

**INTRODUCTION BY THE CHAIRMAN**

The Motorists' Forum was set up by the Commission for Integrated Transport at the suggestion of Government just over a year ago to ensure that the interests of car users were reflected properly in the development of the Government's transport policies.

This is the first time Government has consulted a Forum representing such a wide section of motoring interests in such a constructive manner. We very much welcome the positive way in which Ministers have conducted dialogue with the Forum.

In our first year we have seen the launch of the Government's 10 Year Transport Plan and sharp rises in world oil prices followed by serious disruption to fuel supplies. The Forum and its members have advised the Government on motorists' concerns on these matters, together with many other issues.

The Forum's role as a consultative body for Government on motoring issues has helped to ensure that motoring and motorists' interests are taken into account in the development of transport policy. The issues the Forum has advised on include the preparation of the Road Safety Strategy and the Review of Penalties for Road Traffic Offences.

Our creation has ensured that the interests of motorists are represented on a range of Government Task Forces from the Health and Safety Executive's Work Related Road Safety Task

Group through to the DTI's Task Force on Car Servicing and Repairs.

The Government's own announcements during the past year have clearly signalled that they have been listening to motorists and we are pleased to have had such an important role in delivering that message.

We look forward to continuing to ensure that motoring and motorists' interests are represented clearly within Government over the coming years.

Sir Trevor Chinn

## **CHAPTER 1**

### **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 sub-group in September 1999 to advise on policy proposals affecting motorists. CfIT agreed at its Plenary on 24 September to form *The Motorists' Forum*. Sir Trevor Chinn, the Vice-chair of CfIT, was asked to chair the Forum and it was launched formally by the Deputy Prime Minister on 31 January 2000.

The Forum works within the conceptual framework of the Government's integrated transport strategy and sustainable development policy. 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. Accordingly, in its consideration of both Government and local authority policies that could impact on motorists, the Forum looks to ensure that motoring interests and car users' views are represented properly in the development of such policies.

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

Membership of the Forum is drawn from leaders in their fields from a wide cross-section of the motoring community. While members join CfIT in an individual capacity, Forum members are invited 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.

The Forum is made up as follows: -

**Sir Trevor Chinn CVO (Chair)**

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

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

**John Dawson**, Director, *Automobile Association Motoring Policy Committee*

**Sir Christopher Foster**, Chairman, *RAC Foundation*

**Dr Michael Frend**, Director General, *UK Petroleum Industry Association*

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

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

**Ian McAllister CBE**, Chairman and Managing Director, *Ford Motor Company Ltd*

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

**Graeme Potts**, Group Managing  
Director, **RAC Motoring Services**

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

**Baroness Scott of Needham  
Market**, Vice Chair, **Local  
Government Association**

**Transport Executive**  
**Colin Skeen**, Assistant Managing  
Director, **The Automobile**

**Association**  
**Chief Constable Ken Williams**  
QPM, Chair, **Association of Chief  
Police Officers Road Policing**

**Committee**  
**Willy Rickett**, Director General,  
Transport Strategy and Planning  
**acts as the DETR Advisor to the  
group.**

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:-

**Peter Agar**, Deputy Director  
General, Business Environment,  
**Confederation of British Industry**

**Peter Nutt**, Acting Chief Executive,  
**Highways Agency**

**Sir Brian Shaw**, Chairman,  
**Automobile Association**  
**Motoring Policy Committee**

The full Forum meets in Plenary  
session four times a year.  
However, much of the detailed  
work of the Forum is taken forward  
by Working Groups. These draw on  
the experience and expertise of  
many relevant organisations going  
well beyond those represented on  
the Plenary group.

When the Forum was set up, it was  
envisaged that five standing  
Working Groups would be needed  
to take forward the work of the  
Forum. However, experience has  
shown that the most effective use  
of members' time was through  
establishing ad-hoc groups to look  
at specific matters as and when  
required. Such groups are then  
stood down when their work is  
complete. Reports drawn up by  
Working Groups are submitted to  
the full Forum for consideration  
before being presented to  
Ministers.

As the Forum has developed over  
the course of its first year, there are  
two key areas in which the Forum  
has played an important role in  
ensuring that motorists have a  
voice in the development of  
transport policies. These are:-

- acting as a useful vehicle for  
debate with Government on  
emerging policies - in particular  
helping the Government to  
develop policies such as the 10  
Year Plan, the road safety  
strategy, roadside emission  
testing and penalties for  
motoring offences

- raising issues of concern to motorists with Government where the Forum wishes to challenge existing policy or priorities for action – such as wheel-clamping on private land, street-works and incident management

Further details of the work of the Forum are contained in Chapter 2.

## CHAPTER 2

### ADVISING ON SPECIFIC TOPICS

The Forum has acted as a consultative body for Government in the preparation of its policies on motoring issues during its first year. Amongst the matters where the Forum has helped Government to shape its policies include:-

- ***The 10 Year Plan for Transport.***

The Forum made a number of inputs, both directly and also through CfIT, into the Department of the Environment, Transport and the Regions (DETR) as the *Transport 2010: The 10 Year Plan* was in the course of preparation. Submissions included:-

- a report covering recent opinion surveys of *What the Motorist Wants*;
- possible scenarios for the car in 10 years time;
- a paper setting out the performance targets for the road network the Forum would like to see achieved by the 10 Year Plan;
- best practice in managing the road network;
- the integrated transport approach for increased attention to road maintenance; and
- the role of technology in reducing travel and traffic congestion.

- ***Road Safety Strategy.***

The Forum provided input into the preparation of DETR's Road Safety Strategy.

The Forum was supportive of Government action in this key area and was pleased to endorse the strategy. However, the Forum also suggested that there were four areas where further action was required. These included improving safety for company car drivers and children, increasing penalties for people who commit major and irresponsible traffic offences and greater enforcement. The Forum is pleased to note that the Government is proposing, or taking, further action to tackle these matters.

The Forum itself has been active in these areas. It has provided a representative to the HSE Task Group looking at Work Related Road Safety (see below); it has been instrumental in seeking ways to get the automotive industry more involved with road safety related matters (as a result of this approach, the UKPIA and the SMMT are working towards developing a new, innovative and modern education campaign aimed at improving the UK record on child pedestrian safety); and it has been involved in discussions with the Home Office in the preparation of their Road Traffic Penalties consultation paper (see below).

- ***Review of Penalties for Road Traffic Offences***

The Forum set up a Working Group to assist Home Office and DETR officials in the final preparation of the Road Traffic

Penalties Consultation paper. The expertise the Forum was able to bring to this matter was recognised by the Home Office as being of immense assistance in finalising their approach to some of the more difficult policy areas.

The focus of the Group's work was to try to identify any proposals that may have been of specific concern to motorists and to see how these could be overcome. Amongst the suggestions put forward were ones designed to ensure that the mobility issues in relation to disqualification of disabled people were recognised and clarification of the proposed use of community penalties.

- ***Vehicle Crime Reduction Action Team (VCRAT)***

The Forum was asked by the Home Office to help assist in the implementation of the proposals arising from VCRAT - a team set up to carry forward the work necessary to meet the Government's target for reducing theft of and from vehicles by 30 % over a 5 year period.

The Forum has come forward with a number of proposals which it has asked its members to consider. These include asking motoring organisations to include vehicle security checks as part of the technical roadworthiness inspections and manufacturers to make more information available to motorists at the point of sale regarding a car's theft rating.

- ***Roadside Emission Testing***

The Forum was asked by DETR to look at the options for the future extension of local authority roadside emission testing.

The Forum produced a detailed response that recommended the extension of the scheme in order to help improve air quality. However, it did not support any extension designed simply to raise revenue. The report also recommended that both actions and penalties should be focused on the more heavily polluting vehicles and that any extension of the scheme should be made motorist-friendly.

Ministers have decided that testing should be extended from April 2002. The Forum expects to be consulted on the Guidance Notes DETR will be issuing to local authorities in this regard and will be looking to ensure that these Notes are as helpful to motorists as possible.

- ***Designated lanes***

The Forum was asked by DETR to look at the policy issues raised by Designated Lanes.

The Forum's report agreed that there are circumstances where lanes restricted for use by particular classes of vehicles can help safety, comfort or the more efficient movement of people or goods. However all road users can suffer disbenefit from poor schemes and the report drew attention to the fact that motorists are most likely to be the loser from schemes

which are poorly conceived, designed or implemented.

The Forum was concerned that some schemes, particularly bus lanes, are promoted in the general belief that they will "encourage the use of public transport" - even if there has been no objective evaluation as to what increased market share is likely to follow as a result - and that too few schemes are reviewed to see whether the objectives originally set, other than safety and local engineering, have been achieved.

It concluded therefore that if motorists are to accept designated lanes in future there is a need for more demanding requirements of the authorities that promote them. The business case for the lane needs to be set out, consulted on, and then monitored against the plan. Schemes that do not meet the stated aims should be amended or removed.

- ***Intelligent Speed Adaptation (ISA)***

The Forum was asked by DETR to look at the acceptability from the motorist's standpoint of the introduction of Intelligent Speed Adaptation. (It should be stressed that the Government has made no decision as to whether such systems should be introduced).

The Forum's report recognised that ISA offers the possibility of significant road accident reductions at comparatively low cost, although much work,

including research, is still needed. The retention of driver responsibility is considered absolutely paramount. The consensus of the group is that ISA warrants further consideration as a potential for improving road safety but the Forum is unable to formally endorse ISA at this stage.

- ***Roadworthiness condition of cars and light goods vehicles (LGVs)***

The Forum was asked by DETR to see what could best be done to help improve the roadworthiness condition of the car and light goods vehicles fleet. This followed publication of a recent Vehicle Inspectorate survey that showed 12.4% of cars and 17.5% of LGVs failed to comply with minimum standards of roadworthiness.

In its report, the Forum agreed that the survey provided a relatively accurate portrait of the condition of the car and LGV fleet. Concerns therefore existed in relation to the overall standard of vehicle roadworthiness. It was, however, accepted that the percentage of defective vehicles involved in - but not necessarily the cause of - fatal collisions (5.9%) was comparatively small.

In looking at the options to help improve the roadworthiness of the car and LGV fleet, it was clear there were no easy answers. However, the Forum recommended that efforts should be concentrated on education and training,

focussing on the importance of servicing and maintenance. Increasing the number of vehicle inspections was not recommended.

- **Other Issues**

The Forum has also been consulted on:-

- **Motor Insurance Database**

The Home Office consulted the Forum on the proposal that the police should have bulk access to the new Motor Insurance Database. This was agreed by the Forum.

- **The Driver, Vehicle and Operator Agencies Initiative**

The Forum's views on the performance of DETR's Agencies continue to be sought as part of the work DETR is undertaking to improve the transport related services being provided directly to individuals and businesses.

- **The Highways Agency Road Users Charter**

The Forum was asked to look at the new Highways Agency Road Users Charter.

## **RAISING ISSUES OF CONCERN TO MOTORISTS**

- **Fuel Protest**

Forum members met with Transport Minister Lord Whitty at the Forum's October Plenary

to advise him of their organisations' own members' thoughts about the fuel protest and the lessons learned. This was an important part of the Prime Minister's commitment to listen to the views of all sectors on the fuel protest and ensured that motorists' views were represented clearly to Government.

The Forum also offered advice to Government during the fuel protest concerning designated priority users with access to fuel in the event of serious disruption to supplies. In particular, the Forum was keen to ensure that the needs of disabled people were met. The Forum was pleased to see that Government responded positively to this advice.

- **Local Air Quality/Climate Change**

The Forum discussed with DETR the role the automotive industry and motorists can play in helping to tackle local air quality and climate change.

The Forum's report drew attention to the enormous progress that has already been made over the last two decades by the automotive industry in improving air quality. But it also highlighted that we are now approaching the situation of diminishing returns as regards rising incremental investment costs compared to incremental benefits in engine technology.

As the Forum seeks to ensure that costs and benefits are weighed, it recommended that

where further action is deemed necessary, this should be pursued through developing the most cost effective options for addressing problems and by looking at the degree of priority which needs to be given to emissions from each type of road vehicle, including lorries, buses, taxis and vans, rather than simply cars.

The Forum also called on local authorities to work with the oil industry to establish a national chain of alternative fuel refuelling facilities.

On greenhouse gas emissions, we drew attention to the agreement European motor manufacturers have already entered into with the European Commission - this (together with changes to Vehicle Excise Duty and company car taxation) is expected to save at least four million tonnes of carbon emissions to atmosphere per annum by 2010 - and asked Government:-

- to look at the evidence base and cost effectiveness of the action they are calling for across each sector of the economy and
- disaggregate the different environmental impacts of each road vehicle sector, with attention focussed on the older type of vehicle in each sector.

Once the relevant merits of the various cost-benefit frameworks have been established, action should be concentrated on

those areas giving the greatest benefit.

We have also:-

- sought assurance that any future targets set for vehicle environmental standards in the UK mirror those set in Europe and that in the estimation of greenhouse gas projections, full account is taken of the major changes to vehicle technology that will be occurring over the next few years;
- called on Government to tackle greenhouse gas emissions from other transport sectors;
- highlighted the key areas where Government itself could help tackle greenhouse gas emissions. These include the introduction of focused tax changes to effect behaviour change; certainty about the future direction and timescales of such measures; the Government to ensure its own fleet comprises more clean and fuel efficient vehicles; and greater use of technology to lessen work related travel.
- ***Wheelclamping on Private Land***

The Forum drew to the Home Secretary's attention the need for effective legislation to be introduced to outlaw the excesses of wheelclamping on private land. The Forum is pleased to note that

Government has addressed this matter in the Private Security Industry Bill.

- **Streetworks**

The Forum raised with the Government the need for appropriate steps to be taken to tackle the disruptions arising from streetworks. We are pleased to note that Government has now gained Parliamentary approval for powers to allow highway authorities to fine utilities that fail to complete their works by agreed deadlines.

- **Local Transport Plans**

Each local authority is required to produce a Local Transport Plan setting out a strategic transport planning framework for their area.

The Forum ensured that DETR's Guidance on these Plans made clear that authorities had to consider explicitly the role of the car as they developed their integrated transport strategies.

- **The Role of Technology in Reducing travel demands and traffic congestion**

The Forum, in conjunction with the RAC Foundation, commissioned research on the potential impact of Information and Communications Technology developments in suppressing traffic growth. This research suggested that greater use of teleworking could reduce the amount of traffic congestion

at peak hours and reduce travel to work and for work.

## **WORK IN PROGRESS**

- **OFT report on car servicing and repairs**

The Forum was consulted by the Office of Fair Trading on its report on car servicing and repairs. The Forum endorsed the key recommendations in the report aimed at improving the service provided to consumers in respect of car servicing and repairs.

A representative of the Forum is serving on the Department of Trade and Industry Task Force that is taking the recommendations forward.

- **HSE Work Related Road Safety Task Group**

The Forum was asked to contribute to the work the Health and Safety Executive is undertaking which is looking at work-related journeys by vehicles which expose workers and/or members of the public to risks from traffic and other work-related activities conducted on the public highway which expose pedestrian workers to risks from traffic. A representative of the Forum is serving on the group taking this work forward.

- **Car Clubs and Car sharing**

The Forum was asked in DETR's 10 Year Plan "to advise on how to promote car-sharing and car clubs in rural areas".

The Forum, in conjunction with DETR, is currently commissioning a research project to inform policy development. A Working Group has been set up to help manage the project. The work of the group has been expanded to look at the issues in urban areas as well as rural ones, bringing out the different issues for each.

- ***Cleaner Vehicles Task Force (CVTF)***

The Forum has agreed to work with DETR in helping progress some of the Task Force's key recommendations that will help make a real difference to cleaner motoring, especially those that need to be taken forward by others outside Government.

The Forum is currently looking at how awareness of the Motorvate scheme can be raised. The CBI and LGA representatives on the Forum have agreed to look at how they might promote the scheme through their respective networks.

- ***Effective local authority consultation with the motorist***

The Forum has set up a Working Group to look at the consultation guidelines laid down by Government for local authorities to adopt in road and local transport matters and to consider whether these are sufficiently robust in the way motorists are consulted. The Group will be reporting later in the year.

- ***Incident Management***

The question of how incidents can be more effectively managed on the primary route network is to be explored with Government.

## **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;
  - advise the Commission for Integrated Transport on issues affecting the motorist.

**OTHER POSITIONS HELD BY MEMBERS' RELEVANT TO THE WORK OF THE FORUM**

**Sir Trevor Chinn**

*Directorships:* Lex Service PLC, ITIS Holdings PLC *Other* Trustee of the RAC Foundation for Motoring, Vice Chair of the Commission for Integrated Transport

**Douglas Campbell**

*Directorships:* Douglas Campbell Consulting Ltd, Mobility Roadshow Ltd *Other:* Trustee of Mobility Choice, Trustee of Forum of Mobility Centres

**John Dawson**

Managing Director, AA Foundation for Road Safety Research, Director, ERTICO, Chair of the European Road Assessment Programme, Chair of the World Motoring Organisations Traffic Commission, Vice Chair of the British Roads Federation, Member of the Independent Transport Commission

**Christopher Macgowan**

Chair of the Vehicle Systems Installation Board Ltd, Member of the Vehicle Crime Reduction Action Team, Member of the Road Haulage Forum

**Tim Matthews**

Chair of the National Road Users Committee, Chair of the National Environment Committee, Member of the Commission for Integrated Transport

**Ian McAllister**

Vice President Society of Motor Manufacturers and Traders, Chair of the Carbon Trust, Member of the Advisory Committee on Business and the Environment

**Richard Mills**

Director General of the International Union of Air Pollution Prevention & Environmental Protection Associations, Chair of the Environmental Analysis Co-operative

**Michael Roberts**

Advisor to the Commission for Integrated Transport

**Baroness Scott**

Member of Suffolk County Council, Member of the House of Lords

**Colin Skeen**

Council Member of The Institute of Advanced Motorists