicle users and reducing it just causes them to drive around looking for a space creating more congestion and air pollution.

Proposal 17. Keeping pavements free of obstructions is a laudable aim but does drinking outside pubs really cause a problem when it is a long tradition in the City?

Proposal 20. Vision Zero sounds like a good objective but in reality is unlikely to be achievable.

Limiting vehicle speeds to 15 mph is particularly objectionable as it is both impractical and won't be adhered to. Even if enforced it will be no more effective than the 20-mph limit has been. It will also slow traffic and increase journey times. There is no cost/benefit justification for such a proposal.

Proposal 24. Too much money is already being spent on cycling provision as opposed to the needs of other road users (e.g. vehicles and pedestrians).

Proposal 29. I am opposed to a Zero Emission zone as it will impose enormous costs on vehicle owners and have very little benefit in terms of reducing air pollution. It is also impractical for some vehicle owners to purchase such vehicles, e.g. for HGV users because they are simply not available.



Proposal 38. Reducing freight vehicles is not possible without imposing very high costs on businesses. Where is the cost/benefit analysis? Where are the practical alternatives? Cargo bikes are not a practical solution for most purposes.

MAKE SURE YOU RESPOND TO THE CITY'S CONSULTATION NOW!

Photo below shows typical queues on Tower Hill caused by the cycle superhighway—see article to the right.



Unblock the Embankment

A campaign named “Unblock the Embankment” (see link below) have published a report that says the Cycle Superhighway on the Embankment is costing the capital £5.3 million per year. The Embankment was reduced from two lanes to one on some stretches to accommodate the Superhighway (CS3) in 2016. Not only did that create enormous traffic congestion due to the necessary road works, but ever since there has been increased congestion on that route which has added very substantially to journey times on this key East-West route.

The increased congestion has also made air pollution on that route substantially worse when Upper/Lower Thames Street was already one of the worst pollution hot-spots (which of course cyclists have to breathe). There are few viable alternative routes for the many commercial vehicle users which affects thousands of businesses. The route is used by cyclists but their numbers are only significant during rush hours and alternative routes could have been devised for them. This was one of the most damaging changes to the road network in London ever devised. But Sadiq Khan thinks it's a great success which just shows you how misinformed he is.

Please support the “Unblock” campaign.

Unblock campaign:
<https://unblocktheembankment.co.uk/>

Political Protest Blocks Traffic

Traffic in central London has been severely disrupted recently by a protest by a group named "Extinction Rebellion". Traffic was blocked on Lambeth, Tower and Vauxhall bridges and on roads at Elephant & Castle and Earls Court. All of 100 people were reported as present to demand that the Government take action on climate change. The police appeared to do nothing to stop the obstruction of the highway. Why not?

This is the latest in a series of demonstrations by small groups of people who according to the BBC are intent on causing "gridlock across the capital", and more are planned.

They certainly achieved that due to lack of police action. Nobody objects to peaceful demonstrations but when they disrupt the life of people just trying to get around it is simply not acceptable. If Extinction Rebellion get away with this activity then all sorts of protest groups will learn they can cause trouble with immunity. London traffic is bad enough already without extremists disrupting it more.

Were these demonstrations approved by the police as would normally have been required? If so they should not have been.

Editor: I have written to Police Commissioner Cressida Dick and to Mayor Sadiq Khan asking them to put a stop to these demonstrations forthwith. Readers of this article should do the same - we need a protest about a protest!

Where to send your complaints is given in the box below, and a link to a video of the demonstrations.

Note that taxi drivers have also been protesting about the closure of Bank junction, but their complaints are probably more meritorious and should be supported.

You can contact the Mayor here:

<https://www.london.gov.uk/contact-us-form> .

Comments for Cressida Dick can be sent to:

enquiries@mopac.london.gov.uk

A YouTube video of these demonstrations is present here:

<https://www.youtube.com/watch?v=jAH3IQwHKag>

Sadiq Khan Exploiting Children Again

The photograph below of an advertisement from TfL, soon to appear in a bus shelter near you, is the latest example of TfL and the Mayor using children to promote his policies. He has done this repeatedly in the past.

He calls London's air "toxic" which is a gross exaggeration and suggests that air pollution is "mainly" caused by road vehicles. The latter statement is doubtful because it was 50% of NO₂ in 2013 but has probably fallen since then.

See the ABD's recently published document that gives the real facts on the link below.

The Mayor of London should not be using children to promote his policies which appear to be driven more by the desire for financial gain than concern for the environment. No doubt it makes for good photo-shoot opportunities with the national media but children should not be exploited in this way.

The Mayor has been a serial offender in this regard with numerous PR events held in schools and supported by teachers who should know better.



For the real truth about air quality in London, see:

<https://www.freedomfordrivers.org/Air-Quality-and-Vehicles-The-Truth.pdf>

Fight Against Unfair Fines By Councils

Have you ever received a PCN from a Local Council? Did you believe the penalty was unfair? Did your appeal fail?

I am currently fighting Westminster Council against a PCN issued for Turning Left out of Denman Street into Shaftesbury Avenue, London (photo of location to the right).



It transpires that in 2017 over 13,000 PCN's were issued raising £700,000 despite the fact that it is illegal for councils to use such enforcement purely for fiscal reasons.

In my opinion this particular junction is badly signposted and is unfit for purpose for a number of reasons: There are only 4 signs indicating direction of travel, 2 of which are easily

mistaken for "one way" signs, the other 2 being a green arrow on traffic signals. None of the signs are easily visible and green arrows not visible at all when lights on red.



There are no advance warning signs, road markings or supplementary plates instructing ahead only.

Traffic is allowed to travel along Shaftesbury Ave in both directions, but not when exiting Denman St so there is no obvious reason for this restriction. On the nearby Gt. Russell St (a similar type of junction) where only 40 PCN's were issued in 2017 there are signs clearly indicating no left or right turns so why not on Denman Street?

It is a fact that councils rely on motorists just to pay the fine, and apart from the appeals system there is no way of questioning whether a junction is correctly signposted. This is just one example of how councils make money by putting in artificial restrictions which are then badly signposted.

Other examples in London that the ABD reported on in August were the London Borough of Hackney where left turns off Mare Street in certain hours are banned, the closure of roads in Croydon around schools and in the City of London at Bank Junction, but there are no doubt lots of other examples around the country.

It's time therefore for us motorists to get together and fight these unfair penalties, so if you have been fined at this junction or anywhere else where you feel there has been an injustice then please contact John Leak using the ABD London web site contact page (messages will be forwarded to me if you mention my name):

John Leak



Follow us on Twitter

To get the latest news and comment on traffic and transport issues in London, you can follow us on Twitter.

Our Twitter handle is **@Drivers_London**

Any new ABD London blog posts are notified by Twitter and you can of course respond with your own comments.



Money Generation By Councils

The ABD has covered several examples of money generation by local Councils from PCNs. For example, for illegal turns, infringement of yellow box junctions, infringement of bus lanes and other “moving traffic offences”. See coverage of complaints about Bank junction in the City of London, and by Westminster and Hackney councils in our London blog. These often arise from poor signage that drivers fail to spot. These are rarely deliberate infringements but are simply caused by unfamiliarity with the road and simple oversight. By using automated camera systems, councils can quickly generate hundreds of thousands of pounds in revenue. Appeals against the fines rarely succeed.

Sometimes it appears that changes to roads are often implemented by councils with the knowledge that drivers will be caught by unexpected route changes and poor signage.

London Councils (the body that represents the London boroughs) is also now considering how fines for speeding could be enforced by local boroughs, and no doubt how they can keep the money from such fines. With 20 mph schemes spreading everywhere, this could be yet another money-spinning opportunity for local councils. Make sure you oppose it.

A Parliamentary petition against the abuses that this is producing has now been created. It calls for an independent review of the law. Please sign it from the link below:

Petition for law review

<https://petition.parliament.uk/petitions/232919>



Are 20 MPH Speed Limit Campaigners Killing People?

The ABD has issued the following press release:

The Department for Transport (DfT) recently published the most authoritative study to date on the impact of wide-area signed-only 20 mph speed limits. It showed that there is no road safety benefit whatsoever from such schemes. In addition they have negligible impact on modal shift or on traffic speeds.

One organisation that has been promoting 20-mph speed limits as the solution to road safety problems is “20s Plenty for Us” – see <http://www.20splenty.org/>.

Their reaction to the report is to criticise the statistical analysis and the areas studied (both of which are unjustified) and to suggest all that is needed is more enforcement. The fact that even active enforcement (e.g. in the City of London where hundreds of drivers have been fined for exceeding 20 mph with no impact on casualties) only reduces traffic speed by insignificant amounts is ignored.

What has been happening is that the anti-car activists encouraged by 20s Plenty are now wasting millions of pounds nationwide when that money would have been better spent on other road safety measures – such as road engineering and education of younger drivers.

Note: the ABD is not opposed to the use of 20-mph speed limits where it might be of benefit or where compliance will be high but it is not the solution to all road safety problems and simply sticking up signs is a waste of money.

The simplistic solutions proposed by 20s Plenty and others cannot and does not work to reduce the Killed and Seriously Injured on our roads to any major extent.

See article on page 2 also on this topic.



Very High Public Transport Use in London

The Transport Statistics User Group (TSUG) have reported that London went from having the lowest public transport mode share of five selected European cities in 1995 to the highest now – from 25% to 80%. That's even higher than Singapore for example, although Mayor Sadiq Khan and TfL would like it to be even higher.

Why is the proportion of public transport so high in London? I suggest it is because of relentless attacks on cars and degradation of the road network, accompanied by massive subsidies to buses and to public transport in general from the offer of Freedom Passes to the over 60s and the young.

Hardly anyone pays the full public transport fare in London.

This lunatic financial arrangement is bankrupting Transport for London and putting enormous financial pressure on local London boroughs who have to cover a lot of the costs. Politicians are not honest with the public on these matters. But dear readers, you as the public are paying the taxes that support this system.

Sadiq Khan made the matter worse by promising no public transport fare rises so as to get elected, but this false economy is causing local boroughs to raise council tax and cut back on social services really aggressively.

I suspect financial mismanagement will continue unless there is a change of Mayor.

Roger Lawson

Bus Lanes on Talk Radio

Your editor spoke on Talk Radio on the subject of bus lanes recently. He suggested that "bus lanes should be banned" and that they cause traffic congestion rather than solve it. Drivers were fined more than £41 million last year for using bus lanes, according to figures obtained by comparison site Confused.com.

Mr Lawson said "One of the problems with bus lanes is that most bus lanes actually reduce the total number of people that can travel through the junction, and that "They are basically just lanes for queue jumpers while a lot of bus lanes are just money generators for the council who are struggling for cash at the moment". Almost half of the drivers who received fines were unaware that they had even driven into a bus lane.

New Lower Thames Crossing – Public Consultation Available

The Highways Agency have been developing plans for a new Thames crossing east of the Dartford Crossing. This will relieve traffic at the Dartford Crossing which is often heavily congested even after the introduction of the free-flow charging system. The Highways Agency has published revised plans for a three-lane road including a 2.4-mile long tunnel under the Thames which will be the longest in the UK.

The new crossing will link the M2 near Rochester, Kent with the M25 in Essex and will help to provide better network connections for the growing housing and business developments in Kent and improved access to the Channel ports for the rest of the country. The proposals include some improvements to the M2/A2 which is often heavily congested although those enhancements seem somewhat limited in scope. It is also proposed to introduce a free-flow charging system similar to that at the Dartford Crossing which the ABD has objected to because many people fail to pay with such systems and collect a fine as a result.

We suggest the crossing should be free (as the Severn bridges have been made recently), as should the Dartford one be, and as all major network routes should be.

There is a public consultation on the proposals which you can access on the link below and to which you can respond – please do so:

We also suggest that you should urge the Highways Agency to get on with it as soon as possible (earlier than the proposed 2027 completion date preferably).



Lower Thames Crossing Consultation

<https://highwaysengland.citizenspace.com/ltc/consultation/>



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: <http://www.freedomfordrivers.org/register.htm> and fill out the form to be added to our mailing list.

Address Changes

Don't forget to notify the ABD of any change of postal or email addresses. You may otherwise miss out on future copies of this newsletter without noticing that they are no longer being delivered.

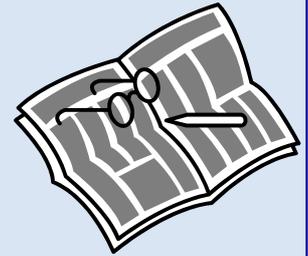
About the Alliance of British Drivers (ABD)

The Alliance of British Drivers (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 Alliance 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 ABD London region web site at www.freedomfordrivers.org

Contact and Publisher Information

This Newsletter is published by the London Region of the Alliance of British (A.B.D.), PO Box 62, Chislehurst, Kent, BR7 5YB and is distributed free of charge to ABD Members in the London area and to anyone else who has an interest in traffic and transport issues in London. All material contained herein is Copyright of the A.B.D. or of the respective authors and may only be reproduced with permission. Any opinions expressed herein are solely those of the author of the article or that of the Editor which do not necessarily represent the official policies of the A.B.D. The ABD London Region also publishes a blog which can be found here:

<https://abdondon.wordpress.com/> or you can follow us on Twitter here: https://twitter.com/Drivers_London



A.B.D. London Campaign Director and Editor: Roger Lawson (Tel: 020-8295-0378). Use the ABD-London web site Contact Page here to contact: www.freedomfordrivers.org/Contact.htm. 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). 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 anyone with an interest in transport matters. Our internet web address is: www.freedomfordrivers.org (or www.abd.org.uk for the national ABD web site). This newsletter is supplied in electronic form which can be displayed and printed via the free Adobe Acrobat Reader. Past copies of our newsletters can be obtained from the www.freedomfordrivers.org web site.

Support the ABD by Becoming a Member

The Alliance of British Drivers (ABD) is a national organisation that promotes the interests of road users. Please consider becoming a Member to help us promote your interests.

Go here for membership information: www.freedomfordrivers.org/membership.htm