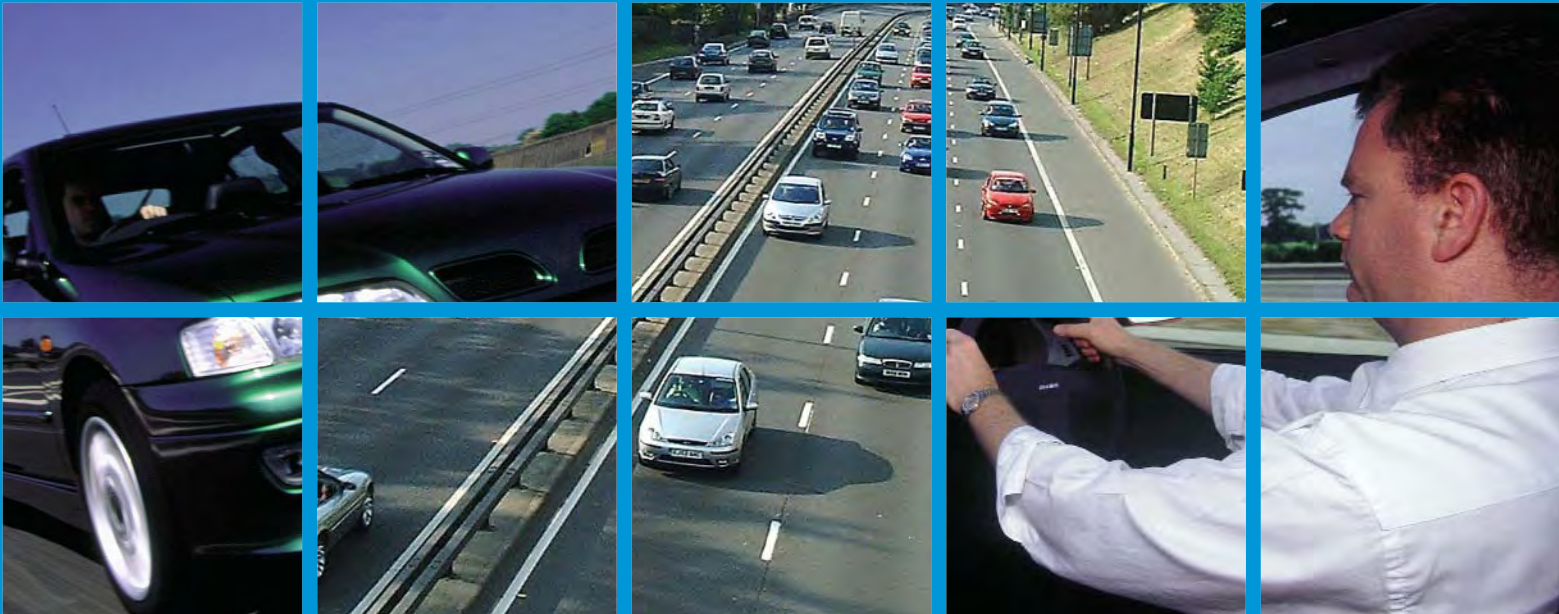


# Motorists' Forum

## Annual Report 2003-2004



# Introduction by The Chairman



Sir Trevor Chinn

Motoring issues have been at the heart of the transport debate in the past 12 months as the Motorists' Forum has continued to advise Government on the needs of the motoring public and industry.

We are delighted that Ministers from a wide range of Government Departments, including Transport, the Home Office and HM Treasury, continue to attend our Plenary meetings and hear at first hand how motorists believe new policies will impact on their lives.

This is a recognition of the importance Ministers attach to motoring issues and the value of the feedback they get from our members who represent a wide cross section of motoring interests.

A lot has happened in the past year. The M6 Toll Road has opened; London congestion charging has been in force for a year; we have new legislation on using mobile phones while driving; debate has raged about the role of safety cameras; and there is the wide ranging Traffic Management Bill going through Parliament.

During the year we ourselves have been the subject of an independent, Government appointed review which found that our stakeholders valued the work that we do.

As a result of the review, the Secretary of State for Transport Alistair Darling concluded that the Forum was a valued mechanism for getting the message of motorists across and there was good reason to keep it. We are proud that our work has been so recognised.

The most important piece of work we have conducted in the past year has been our major review of road safety issues. We made a number of recommendations to improve road safety and reduce casualties while

highlighting areas where further work is needed. We are pleased to see that Government has decided to adopt a number of these proposals.

The UK has a proud record on road safety but there is more to do and we hope that Government will continue to take action to ensure that the demanding targets it has set itself in its Road Safety Strategy are met or even exceeded.

We have also provided advice to Government on a number of other topics. These include the Government's Traffic Management Bill; safety cameras; motor insurance; motoring taxation policy; cleaner fuels; and vehicle crime.

In addition, we have continued to raise with Government and other bodies issues of concern to motorists. Issues we have raised include hard shoulder running; traffic policing; parking at railway stations; streetworks; unlicensed and untaxed driving; local authority parking attendants; the administration of the London congestion charging scheme; and use of the hard shoulder by recovery and rescue operators.

The positive light in which the Forum is viewed is a tribute to the breadth and mix of expertise that members bring to the Forum. I appreciate the support I have received from members and the Secretariat and I recognise the commitment that all have made in what has been another successful year for the Forum.

I am confident that over the coming year the Forum will have an important role to play in ensuring that motoring interests and car users' views are reflected fully in the development of both Government and

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local authority policies affecting motorists. I believe that the Government remains positive about the role we can play and will be looking to work closely with us in future, thus ensuring that our contribution remains valued and our work influential.



Sir Trevor Chinn

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# Chapter One

## The Motorists' Forum

The Commission for Integrated Transport (CfIT) – an independent body advising the Government on integrated transport policy – was asked by the Deputy Prime Minister to set up a group in September 1999 to advise on policy proposals affecting motorists. CfIT subsequently agreed to form the Motorists' Forum. The Forum was launched formally by the Deputy Prime Minister on 31 January 2000.

The Forum seeks to improve understanding between the Government and motoring interests and car users. It ensures that motoring interests and car users' views are reflected fully in the development of both Government and local authority policies affecting motorists. The Forum also acts as a channel for early communication with Government on its emerging proposals affecting motorists.

The Forum works within the conceptual framework of the Government's integrated transport strategy and sustainable development policy but it also takes its work forward in the light of the Deputy Prime Minister's statement that the car will remain the dominant mode of transport for personal use.

Over the past year, the Forum has continued its role as a constructive and respected adviser to Government Ministers, officials and other interested parties in ensuring that motoring and motorists' interests continue to be represented fully within the transport agenda.

The Forum has continued to act as a useful vehicle for debate with Government and others on emerging policies – for example on the Government's Traffic Management Bill, the new management arrangements planned by the Highways Agency designed to improve journey time reliability and enhance safety, the

Government's road safety targets and its review of motor insurance.

It has also continued to raise with Government issues of concern to motorists where the Forum wishes to challenge existing policy or priorities for action – such as reduced levels of traffic policing, proposals to compensate victims of crime utilising motoring fine revenue, use of the hard shoulder by recovery and rescue operators and parking enforcement by local authority attendants.

Full details of the work of the Forum are contained in Chapters 2 and 3.

The Forum's Terms of Reference are at Annex A.

### Members

Sir Trevor Chinn, the Vice Chair of CfIT, chairs the Forum. Other members are drawn from leaders in their fields from a wide cross section of the motoring community. Members are invited to join the Forum in a representative capacity.

However, Forum members do not just speak for their organisations. As well as being experts in their field, they are also able to bring a strategic understanding of motoring issues and concerns to the table. The Forum is thus able to bring experts together to hear and understand the views of other parts of the motoring world within the wider integrated transport strategy.

The Forum is comprised as follows:

**Sir Trevor Chinn CVO** (Chair)

**Councillor Tony Brown**, Member, *Local Government Association Transport Executive*

**Findlay Caldwell**, Managing Director, *RAC Consumer Services, RAC Motoring Services*

**Douglas Campbell OBE**, Executive Director, *The Disabled Drivers' Association*

**John Dawson**, Director, *The AA Motoring Trust*

**Chief Constable Stephen Green QPM**, Operational Strategic Road Policing Portfolio Holder, *Association of Chief Police Officers Roads Policing Business Area*

**David Holmes CB**, Chairman, *RAC Foundation*

**John Lewis**, Director General, *British Vehicle Rental and Leasing Association*

**Christopher Macgowan**, Chief Executive, *Society of Motor Manufacturers and Traders*

**Richard Mills OBE**, Secretary General, *National Society for Clean Air and Environmental Protection*

**John Mumford OBE**, Director, *BP Oil UK Ltd, UK Petroleum Industry Association*

**Roger Putnam**, Chairman, *Ford Motor Company Ltd*

**Michael Roberts**, Director, Business Environment, *Confederation of British Industry*

**Archie Robertson OBE**, Chief Executive, *Highways Agency*

**Roger Wood**, Managing Director, *The Automobile Association*

**Steve Gooding**, Director, Roads and Vehicles Directorate acts as the *Department for Transport (DfT) advisor to the Forum*

### Secretariat

**David Prescott**, *Secretary to the Motorists' Forum*

**Neil Williams**, *Assistant Secretary to the Motorists' Forum*

Any other positions held by members that are relevant to the work of the Forum are at Annex B.

Over the past year, the following have also represented their organisations on the Forum:

**Helen Carey DL**, formerly Chairman, *National Federation of Women's Institutes*

**Sir Christopher Foster**, formerly Chairman, *RAC Foundation chaired the Forum's Advisory Panel overseeing work on Road Safety*

**Stephen Hickey**, formerly Acting Chief Executive, *Highways Agency*

**Tim Matthews**, formerly Chief Executive, *Highways Agency*

**Robert Devereux**, the current Director General, Roads, Regional and Local Transport Group acted as DfT advisor to the Forum until January 2004

The full Forum meets in Plenary session four times a year. However, where appropriate, detailed work is taken forward by free standing Working Groups. These Groups draw on the experience and expertise of many relevant organisations going well beyond those represented on the Plenary. Reports drawn up by Working Groups are submitted to the full Forum for consideration before being presented to Ministers.

Full details of the Forum's activities including reports, Plenary agendas and minutes are published on the Forum's website at [www.cfit.gov.uk/mf](http://www.cfit.gov.uk/mf)

## Independent Review of the Commission for Integrated Transport and the Motorists' Forum

The Secretary of State for Transport announced on 11 April 2003 a review of CfIT and the Motorists' Forum. The review was undertaken by Charles Rice, an Executive Director of P&O, supported by PA Consulting Group.

The purpose of the review was to examine the roles of both CfIT and the Forum. In accordance with protocols governing the review of Government Advisory Bodies, it examined the extent to which both bodies had fulfilled their remits and whether they remained relevant and necessary to the delivery of Government policy. The review also considered the case for changes to the remit, structure and processes of either body.

The Secretary of State announced the outcome of the review on 15 December 2003. The review concluded

that the Forum had demonstrated its capacity to do good work, was useful to its sponsoring Department (DfT) and other Government Departments and provided good value for money. The overwhelming majority of interviewees and questionnaire respondents contacted as part of the review felt that the Forum did a good job, praised the Forum for the work that it did and considered that it was valued by its customers and stakeholders.

After consideration of the findings, the Secretary of State accepted the recommendations in full and concluded that the Forum should retain both its current remit and structure.



# Chapter Two

## Advising on Specific Topics

The Forum has continued to act over the past year as a consultative body for Government in the preparation of its policies on motoring issues. Areas where the Forum has helped Government to shape its policies are:

### Road Safety

CfIT asked the Forum to provide the Commission with advice on how delivery of the Government's Road Safety Strategy by the target date of 2010 might be more effectively achieved.

In order for the Forum to provide the robust advice necessary to enable CfIT to influence the environment and manner in which the Government is delivering its Road Safety Strategy, the Forum commissioned a major research project to report on this matter. An Advisory Panel was appointed to work with the consultants and to help shape the consultants' report.

The consultants were asked to advise on:

- what factors, if any, may be preventing the Government's Road Safety Strategy being delivered as planned;
- what further measures might assist delivery of the Road Safety Strategy targets;
- what further research and other investigation might best help achieve further casualty reduction; and
- how far one might reasonably expect to target further casualty reduction before reaching the limit that is practically achievable.



The consultants identified a number of practical measures that will reduce accidents and which would, if delivery was accelerated, enable the Government to meet its casualty reduction targets better.

The Advisory Panel made its own observations on these recommendations and the Forum ultimately endorsed these comments. A summary of each of the Forum's recommendations is given below:

### Road Safety Engineering

- Road safety engineering schemes giving at least a benefit cost ceiling ratio of 2:1 over the life of specific projects should be implemented.
- Local and central Government should commit to increasing the complement of road safety professional staff by addressing recruitment, training and career structure needs.
- Local authorities should consult widely within the community emphasising the benefits associated with road safety engineering schemes.

### Crash Protection in Cars and Car-based Light Goods Vehicles

- Vehicle manufacturers should be encouraged now to improve car design to provide increased protection for pedestrians and cyclists.
- Consideration should be given to combining the two Euro NCAP ratings denoting front and side impact ratings and pedestrian impact safety.

### Evidential Roadside Breath Testing

- A suitable legislative slot should be found enabling evidential breath testing to be administered at the roadside.

### Penalties Specific to Traffic Offences

- Legislation should be introduced enabling a higher level of penalty points to be awarded to those exceeding the speed limit by a wide margin.

### Speed Management on Rural Roads

- New speed management strategies for rural roads should be implemented at an early stage to address current unacceptably high casualty rates.

### Deployment of Safety Cameras

- The Government should continue to emphasise the casualty reduction potential arising from the use of safety cameras to ensure continuing public support for their usage.

### Real Time Safety Advice

- An assessment of how the provision of real time safety advice can help make travel safer should be undertaken.

- Providers should ensure that the most up to date traffic information is provided by such systems.

### Intelligent Speed Adaptation (ISA)

- The Government should continue to develop its research programme on ISA and commit itself to a date for the availability of digital road maps showing speed limits in Great Britain.

### Enforcement of Traffic Law

- A review of road traffic policing within the National Policing Plan should reconsider appropriate criteria to help inform what proportion of police time should be devoted to traffic offences.

### Reducing At-Work Road Casualties

- The momentum of work by the Health and Safety Executive and the Occupational Road Safety Alliance to engage employers in the reduction of at work road casualties should be increased.

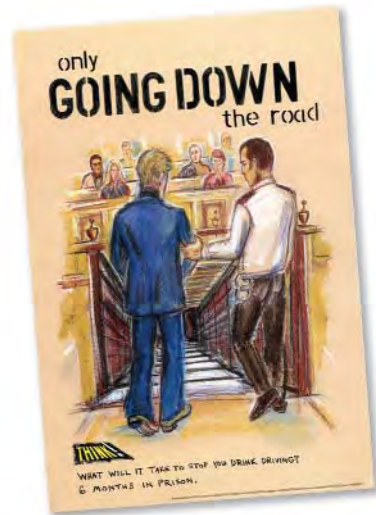
### Single/Double Summertime

- The Government should consider holding a new trial to address the question of the adoption of single/double summertime as a means of saving lives on the road.

### Drink/Driving

- Better targeting of offenders and greater enforcement of the current limit should be introduced to prevent a number of the current drink/drive casualties. Strong public advertising should be maintained.

- Other measures aimed at reducing drink/drive fatalities should be kept under review in the light of continued accident analysis.



### Encouragement of Wearing of Cycle Helmets

- Ways should be sought to engage groups opposed to wearing cycle helmets. Discussions should take place in the context of other measures designed to improve the safety of cyclists.

### Extension of Community Sentences to Non-Imprisonable Traffic Offences

- Further work should be conducted to evaluate the effectiveness of community sentences before deciding whether such sentences are suitable for those who commit non-imprisonable traffic offences.

The Forum's report was presented to CfIT's Plenary in September 2003. CfIT strongly endorsed the Forum's recommendations as practical, effective and, importantly, deliverable in the short term.

The Forum considers road safety to be of paramount importance to road users. Although we recognise that there are already many Government initiatives under way designed to improve road safety, our view is that the recommendations together represent a package of measures which, if implemented, would contribute significantly to the achievement or surpassing of the Government's targets. Accordingly, we very much hope that Government will move to implement these measures as soon as possible.

## Traffic Management Bill

The Traffic Management Bill, if enacted, will give the Highways Agency and local authorities in England and Wales far reaching new powers and responsibilities to keep roads clear, minimise the disruption caused by road works and keep traffic moving.

It is intended that new powers for councils to manage when and where street works are carried out will put an end to congestion caused by poorly planned and lengthy works. Neighbouring authorities will be required to work together to keep traffic flowing across the network. Additionally, the Highways Agency will get powers to manage motorway incidents so that motorists caught in traffic due to road accidents or obstructions should benefit from a more targeted and faster clear up response.

DfT has consulted the Forum on the Bill. The Forum is generally supportive of the proposals in the Bill,

particularly those that will give greater control to councils over when and where utility companies carry out street works – an issue that the Forum has been in the vanguard of raising with Government. However, we have sought reassurance that in routine breakdown incidents on motorways, roadside service organisations will continue to be allowed to deliver breakdown services to their members.

The Forum has also expressed its concerns over proposals to allow local authorities to assume control of certain traffic enforcement roles from the police, including giving parking attendants greater powers. Unlike the police, attendants would not be permitted to exercise discretion and the Forum is concerned that this lack of flexibility might limit the effectiveness of the new powers by alienating motorists.

## Safety Cameras

The issue of the use of safety cameras is one that has continued to generate much public debate in the media.

The Forum has continued to emphasise to Government that it supports the installation of safety cameras at sites that have a bad road safety record, as we agree that properly targeted cameras can be effective in reducing accidents at such sites. The Forum welcomes the Government's acceptance of the fact that Government, at the national level, and safety camera partnerships, at the local level, must continue to explain the road safety rationale for each site in the programme and demonstrate that cameras are not being used as a revenue generating device. We support making safety cameras visible to motorists unless the police state that there is a strong reason for

using covert cameras and are prepared to give their reasons for so doing publicly.



## Motor Insurance Review

The UK has one of the worst levels of uninsured driving populations in Western Europe – estimates place the level at 5% nationally or 1 in 20 car drivers.

DfT instigated an independent review of the UK system of motor insurance in August 2003. The review was particularly focused on reducing the levels of uninsured driving in the UK and producing recommendations for improving the effectiveness of compulsory motor insurance.

In our response to the review, the Forum made clear that it is in full agreement that more needs to be done to tackle the growing problem of uninsured driving. We support firm action being taken against those who wilfully drive uninsured, although we do not believe that higher fines in themselves will necessarily tackle the problem.

Forum members had mixed views on the merits of windscreen discs in tackling uninsured driving. Drawing on the experience in other countries where discs are in use, the value of such discs was recognised. However, there was some doubt about whether discs would aid enforcement, particularly given the pressures on police time which would limit the effort they could put into enforcing the display of discs.

Instead, the Forum agreed that the new technology, which enables information on the licensing and tax data held by DVLA and by the Motor Insurance Bureau to be linked, offers the best way to catch those driving uninsured in future. We have, however, recommended that improvements should be made to the accuracy of DVLA's database if such linkage is to be effective.

## Motoring Taxation Policy

The Forum has held discussions with Government over motoring taxation policy.

In our discussions, we have stressed that motoring taxation policy needs to be seen as fair and honest and that the utilisation of revenue should be transparent. We have also made the point that Fuel Duty rises need to take into account the wider prices drivers face and that environmental taxes are discriminatory if applied to motorists but not to other areas of the economy.

The Forum is pleased to note the Government remains committed to the development of cleaner fuels. However, we have advised that Government itself should not try to pick the 'winners' among the various alternative fuels.

## Liquid Petroleum Gas (LPG) – Fuel Duty Differential

Following on from our discussions with Government over motoring taxation policy, the Forum subsequently expressed its disappointment at the Government's decision to increase gradually the duty rate for LPG over the next three years with the aim of setting duty differentials on a path towards a level commensurate with the fuel's environmental benefits.

We believe strongly that the decision sends the wrong message and that it undermines both industry and public confidence in moves to encourage the use of cleaner fuels. Government needs to be consistent in its approach to sending out long term indicators to both motorists and industry if the drive for cleaner fuels is not to be undermined.

## Vehicle Crime

The Home Office asked the Forum in January 2003 for its views on what motorists' reactions would be to measures that might be taken to reduce the risk of keys being stolen to facilitate the taking of vehicles. The Forum elected not to support such an initiative, suggesting that the more widespread use of vehicle tracking devices was preferable to introducing increasingly sophisticated locking systems for cars.

Subsequently, the Home Office asked the Forum to look at this matter again. They considered that although tracking devices are helpful in recovering stolen vehicles, they do not stop the crime being committed in the first place. The police also advised that some criminals are adapting their

behaviour to take account of the risk of a tracker device being fitted.

The Forum has advised that ultimately, the question to be decided is whether the benefits of improving vehicle security outweigh the disbenefits associated with an increase in violence that greater security could encourage criminals to adopt and consumer detriment. It was agreed the Association of Chief Police Officers should carry out research in this area and that once the results are available, the trade offs between improved levels of security as against increased risks of violence should be considered further.

## Road Charging Feasibility Study

DfT set up a Road Charging Feasibility Study (RCFS) in 2003. The key aims of the RCFS are to advise on practical options for the design and implementation of a new system for charging road users in the UK.

The Forum acknowledges the importance of this work, particularly in the light of recent research that shows that the motorist will accept charging as part of a package if the benefits are transparent and immediate. We have stressed to DfT that it is vital that full consideration should be given to the distributional impact of charging proposals on different groups of people and on different areas.

Individual members of the Forum are serving on the Steering Group taking this work forward and the Forum itself will continue to keep a watching brief on the subject.

## DVO Strategy

The Forum has engaged with the Driver Vehicle Operator (DVO) Group in DfT regarding its strategy for providing 'One Stop' customer service operators. The DVO aim is to provide fully integrated and joined up services to customers.

The Forum believes that DVO has made good progress in moving towards its goal although we have stressed in our discussions that integration and delivery remain the key challenges as regards its operation. The Forum stands ready to act in a consultative capacity on future strands of DVO strategy.

## Publicity for HSE Guidance on Work-Related Road Safety

The Forum contributed to the study that the Health and Safety Executive (HSE) undertook into work related journeys that expose workers and/or members of the public to risks from vehicle accidents. Our concern in this matter stems from research that has shown that company car drivers are more likely to be involved in accidents than private car drivers, even taking account of the higher mileage driven.

The HSE has subsequently issued guidance giving advice on managing work related road safety effectively and on integrating it into existing health and safety requirements. We were very pleased to offer Government a number of suggestions as to the most effective ways that this guidance could be made most widely available.

# Chapter Three

## Raising Issues of Concern to Motorists

### Hard Shoulder Running

The Forum is generally very supportive of the initiatives that DfT is proposing to help ease congestion by making better use of existing road space. However, the Forum raised concerns over DfT's proposal to use the hard shoulder as a running lane during times of acute congestion.

Hard shoulders are an essential protection for motorists and the Forum was keen to ensure that hard shoulder running was not simply trading safety for capacity. We also drew attention to the potential safety risks that rescue and recovery operatives who attended breakdowns on the motorway could face and the dangers that disabled people in wheelchairs could experience should their car break down on a stretch of motorway without a hard shoulder.

The Forum has held a number of meetings with Government over this matter. We are reassured that hard shoulder running will only be contemplated for short distances at pinch points during those times of the day when congestion is at its peak, and that safety will be the overriding factor in any decision to introduce hard shoulder running. We will watch carefully the pilot schemes where hard shoulder running is introduced to ensure that the safety of all road users remains paramount.

### Traffic Policing

Police presence on the roads is essential in detecting and dealing effectively with a wide range of behaviour that contributes to accidents and road casualties for example dangerous driving, drink driving and driving

while under the influence of drugs. Research also demonstrates that drivers who commit offences such as drink driving or dangerous driving are far more likely to have committed other, non motoring offences than non offenders. The targeting of resources on traffic policing should therefore lead to the detection of other criminal activity, as well as improving road safety.

It is estimated that in the 1980s, 15% of all police resources were targeted towards traffic policing. Today, the figure is around 5% and this is on the back of significant increases in traffic levels during this period. While we recognise both the increased use of technology, such as Automatic Number Plate Recognition (ANPR), for enforcement purposes and the many and increasing calls on police time to tackle serious crime, the Forum believes that curbing road deaths and injuries should also be given appropriate priority on the policing agenda. Accordingly, we have called on the Home Office to review the role of traffic policing in the context of the National Policing Plan.



### Compensation and Support for Victims of Crime

The Forum noted with concern the proposal by the Home Office that drivers who receive a Fixed Penalty Notice in respect of a Road Traffic Offence under the Road Traffic Offenders Act 1988 should pay a surcharge which would be put to establish a Victims' Fund in England and Wales.

We do not believe that this proposal would be helpful in delivering the Government's wider objectives in the road safety field and could simply be seen as an unwarranted levy being placed on motorists. We have advised Government not to pursue this proposal.

### Parking at Stations

Insufficient parking provision at many railway stations is a major issue for those who wish to drive to stations and continue their journeys by train. The problem is exacerbated by the proliferation of on street controlled parking zones in the immediate vicinity of stations. While we obviously recognise the benefits to residents of introducing such zones (and do not argue against their introduction), their implementation and insufficient parking provision at many stations means that motorists are less able to interchange with train services. Left unchecked, this is a deterrent to the development of a fully integrated transport strategy.

We believe it is essential to integrate the car driver into the public transport network and that ease of interchange for car users with rail and bus services should be a priority. We have therefore suggested to Network Rail, the Strategic Rail Authority and

Transport for London that better car parking provision should be provided at main line and Underground stations where space is available for this and an appropriate level of demand to use this parking provision exists.

We have had positive responses to our requests from these bodies and very much hope that improved parking provision will be available in future.

### Street Works

We have continued to press the Government to take decisive action to tackle the unnecessary congestion experienced by motorists due to the disruption arising from street works.

We welcome the new powers contained in the Traffic Management Bill that will give greater control to councils over when and where utility companies carry out street works and to prevent roads from being dug up repeatedly.

### Unlicensed/Untaxed Driving

As well as contributing to the work DfT is undertaking on uninsured drivers, the Forum has continued to comment on the need to tackle those who also drive unlicensed or untaxed.

We are concerned that there are around a million unlicensed drivers on our roads (compared with a total of 32 million licensed drivers). Such drivers are up to nine times more likely to have an accident than a licensed driver and are involved in about 7,000 injury crashes every year.

We welcome the Government's commitment to tackling this problem through the widespread introduction of ANPR. We also note the Government's hopes that the introduction of continuous registration, allowing DVLA to prosecute those avoiding road tax, will help to improve detection as many unlicensed drivers will also be untaxed and will not have registered the vehicle in their name.

We shall watch developments in this area carefully and will not hesitate to call for further action if the currently unacceptable number of people driving either unlicensed or untaxed does not fall.

## London Congestion Charging Scheme

The Forum noted with some concern the large increases in penalty and enforcement charges proposed by TfL for non payment of the congestion charge. This concern arises from the number of cases which continue to be reported in the press and direct to motoring organisations about the difficulties that motorists are experiencing when they have been issued incorrectly with penalty charge notices.

In our view, the administration of the scheme is currently too inflexible. The administration system is geared specifically towards charge collection and does not appear to deal fairly with penalty charge appeals there appears to be no simple way in which charges that clearly have been issued incorrectly can be cancelled without going through the formal appeal procedure. The appeal system also assumes that those who have been issued with a charge are guilty and we believe that a degree of reasonableness

should be applied to those who have been issued wrongly with a ticket.

Motoring organisations also continue to receive complaints from members who become upset and distressed at the lengths that they have to go to prove that their vehicle was not in the zone. Innocent motorists should not have to become private detectives in order to track down cloned vehicles using their vehicle identity.

In our view, priority must be given to the setting up of an appeals procedure that is much more flexible and allows charges which clearly have been issued wrongly to be cancelled without the need to go to formal appeal. It also must not be based on the presumption that a motorist is guilty unless he or she can prove otherwise.



## Local Authority Parking Attendants

Concern has been expressed that local authorities are adopting an over zealous approach to parking enforcement. This is supported by widespread reports in the media that motorists are being unduly targeted. The motoring organisations have also received considerable correspondence alleging unscrupulous enforcement activity. Consequently, many motorists feel that they are being victimised, often at the expense of others committing more serious motoring offences. Inevitably, this leads to diminishing respect for wider motoring law and the associated detrimental effect this has on road safety.

The Forum has raised these concerns regarding parking enforcement in London with the Association of London Government. We were assured that there was no evidence of the current system of parking enforcement in London working incorrectly or that there was a problem with the appeals mechanism. We also understand that Government is seeking to make the guidance to local authorities on civil enforcement of traffic contraventions statutory. This national guidance should help ensure consistency across the country in the way civil enforcement is carried out and by making it statutory, authorities will have to have regard to it.

We will continue to watch developments closely. Should proposed changes not address motorists' concerns, this may well be an issue to which we will return.

## Use of Hard Shoulder by Breakdown/Recovery Operators

Resulting from its earlier work on Incident Management, the Forum has continued to press Government to permit accredited breakdown and recovery organisations to use the hard shoulder to access the scene of a breakdown in those situations where traffic congestion on the main carriageway was delaying attendance.

Following a series of discussions between interested parties, the Association of Chief Police Officers (ACPO) has issued revised guidance to all police forces in dealing with requests for access to the hard shoulder. While accepting the ACPO guidance document as a welcome short term action to address a particular weakness in the current arrangements, we remain concerned that any process requiring case by case consultation with the police will introduce delays which place the broken down motorist and other road users at undue risk. We hope Government will reconsider this matter and introduce an arrangement that reduces the risk to the drivers and passengers of broken down vehicles who may find themselves stranded on the hard shoulder for unnecessarily long periods awaiting the attendance of a roadside assistance vehicle.

# Annex A

## Terms of Reference

Working within the framework of the Integrated Transport White Paper and of Government's sustainable development strategy, and recognising that for the foreseeable future the car will be the dominant mode of personal transport in the UK, the Motorists' Forum will:

- seek to establish a consensus of motorists and the motor industry with the Government in regard to the role of the car in our society;
- co ordinate and represent to Government the voice of the responsible private and business car user;
- seek to ensure that the use of the car continues to develop in a manner which takes account of concerns for the environment, safety, and social inclusion;
- advise on how far the car fits into the integrated transport strategy and how the integration process can be further developed to offer motorists realistic alternatives to the car;
- advise on the development of policy issues by Government and its agencies, and by local government, relating to transport or affecting the motorist, so that they relate to motorists in an understanding way;
- advise the Government in regard to new technology which can be used inside and outside the car to help achieve these goals; and
- advise CfIT on issues affecting the motorist.

# Annex B

## Other Positions held by Members Relevant to the Work of the Forum

### **Sir Trevor Chinn CVO**

*Chairman:* Kwik Fit Group Limited; ITIS Holdings plc;  
*Vice Chair:* Commission for Integrated Transport;  
*Life President:* RAC plc;  
*Directorships:* Automotive Skills Ltd;  
*Governor:* Motability.

### **Councillor Tony Brown**

*Member:* London Borough of Ealing;  
*Board Member:* Low Carbon Vehicle Partnership;  
*Advisor:* Ealing Community Transport.

### **Findlay Caldwell**

*Directorships:* RAC Motoring Services; RAC Insurance Limited; British School of Motoring Ltd; RAC Auto Windscreens Ltd;  
*Member:* RAC Foundation Public Policy Committee;  
*Trustee:* RAC Foundation.

### **Douglas Campbell OBE**

*Directorships:* Douglas Campbell Consulting Ltd; Mobility Roadshow Ltd; Baywatch Campaign Ltd;  
*Trustee:* Mobility Choice.

### **John Dawson**

*Managing Director:* AA Foundation for Road Safety Research;  
*Policy and International Director:* Automobile Association;  
*Chair:* AA Motoring Trust Trading Ltd; European Road Assessment Programme; FIA Foundation Safety and Mobility Committee;  
*Member:* Independent Transport Commission;  
*Steering Group Member:* Road Charging Feasibility Study Steering Group;  
*Trustee and Honorary Secretary:* FIA Foundation.

### **David Holmes CB**

*Steering Group Member:* Road Charging Feasibility Study Steering Group;  
*Trustee:* Motorway Archive Trust.

### **John Lewis**

*Member:* Cars QA Governing Board; Vehicle Industry Policy and European Regulation Group (VIPER); Retail Motor Strategy Group; Low Carbon Vehicle Partnership (Passenger Car and Commercial Vehicle Groups);  
*UK Representative:* European Car & Truck Rental Association.

### **Christopher Macgowan**

*Directorships:* Society of Motor Manufacturers and Traders (SMMT) Ltd; Odette International Ltd;  
*Member:* Vehicle Crime Reduction Action Team (VCRAT); Road Haulage Forum; CBI Trade Association Forum; Modernising Vehicle Registration Implementation Board (MVRIB); Vehicle Industry Policy and European Regulation Group (VIPER); Retail Motor Strategy Group; Automotive Academy;  
*Steering Group Member:* Road Charging Feasibility Study Steering Group.

### **Richard Mills OBE**

*Director General:* International Union of Air Pollution Prevention & Environmental Protection Associations;  
*Chair:* Environmental Analysis Co operative.

**John Mumford OBE**

*Directorships:* Cogent Sector Skills Council; Energy Saving Trust Ltd; United Kingdom Petroleum Industry Association Ltd; Energy Institute; Alexander Duckham & Company Ltd; BP Oil Grangemouth Refinery Ltd; BP Oil Llandarcy Refinery Ltd; BP Oil UK Ltd; Lubricants UK Ltd; Shell Mex and BP Ltd; Yasdan Ltd;

*Steering Group Member:* Low Carbon Vehicle Partnership;

*Member of Advisory Councils:* South East Development Agency; National Consumer Council.

**Roger Putnam**

*Directorships:* Jaguar Switzerland; Society of Motor Manufacturers and Traders (SMMT) Ltd; Gateway to London; Automotive Skills Ltd; Air Music and Media plc;

*Chair:* Ford of Britain Trust; Halcyon Days Ltd;

*Board Member:* Low Carbon Vehicle Partnership; DTI Motorsports Board;

*Member:* CBI President's Committee; Retail Motor Strategy Group.

**Michael Roberts**

*Non Executive Director:* The Carbon Trust;

*Member:* Commission for Integrated Transport;

*Steering Group Member:* Road Charging Feasibility Study Steering Group.

**Archie Robertson OBE**

*Chair:* National Road Users Committee; National Environment Committee;

*Member:* Commission for Integrated Transport; Department for Transport Board.

**Roger Wood**

*Directorships:* Centrica plc; AA The Driving School Agency Ltd; Institute of Advanced Motorists;

*Trustee:* The AA Motoring Trust.

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