

Motorists must not pay for decades of debate and planning delays

Passenger cars are producing no more carbon dioxide than they did 10 years ago, despite there now being 5.8 million more of them on UK roads¹. This is testament to the efforts and successes of the car and fuel industries in creating cleaner technologies, and motorists embracing them particularly the one in five who pay more up front to drive diesel cars with 20-30 per cent better fuel efficiency, says The AA Motoring Trust.

In return, despite constant debate, the politicians responsible for planning and funding a transport strategy and programme aimed at significantly reducing congestion across the UK have failed to deliver. Britain's drivers remain confused with much talk of making them pay more but with little sign of significant transport improvements and a debate about how much they pay already. They will certainly be very reluctant to embrace road pricing if they are to sit in the same queues but pay more to do so.

We have seen some important schemes that have and will improve the road network in some parts of the country but not at a level to match our European neighbours. Congestion remains the bane of the British motorist and drivers are saying to government: less talk, more action, but no more taxes for improvements that have yet to be delivered, says Paul Watters, head of roads and transport policy.

NOTE TO EDITORS: ¹ Table 3.8: Carbon dioxide emissions in the United Kingdom: 1994-2004 in the DfT's Transport Statistics Great Britain 2006.

Download the Department for Transport's ['Transport Statistics Great Britain 2006' PDF](#)