

GATSOs: more Money than Sense

The Transport Research Laboratory has recently released an analysis of the effects of Gatso speed cameras on urban accident rates in West London in the 12 months since their installation.

Contrary to the DoT's claim of a 22% reduction, TRL reports them to deliver an overall 14% fall in accident rates compared with non-camera equipped roads; when the fall in accident rates on the latter roads is taken into account.

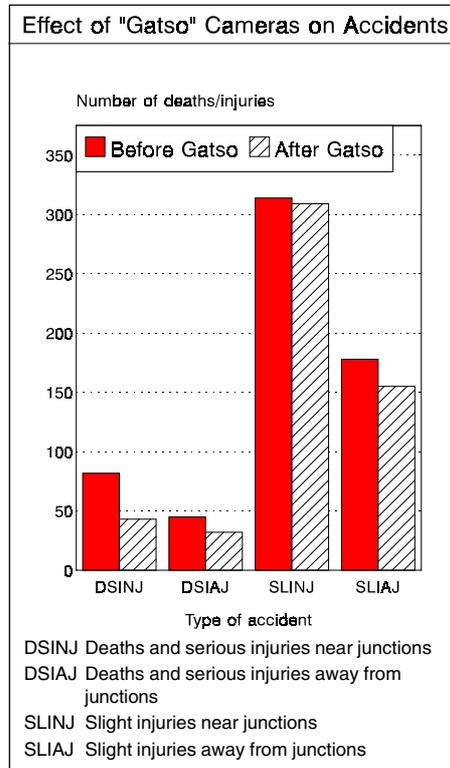
They have had a significant effect in reducing deaths and serious injuries *only* near junctions. (DSINJ in the above Figure).

a significant effect only near junctions

In terms of deaths and serious injuries away from junctions (DSIAJ), and slight injuries near and away from junctions (SLINJ and SLIAJ respectively), they appear to have had virtually no effect.

This only reinforces the rightness of the ABD stance: that such cameras should only be used at traffic lights and other urban locations where - changes in road design having been either impracticable or unsuccessful - there is an established history of serious accidents.

The extent to which traffic diverts from camera-equipped roads - increasing traffic levels



and accident rates on adjacent ones - has not been investigated.

Nor is it likely that any attempt will be

Issue 5, Winter 1994/95

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- lane discipline

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ABD Drive for Membership

made to consider this aspect, you can be sure!

Another concern is the cost of these cameras: while the Treasury nets some £1,000,000 a month from Gatso fines, it is estimated that up to 50% of the initial installation cost is swallowed up annually in addition, in running and servicing costs.

Our fear (as it has been all along) is that Government, spurred on by the monetary

Treasury nets £1,000,000 a month from Gatso

aspirations of the Treasury, will continue with the willy-nilly installation of these devices, irrespective of the mounting evidence of their limited effectiveness - the facts about which the DoT will continue to try to fudge to obscure the truth.

You don't need to be a rocket scientist to realise that it's a case more of money than of sense.

Association of British Drivers - first National Day

The first ABD National Day will be held on November 22nd, 1994 from 12.30pm. The venue is one of London's foremost conference centres, The City Cellars, in Whitbread's magnificently restored Chiswell Street Brewery. The venue is conveniently close to Moorgate, The Barbican and Old Street tube stations, and to BR Liverpool Street station.

The meeting will be preceded by a buffet lunch; the main proceedings commencing at 2pm. Members of the automotive and national press will also be attending. The theme of the meeting will be: Transport - a Future without Freedom?

Roger King, the Public Affairs Director of the Society of Motor Manufacturers and Traders (the SMMT) has offered both to attend and address the gathering, and for the SMMT to provide some support with regard to the funding of the event. Other speakers will be Richard Diment of the British Roads Federation and Gordon Lee of Autoforum. We have also invited Canon Lionel Webber (The Queen's chaplain)

and motoring journalist, Jeremy Clarkson.

Members are being asked to pay only a nominal fee (£15 per person) toward the cost of staging this event.

Please support us - it is in your interest to do so if at all possible: properly managed, and

All members should attend!

with an adequate membership turnout, it will gain us more favourable media recognition, leading to increased membership numbers and hopefully also make Government realise that motorists' views and needs can no longer be

wilfully ignored.

If this reaches you prior to the event, contact one of the Committee members if you are able to attend.

ABD First National Day

Tuesday 22 November 1994 from 12.30pm

Agenda

1. Introduction by Brian Gregory, ABD Chairman
2. Roger King, Director of Publicity of the Society of Motor Manufacturers and Traders
3. Gordon Lee, Secretary of Autoforum
4. Richard Diment, Director and Chief executive of the British Road Federation.

Venue

The City Cellars, The Brewery,
Chiswell Street, London, EC1Y 4SD

Letters

Gatsos: harmful to your health!

Sir - I'm writing to tell you of my experiences with one of these recently installed roadside cameras which take pictures of speeding motorists.

I was going up the M3 into London a couple of weeks before Christmas 1993. At the end of the M3, it becomes the A316 as it bypasses Hamworth. Along this stretch there is a camera on the central reservation. I wasn't particularly aware of its existence before then and was proceeding along in the outside lane at around 70mph following a taxi (non Black cab variety). Suddenly and without any warning, the taxi driver stood on his brakes and swerved violently across to the nearside lane. It took me a couple of seconds to work out why he'd done this and I slowed up quickly as well. As soon as we were out of the range of the camera box, the taxi accelerated hard again up to his previous speed.

I concluded that local knowledge, which I assume the taxi driver held in abundance, dictated that this camera was to be treated with respect and passed slowly and with care. This he did, but unfortunately the manner of his doing it was highly dangerous and unsettling. Whilst the camera undoubtedly slows traffic down in its vicinity, it is only a very local effect and many drivers adopt dangerous tactics to circumvent it, so the net benefit to traffic safety as a whole may well be negative.

Andrew Child

The safe and sure way to increase road casualties! - Ed.

Sir - I have joined the Association of British Drivers and have received all your literature, which I have read with great interest. I have sent the special multipage insert to my M.P. as requested and have enclosed a copy of his reply.

I agree wholeheartedly with everything you say with but one tiny exception and that is that I

believe that speed cameras have no business on our roads. This I believe for two main reasons; the first is illustrated by the above letter from Andrew Child describing what can happen in the vicinity of a speed camera. I have also had observers making notes in the vicinity of these cameras. The following is an extract:

"Drivers in the vicinity of the cameras jam on their brakes suddenly, often changing lanes as they brake. This causes following drivers to brake very hard and to change lanes in order to avoid hitting those in front. In the resulting confusion, there are sometimes shunts."

It is also stated in these notes that great confusion is caused by rapid changes of speed limit. Out of the range of cameras, speeds are "whacked up" to well over the speed limit (to make up for lost time, my insertion). I have frequently asked these observers whether there has been any change in the motorists' behaviour which they describe, during the months which have elapsed since these cameras were brought into operation. The answer is always no, there has been no change in behaviour.

My second reason is that many motorists, including my observers, are so frightened by these cameras that they avoid them by taking to side streets, and by so doing annoy local residents. This no doubt explains the often quoted reduction in accident rate. It is strange that this reduction has always remained at a steady thirty-three and a third percent over two years, one would have thought that there would be statistical fluctuation.

If it felt desirable to divert motorists at accident spots there are better ways of doing this, plastic, portable roundabouts etc...

This whole approach to motoring is frightening motorists and making them angry. It is counterproductive to safe driving. Speed cameras in this area are being smashed up with hammers, painted over, set on fire with petrol and being chucked into rivers. There is now a tendency to pull up speed limit signs, throw them into ponds, people's drives or otherwise dispose of them. Many signs are turned round thus making a nonsense of the speed limit system.

Write to On The Road!

This is *your* Newsletter! Write to the ABD with your experiences, observations and opinions.

Send a text file on disc as well as hard copy if possible.

I have been remonstrating about the futility of this approach to my M.P., to the Ministry of Transport, and to Dr.North, Vice Chancellor of Oxford; all to no avail.

When your membership increases I suggest that you look at the possibility of taking a leaf out of the French lorry drivers' book and organise a motorists' "go-slow". In other words, motorists in a designated area could exercise their freedom of choice and leave the motorway system for the side roads, at all times obeying the law to the letter. They should take extreme care at pedestrian crossings, roundabouts etc...Their speed should be at least 10mph below any signed speed limit, if not more. Packed lunches and non-alcoholic drinks should be carried. This should effectively paralyse any given area of the country and should act as a message to any Government that motorists have had enough.

Michael S Bingley

Dr. Bingley may be comforted to know that a recent Transport Research Laboratory (TRL) report suggests that speed cameras have only a very localised effect, particularly in the vicinity of road junctions, and reduce accidents by no more than 14%. No attempt has been made in these calculations to take account of the extent of diversion off camera-monitored routes onto adjacent, camera-free ones (see the article: "GATSOS: more Money than Sense" in this issue of "On the Road")- Ed.

The Mobile Chicane holidays in Scotland

Sir - After having been subjected to dozens of caravanners doing approximately 28mph on trunk roads, happily sailing past lay-by after lay-by, who blatantly ignore the desperate drivers behind them who are not on holiday, I would very much appreciate it if you would consider issuing Press Releases pointing out that it is illegal to hold up traffic. I am giving these caravanners the benefit of the doubt that they are not aware of this law and thought it would be very useful and safer for us all if they were made aware of it.

Dee Moir

We sympathise wholeheartedly with Dee. The Caravan Club does, in fact, make recommendations to its members about minimum gaps that should be left between themselves and the preceding 'van, and about holding up faster traffic. Unfortunately, it appears that some members don't bother to read the handbook - Ed.

The Association of British Drivers

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For contact details see:
www.abd.org.uk/contacts.htm

Letters (continued)

A waste of space

A recent long motorway journey showed up a glaring affliction that seems to infect the majority of car drivers, particularly those going shopping or whatever they do on a Saturday afternoon. This is the practice of positioning the car in the outer lane, presumably with a view to overtaking slower traffic, and joining a queue of drivers all trying to do the same thing. The result is a continuous and apparently endless traffic stream, stretching along the outer lane as far as the eye can see, whilst the inner lanes merely contain the odd cluster or single vehicle dotted here and there.

This outer stream seems to run at about 68-70mph, sometimes dropping down to 50 and sometimes up toward 80mph. Because of these speed variations it becomes less stressful to return to the centre or inner lane (as the Highway Code stipulates) and maintain a steady speed, still making progress when the outer queue slows down. This soon shows that there are considerable gaps in the outer traffic stream, well above necessary safety margins, and often providing the opportunity to return to the outer lane to overtake slower vehicles.

Perhaps this dismal situation reflects the British attitude of conformity and forming an orderly queue in any situation. It also shows a complete indifference to, and incomprehension of, any genuine concept of orderly progress through making the maximum use of the road space available. Many of these drivers seem to be in some sort of trance, the worst trailing well behind the vehicle in front, with no thought of moving over and letting other drivers through.

No doubt much of this idle and inconsiderate behaviour can be ascribed to the discredited 70mph speed limit, where the unthinking driver has settled down at about 68mph, and feels no need to move over as no-one should go any faster. The result is mile after mile of unnecessary congestion.

This problem does not seem to feature in any Government road-safety campaigns. We hear plenty about "speeding" and "tailgating", but very little about lane discipline and proper, considerate use of the road. If the Department of Transport were to address itself to this problem, explaining the best driving practice in simple terms for the benefit of the most dim-witted, perhaps they would be pleasantly surprised to see some magic relief from the constant congestion problems of the motorways. We need a "MOTORWAY MOVE IT!" Campaign, perhaps with the slogan: "MOVE OUT, MOVE ON & MOVE OVER!"

Peter Horton

Mr Horton surely deals with a topic of great interest - and frustration - to all those of us who try to adhere to the Highway Code's motorway and dual-carriageway lane discipline recommendations.

MP, John Butcher is aware of this problem, see Traffic News.

Congestion pricing: with the emphasis on "Con"!

The Government, through the DoT and the DoE, is dreaming up all manner of spurious justifications for its campaign of persecution of the motorist. The alleged cost of congestion is one such red-herring.

David Pearce, professor of economics at University College, London estimates the annual costs of congestion, pollution, accidents and noise at respectively £13.5, £2.8 and £7.5 thousand million, and noise at £600 million.

Let's consider the cost of having *no* congestion: *catastrophic*: it amounts to the country's GNP, its gross national product. If no-one travels to and from work, the economy grinds to a halt!

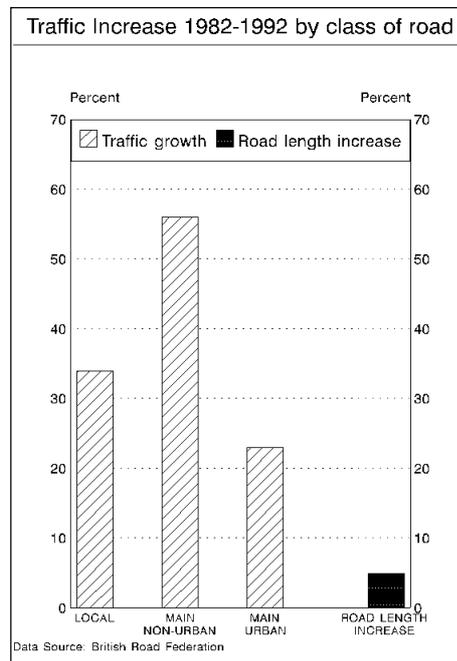
The cost of no congestion equals the gross national product!

Now, what about the actual causes of congestion?

Between 1982 and 1992 traffic on local, non-urban main, and urban main roads grew by 34%, 56% and 23% respectively.

The growth in the road network over the same period was just 5%! Most of this growth was on new housing and industrial developments! Is it any wonder that congestion has increased?

Over this period, the Exchequer has consistently extracted from motorists between four and five times what it ploughs back into roads.



Now, through motorway tolling, urban road charging, colossal hikes in fuel excise duty well in excess of inflation, massive increases in robotic enforcement and punitive fines for exceeding discredited motorway and trunk road speed limits and so on, we face the prospect of paying even more for even less! If that's not *Con*-gestion pricing, I don't know what is!

Autumn: Season of mists, mellow fruitfulness ... and cars with only one headlight!

Seriously, have you checked your lights lately? And have you got spare bulbs? There are some quite neat kits available at reasonable cost from most motor spares shops and dealers.

Talking of replacement bulbs, has anyone else noticed how, once the original equipment sidelight bulbs fail, the replacement bulbs you buy from supposedly reputable outlets last hardly any time at all? Worse still, they quickly go dim as the inside of the glass gets coated with (presumably) metal oxide. Could it be

that the manufacturers deliberately introduce impurities to make the bulbs fail so the punters have to buy more? Whatever the cause, it is most unsatisfactory that shops are allowed to sell this rubbish.

In the meantime, if you are keen to be well-lit, roll along to a Volvo dealer (no doubt some others sell good quality parts too) for your replacement bulbs. The one-off price will be higher but they last many times longer than the cheap ones and do not go dim in mid-life.

Traffic News

It has been a hectic few months for transport correspondents with news coming thick and fast. Most of it, unfortunately, concerning matters of the sort that the ABD is pledged to counter. However, two promising items to start with:

“MP seeks action on motorway lane hogs”

headed a report in *The Daily Telegraph* (9th July). **Mr John Butcher, MP** (Con, Coventry SW) had “tabled a Parliamentary question asking ... the Transport Secretary to look into the dangers of bunching and to promote a national advertising campaign to improve lane discipline”.

Further quotes from Mr Butcher indicate that there is at least one MP who understands the problem. Well done, Sir!

Commons Committee attacks M'way toll plans

The Financial Times (13th August) stated that the **Transport Select Committee** in its report, *Charging for the Use of Motorways* (House of Commons Paper HC 376-I, HMSO, £11) found “that the Government’s arguments for motorway tolls in a Green Paper published last May were ‘unconvincing’. It suggests that an increase in fuel duty would be cheaper and easier to collect.”

The Committee believes that the resultant “20% - 30% of vehicles diverting from motorways onto unsuitable local roads at peak times leading to additional accidents and casualties as well as environmental damage” would be “totally unacceptable”.

The FT report continues: “The MPs also attack the Government’s refusal to earmark the proceeds of an increase in fuel duty for motorway spending.”

It’s good to know there are some more MPs with their heads screwed on but apparently **Dr Brian Mawhinney**, Transport Secretary, responded to the report saying that “toll revenue would be used only to improve the tolled network”. Does anyone want to bet on that?

Computing (18th August) on the same matter quoted: “thousands of extra road casualties every year” would be caused by motorway tolls diverting traffic to side roads.

The Committee “fears the cost of installing and operating the hardware and software to administer electronic tolls, suggesting it would be cheaper and more effective to increase petrol charges by 7p a gallon”.

Urban tolls

The main headline in *The Daily Telegraph* (22nd

August) concerned urban road charging and stated that: “The move [to charging] would also help to meet EC air quality standards.”

Apparently, “The plans are being drawn up by **Mr Steven Norris**, minister for local transport and and road safety, who is a strong supporter of tolls.” (Does it not give one confidence, knowing we are governed by people so clearly open-minded and objective?)

“Mr Norris will ‘sell’ the initiative to his colleagues as a way of stripping off some of Labour’s green clothes.” Not a pretty sight, to be sure. But “**Mr Chris Smith**, Labour’s environment spokesman said ... that Labour would [also] allow councils to impose congestion charging to meet air quality targets.” So he’s not going to be debagged so easily!

Gatsos: “cash raised is limited only by people available to process film”

On the same day *The Daily Telegraph* (Does anyone out there read anything else? - Contributions welcome!) also reported the Gatso revenue figures (see article in this issue) and stated: “by lowering the speed at which they prosecute by 2mph forces could easily double their fine revenue overnight, but their processing departments could not cope with the extra work”.

“Roads generate traffic”

The Daily Telegraph (14th October) reported that there is “new evidence that road building creates more traffic” but did not produce the evidence. This is apparently in an unpublished Government report of which **Mr Phil Goodwin** of Oxford University’s Transport Studies Unit is co-author. Mr Goodwin said, “The Government will have to re-think its entire £19 billion roads programme.” Rather drastic, from a man who has obviously never ventured as far as the M45 to see for himself that roads do not, of themselves, generate traffic.

He went on to say “that new roads generated, on average, 10% more traffic in the short term and 20% in the long term”. His argument is apparently that if you do not build any more roads, traffic will not increase. This is clearly a quantum leap in mankind’s understanding of cause and effect.

He believes that “The M25 may have created 40% more traffic than existed before.” Again, there is no consideration as to why that traffic is there, on the M25. For example, people in the Midlands may wish to use the Channel ports and the M25 is the obvious route. Is this such a bad thing? With one hand the government encourages exporters, with the other (if the likes of Mr Goodwin hold sway) it intends to put a tourniquet on the economy by not providing the transport infrastructure we need and by discouraging use of what we have.

Policeman drives at 90 in 50 limit

Reporting the publication of an updated edition of *Roadcraft* (HMSO, £9.95) the manual originally written for police drivers, *The Daily Telegraph* (14th October) sent its motoring editor out with a police driving instructor.

The instructor apparently demonstrated various aspects of good driving and in particular emphasised the importance of observation: “I would say that 90% of accidents are due to poor observation and evaluation of hazards”, he said.

Roadcraft also contains research and statistics on accidents “which show that drivers have the same [type of] accidents over and over again.”

This is all good stuff and every driver serious about driving safely, considerably and yet quickly will no doubt obtain and study this book.

One striking part of the report was that when driving on “a dual carriageway with a 50 limit applied” this policeman “‘firmly on the drive’ negotiated it at 90 or so”. This raises a number of questions:

- Was he driving dangerously?
- Was the limit inappropriately low for the road?
- Are there occasions when it is safe to exceed limits because of low traffic levels?
- If it was safe for the driver in the report, might it not be safe for other drivers?
- If it was safe, is it right to criminalise other drivers for breaking what are clearly just arbitrary regulations?

More from the Ivory Towers

In a letter to the *Financial Times* (22nd October) **Mr Andrew Tylecote**, Professor of the Economics and Management of Technology, Sheffield University Management School, claimed that:

“Electronic road pricing will not damage the economy at all - on the contrary. The revenue raised will allow existing taxes to be lowered...” Apart from the fact that, as we all know, government very rarely removes or lowers a tax. Mr Tylecote ignores the fact that the additional costs to business of using roads will feed directly through the economy resulting in higher costs to consumers and/or lower

... continued next page

Cuttings request

Cuttings (or photocopies) from newspapers, magazines and professional journals will be greatly appreciated. The wider the coverage the better.

Your Freedom Threatened

PPG13 or:

Planning to create chaos

Have you heard of Planning Policy Guidance 13 (otherwise known as PPG13)? Probably not. It is one of the current administration's least publicised, most far-reaching, and most repressive policy "guidelines".

Below are some quotes taken from PPG13:

"Real increases in the cost of car use should encourage people to demand public transport alternatives more often".

"Car parking policies (including charges and enforcement) can be used to discourage car traffic from urban centres".

"Controls over public parking need to be backed up by adequate enforcement measures."

"Measures to discourage car use in town and city centres might increase pressures for development elsewhere, and the planning system needs to be ready to respond to that".

"There is a risk that cars will simply be diverted to centres (or out-of-centre development) where parking provision is more generous".

"It may be desirable to encourage the redevelopment for alternative purposes of sites used for parking and to refuse planning permission for public and private car parks".

"Any provision made for car parking in developments must be consistent with authorities' overall approach to reduce travel demand and congestion".

"The emphasis is on keeping parking provision to the bare minimum".

"Care should be taken to avoid establishing schemes which encourage long-distance commuting by car."

Do these pronouncements sound like those of an administration interested in freedom of choice?

Put in the simplest terms, Government intends to limit your freedom of choice to go where you want by your preferred mode of transport.

In-town parking provision will be reduced.

Parking provision at new out-of-centre retail developments - and in new housing developments - is to be restricted to the bare minimum - otherwise planning permission will be refused!

Your elected Government doesn't want you diverting to another location where parking provision is adequate (or in their parlance: "more generous")!

Urban road charging will be introduced - as with motorway tolling - with no real public consultation and with absolutely no concern for public opinion.

You will be charged by the second for the "privilege" of plying your town centre (and ultimately, we suspect, non-urban) roads, desperately searching for that one vacant slot in an ever-reducing pool of parking spaces.

These measures must be opposed: they infringe the civil liberties

of every freedom loving citizen of the British Isles, and are more appropriate to the oppressive, totalitarian former Soviet Union at its Cold War worst than to the supposedly balanced transport policy of an administration allegedly committed to freedom of expression and mobility of labour - both of which depend on road transport and the private car for their realisation.

The British motoring public needs more control over, and protection from, a Whitehall administration that clearly sees the country's motorists as soft revenue targets from whom to extort an ever-increasing proportion of its ever-spiralling spending requirements.

What is needed are referenda on the issues of motorway tolling, urban road charging, use and location of speed cameras and Government interference in local planning policies.

What can you do to oppose these Iron Curtain style dictats?

Help us to make politically motivated persecution of, and extortion from, the British motorist as socially unacceptable as armed robbery:

Join the Association of British Drivers: NOW! Fill in the Membership Application form enclosed, and send it, with the small membership fee, to the Association's Secretary, Kyle Burnet.

Traffic News, More from the Ivory Towers

(continued)

profitability and thus lower investment.

He continues, claiming that there will be "National Health Service savings from less pollution and accidents." So he is ignoring the evidence of motorway safety and how tolling would force traffic onto other roads. And he is perhaps unaware of the fact that cars are not the major polluters. (See elsewhere in this issue.)

He then suggests that "Traffic-blighted communities can have their bypasses without serious damage to the countryside so long as they are narrow and discreet. At present that would be pointless, because drivers would scorn such an alternative; but if the charge for going through were high enough, they would go round." Typical, always the stick rather than the carrot; and again the assumption that traffic is there wantonly and unnecessarily.

It is becoming very noticeable that the proponents of these crazy, anti-business, anti-freedom schemes are, almost without exception, local government employees, central government employees or academics. All of them paid for by those who battle through the traffic on the inadequate roads these people have provided.

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Who are the *real* road transport polluters?

“The car is a massive despoiler of the environment”; or so the rabid, fact-warping environmentalist fringe and some sections of the media would have us believe.

The truth is naturally somewhat different. Road transport emissions amount to *less than one-fifth* of the nation’s overall annual emissions.

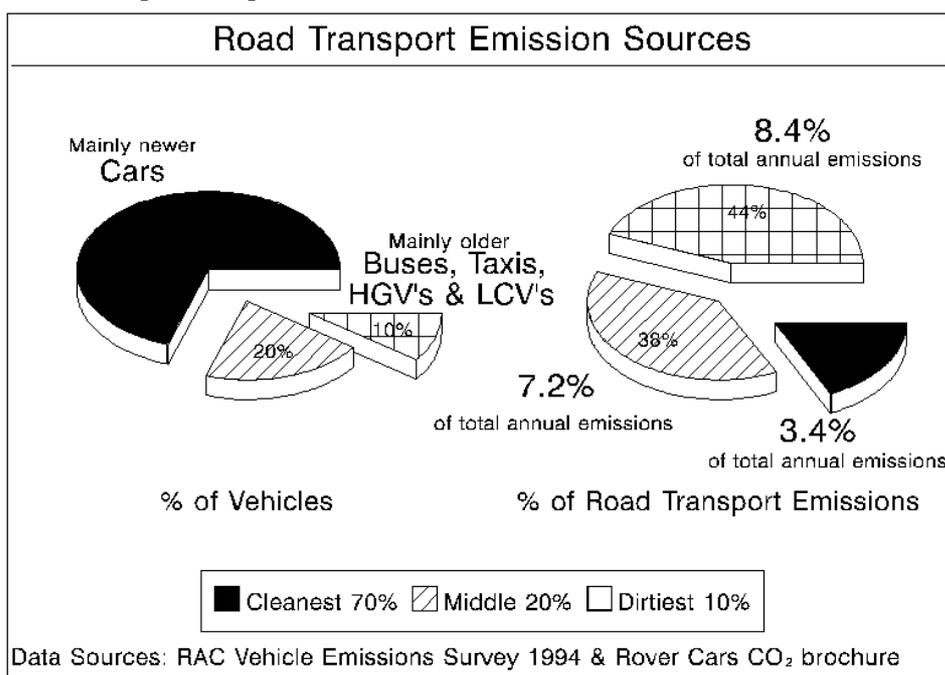
The cleanest 70% of vehicles (predominantly newer cars), give rise to less than one-fifth of total road transport emissions. The remaining 30% of vehicles give rise to over four-fifths of annual road transport emissions.

Within this 30% of heavier emitters, the worst 10% - which are predominantly buses, taxis, light- and heavy goods vehicles - contribute 44% of road transport emissions.

cars give rise to less than 3.5% of annual emissions

Thus the cleanest 70% of vehicles (cars) give rise to less than 3.5%; and the dirtiest 10% (buses, taxis, light- and heavy-goods vehicles) produce nearly 8.5% of the nation’s annual overall emissions.

It is therefore crystal clear that the media-



driven environmental witch-hunt which has been unleashed against the car has no sound scientific basis, and therefore no place in an allegedly sophisticated and advanced society.

The media would be much more productively occupied focussing their efforts on the dirtiest 10%: i.e., on the buses, taxis and light- and heavy goods vehicles.

witch-hunt has no scientific basis

Of course, this is currently perceived as “politically incorrect” - another way of saying it is scientifically valid, rather than emotively imbalanced.

Bogies!

A recent (27/08/94) Daily Mail article indicates that the latest generation of “undercover” police cars appear to be innocuous Ford Mondeos. Flashing blue lights are cloaked in the door mirrors when not in use. Disguised “POLICE - STOP” displays are housed in the rear lamp clusters. Micro-sized speed-check equipment is sited on the driving mirror. The cars all have Ford’s American sourced 2.5 litre, 24-valve V6, capable of 0-60mph in 8.1sec, and a 140mph top speed. The Q-cars are reportedly being tested in Bedfordshire, Essex, Glamorgan, Hertfordshire, Suffolk, Thames Valley, the West Midlands, and by Scotland Yard.

It was also recently announced that the Metropolitan Police had purchased a Porsche 968 Club Sport (apparently unmarked from front or rear, but with the full Constabulary plumage on its flanks). Other forces are reputedly evaluating the Lotus Esprit S4. The intent with these vehicles - and recent ACPO Traffic Committee utterings - is clear: “to make speeding as socially unacceptable as drinking and driving” (their words, not mine). Nowhere does the question of how realistic or respect-worthy our speed limits are ever arise.

The TRL, meanwhile, have recently announced: (a) that motorists generally respect realistically set limits and totally ignore those that are at odds with common sense; and (b) that motorway and fast trunk road tailgating is a far more serious and dangerous practice than

speeding (which, let’s face it, is hardly a difficult offence to commit when our motorway limit is as unrealistically low as 70mph).

Yet the Police continue to target speeding “because it’s easy” (in the TRL’s own words). In plain and simple terms, the Police would rather pinch you for doing 90mph on a near-empty motorway (when you are doing no harm to anyone) than for 10ft tailgating the preceding

motorists respect realistically-set limits

vehicle at 69mph (when such maniacal behaviour is actually putting lives at risk), and hang the road safety consequences!

Faced with all this; there can only be one, inescapable conclusion: Traffic Police are becoming no more than the Inland Revenue’s unpaid tax collectors!

Our objective is to make politically backed persecution of and extortion from the motorist as socially unacceptable as armed robbery.

It is therefore time for us to pool our information resources for our own protection. We propose the compilation of a register of VQOs (vehicles of questionable origin), giving make and model, registration number, colour; any distinguishing features and the date and location at which the sighting occurred. An initial entry is provided:

Make: Peugeot
 Model: 605 SRI
 Reg. No: K128 XDC
 Colour: Dark Blue
 Date: 11/08/94
 Location: A66/A19 Cleveland

Further entries will be gratefully received and incorporated into the register. We will keep updating it as members send in further entries.

ABD - Drive for Membership

The Government is taking decisions which affect you as a motorist. Your liberty and your wallet are under threat!

It is vital that we organise *now!* If we delay, it will be too late.

So encourage your friends and colleagues to join the ABD and help in the campaign to protect our freedom.

You will find a membership application form in this issue.

Telephone for more copies if you need them.