

# TRANSPORT

## UK MOVING FORWARD

*TRANSPORT FOR AN INDEPENDENT BRITAIN*

**A 10 POINT POLICY STATEMENT**

**NOV 2013**



**AN INDEPENDENCE PARTY**

[www.aipmep.org](http://www.aipmep.org)

- 1. Roads**
- 2. Cars**
- 3. Lorries**
- 4. Buses and Trams**
- 5. Taxis and Private Hire Vehicles**
- 6. Motorcycles**
- 7. Bicycles**
- 8. Railways**
- 9. Aviation**
- 10. Maritime and Canals**

## Vision: Summary

- AIP believes people have a right to readily available, frequent, reliable, quality transport, both private and public, at an acceptable cost.
- AIP seeks a toll-free, well-planned and maintained road network.
- AIP will restore direct democracy to local transport decisions.
- AIP opposes EU regulations. Transport laws will be made at Westminster.
- AIP will, on British Independence, review EU regulations and delete where necessary.
- AIP will, in all areas of its transport policy, promote the use of British manufacturing, technology and labour.

## Specific policies

### 1. Roads

**AIP will invest in a better maintained, safer and enhanced road network and believes major schemes are needed to widen motorways and major roads.**

- AIP will cancel the UK's involvement in the EU's Galileo satellite 'spy in the sky' technology programme for road pricing
- AIP Opposes Toll Roads and believes in free use of national roads for all legally qualified and insured drivers. Existing agreements with toll companies will not be renewed.
- AIP will remove 'spot' speed cameras. "Average speed cameras" may be authorised but only where essential. Vehicle activated illuminated speed reporting signs are preferred.
- AIP resists the trend towards 20 mph "zones" but recognises the independence of Local Authorities to determine local speed limits.
- AIP will return to first principles on car parking to keep traffic moving, not a tax generator. Local Authorities will determine parking zones and fees in support of local retailers.
- AIP will consult on raising the motorway speed limit to 80mph to suit modern reality
- Use traffic schools for the education of bad drivers.
- AIP will keep imperial units on speed limits and UK road signage.
- AIP will remove confusing road signs.
- AIP will revise and simplify speed limits. Designing limits for safe driving, not penalisation.

## **2. Cars**

- AIP will take responsibility to tackle the problem of over 1 million uninsured drivers. By increasing penalties, longer prison sentences etc.
- AIP will require all cars entering the UK to pay a contribution towards maintaining the roads in the form of a Tax Disc ('Brit Disc') (as AIP will not charge tolls).

## **3. Lorries**

- Introduce a 'Britdisc' for foreign lorries to equalise taxation with UK lorries in respect of UK road use. (N.B. UK lorries on the Continent are charged tolls).
- Lorries entering the Country to declare fuel in excess of 20 gallons (91 litres) and pay the appropriate UK duty on any excess.
- AIP will resist calls for heavier and larger lorries due to their excessive highway damage and fatalities. For example, the proposed EU Mega trucks of 60 plus tonnes will be banned.
- AIP state that all issues regarding weight, heights and lengths of lorries on UK roads must be prescribed by the UK Government.

## **4. Buses and Trams**

- AIP welcomes the greater use of public transport.
- AIP remains committed to Pensioners' bus passes.
- AIP will encourage efficient urban tramways.

## **5. Taxis and Private Hire Vehicles**

- AIP believes that taxi licensing is not an area where central government should intervene in a prescriptive manner.
- Licensing should be confined to ensuring compliance with necessary technical and safety constraints by the Local Authority.
- Local Authorities must decide their own local standards e.g. insistence on Black Cabs.

## **6 Motor Cycles**

- Support measures to improve motorcycle safety whilst supporting its freedoms.
- AIP will repeal EU laws relating to daytime lights for all vehicles as this affects motorcycle safety.
- AIP will review and repeal EU legislation aimed at motorcyclists.
- Westminster is entirely capable of dealing with motorcycle licensing and regulations on British Roads.

## **7. Bicycles**

- AIP support responsible pedal cycling.
- AIP accepts that cyclists should obey the Highway Code.

## 8. Railways

**AIP will support a high quality, fast, reliable, affordable and extensive rail network.**

- Improve passenger rail franchises by allowing longer franchise periods, depending on investment needs.
- AIP will remove micromanagement by bureaucrats and see that the government oversees and directs but does not manage.
- AIP will make rail franchises work better for the consumer, reward successful operators and encourage more on-rail competition.
- Expand the rail network by developing new lines or underused rail lines where there is a strong case.
- AIP supports the 'community rail' initiative and micro franchising on smaller lines.
- AIP will give high priority to rail electrification projects to reduce oil dependence and improve services.
- Invest in an improved national rail freight network, providing capital funds for important new or reopened rail lines, such as a North-South freight line, proper rail access to ports, and freight concentration depots, yards, interchanges or sidings.
- **AIP stands against the current HS2 project as it is an overly expensive 'White Elephant'. AIP will oppose projects showing no advantage or failed viability.**
- **AIP will not rule out taking railway Franchises back into Public Ownership if they fail in viability or in their contractual obligations.**

## 9. Aviation

- AIP accepts that aviation is set to grow substantially.
- In order to relieve the pressure on London Heathrow, AIP will designate "The Kent International Airport" at Manston as a new London Passenger Airport, linked to the high-speed rail line to London, which lies half a mile away. This airport has easy access to the existing motorway network.
- AIP opposes a sixth terminal and third runway at Heathrow as leading to unacceptable aircraft movements over London.
- AIP opposes the expansion of Stansted and Gatwick
- Allow Local Authorities to set reasonable limits on flight movements and alternating runway usage, whilst decisions to build and expand airports would remain a national Parliamentary decision.
- Consult on 'variable' airport landing taxes to encourage better usage.

## 10. Maritime and Canals

- AIP will introduce a national strategy for ports and a comprehensive freight distribution plan.
- AIP stands against foreign ownership of UK ports.
- AIP will ensure sufficient UK port capacity, removing bottlenecks and congestion through proper planning and better transport connections.
- AIP will consider assisting ports in paying for substantial new road and rail infrastructure.
- AIP will instigate a national survey and debate advocating the increased commercial use of canals for freight in addition to increasing tourism.