



ABD POLICIES TO SUPPORT LONDON'S DRIVERS

- ABD has 2 established policy documents – the '[Motorists' Charter](#)' and '[A Fair Deal for the Motorist](#)' – proposals to the Downing Street Policy Unit.
 - The principles are still sound, but updates are needed for relatively new areas such as the ICE ban, Electric Vehicles and LTNs.
 - An updated [draft set of policies](#) is provided for discussion, with a summary of the main points below. All feedback welcomed.
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- Policy should recognise that cars, vans and motorbikes are people's preferred mode of transport.
 - It should recognise that road users have been taxed excessively, and even if VED and fuel duty are reduced by a move towards lower emission vehicles, taxation will still be relatively high.
 - Highways authorities should provide safe road surfaces for the benefit of all road users, including drivers and cyclists. Maintenance should be cost effective and timely, minimising disruption.
 - Authorities should target measures on bottlenecks and congestion, including reversing capacity restrictions such as bus and cycle lanes primarily made to deter car use.
 - There should be an end to measures such as Play Streets, pocket parks and 'greying the green' primarily designed to take roads out of service. Gratuitous restrictions on cars such as ULEZ and Low Traffic Neighbourhoods should be cancelled.
 - There should be no new motoring taxes, such as a Workplace Parking Levy, any form of road pricing (such as pay-per-mile or a Congestion-Charge) or environmental levies (such as parking surcharges or charges for entering a 'Zero Emission Zone').
 - Local authorities should provide parking to satisfy demand either free or at reasonable cost. Restrictions must only be related to parking and traffic management problems, not to raise money. Parking spaces should not be repurposed for gratuitous street furniture, such as planters. Policies requiring 'zero parking developments' should be banned.
 - Speed limits should be set at levels that the majority of drivers consider reasonable, factoring in the proven 85th percentile model. They must not be set to generate fine income.
 - Speed cameras should only be used when all other engineering measures have been tried. They should be regularly audited and removed where there has been no proven casualty reduction. Alternative and cheaper methods, such as Vehicle Activated Signs, are likely to be more effective.
 - Enforcement of parking and moving traffic contraventions should focus on motorists who cause significant danger or inconvenience to other road users.
 - All road users should share the road with a spirit of mutual respect and consideration. There should be no 'hierarchy of road users' – blatant discrimination against drivers. Legislation should work on a principle of reasonableness and respect innocence before proof of guilt.
 - There should be no restrictions in the name of discredited environmental policies, such as 'Net Zero' or to address a fictional number of 'deaths' hyped against vehicle emissions.
 - The government should drop the ban on the sale of new Internal Combustion Engine (ICE) and ICE-hybrid vehicles. Whether to buy an Electric Vehicle (EV) should be a consumer decision.
 - Having promoted EVs, the government, should address the consequences, such extra wear and tear caused by heavier vehicles. A specialist task force should address risks to multi-storey car park floors, possible pavement hazards posed by charging infrastructure and the propensity of EVs to catch fire, endangering public safety