

**September 2018
Network**

A networking tool for Activists and other interested parties

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EDITORIAL

As, like many others, I am extremely frustrated on Sadiq Khan's continued stance on charging motorcycles on ULEZ. I'm worried about how this restricts those low income workers who, of necessity, run 2 wheels to commute to their place of employment.

How, in all honesty, is someone on a low/minimum wage meant to shell out over £60pw? Its ludicrous and beyond all reasoning. Penalising vehicles with such comparatively very low emissions is, to say the least, short sighted when they are probably partially the answer to the problem.

And, why is it the ordinary road user is always the one to pay? Where I live the council runs school buses (the very children we are trying to protect) which, if you are unlucky enough to get stuck behind, notice belching out so many fumes its unreal! Close to London, what about the pollution from the airport?

When looking at these things everything that could be a cause must be thoroughly researched and an unbiased case presented before restricting, even further, the income of the lower paid which, in turn will severely affect the economy.

Here, the City is contemplating ULEZ. Should it be introduced, which is highly likely, I can foresee the death of City Centre high street retailers, an already ailing industry.

Its total madness to look at solving the problem by a) not researching/reporting in an unbiased manner and b) continuing to put the blame solely on one portion of society. In my humble opinion, of course.

Rant over.

I hope you all had a chance to complete the Fair Fuel Survey. MAG issued a Press Release on it and I would have included it in this edition but the deadline was 20/8/18. It covered many issues relevant to us all.

I picked an ideal weekend to work on this edition – its Bank Holiday, with, sadly, typical Bank Holiday weather – windy, rain, cold and.....yes, its August!

Catch you next time, Ride free, AG

[Acknowledgments:- George Legg. Lembit Opik. Colin Brown. Selina Lavendar. Central Office. Plus anyone else I've forgotten]

Copy deadline for October edition is 25th September. Subject heading:- Network to aine@mag-uk.org

Network – Political Unit Report

2018 08 22

London Mayor ups the stakes on relationship with bikers

London Mayor Sadiq Khan has raised tensions between him and low wage workers in the capital by so far ignoring pleas from MAG to exempt older commuter motorcycles from the threatened £12.50 Ultra Low Emissions Zone (ULEZ) charge.

MAG has shown great patience in the face of questionable science behind the Mayor's approach on the environment. However, thousands of London's least wealthy two wheeled commuters will be affected. Unless there is a change in policy, Khan risks finding himself on a collision course with the large London motorcycling community. 'Anyone who can't afford the very high cost of public transport in the city will expect a change in course for the Mayor as far as charging older motorcycles are concerned. As things stand, if you're rich and can afford the ULEZ charge, you can pollute as much as you like. If you're poor, you're economically prohibited from riding into Sadiq Khan's city to the tune of £12.50 per day.'

MAG is holding talks with other affected parties, and has entered discussions with the Vintage Motor Cycle Club (VMCC), which has 15,000 members, many of whom will be directly affected by this punitive charge. 'The contradictions in Mr Khan's policy are quite stark, and it's hard to see why low paid workers would be supportive of any of this. He really must revise the ULEZ policy towards older machines.'

Please write to Sadiq Khan at: <https://www.london.gov.uk/contact-us-form>

Say your message is directly to the Mayor and give him your views. You might also ask him how he justifies charging the poorest commuters in London £12/50 per day, when he promised to represent the least wealthy in the city as Mayor. You may also ask why he intends to allow those rich enough to pay and pollute to do so, while punishing the poor who have no alternative than their moped or 125. Unless Mr Khan changes his policy on this matter, it is set to become a growing political problem for his tenure, and could well affect his chances of getting re-elected. MAG is making strenuous efforts to meet with Mr Khan, on the basis that he should be able to find 30 minutes to hear the concerns of many thousands of low paid workers in London who depend on economical older bikes to get to work.

London deputy Mayor for Transport has a chance to put things right

Colin Brown and Tim Fawthrop will meet the new Deputy Mayor for Transport, Heidi Alexander, at the end of August 2018. Given the highly provocative statement from Sadiq Khan, this meeting has taken on a new urgency.

Colin and Tim will give Ms Alexander the chance to head off the otherwise inevitable confrontation between the riding community and the Mayor over ULEZ, as well as his failure to address the pressing issue of motorcycle enabled crime, and the absence of secure parking in the city.

The increasing tension between City Hall and the riding community will require immediate action from the new Deputy Mayor, who could be Mr Khan's last chance to avoid a very public conflict with hundreds of thousands of road users. 'It's a great pity it's come to this,' adds Colin. 'We can only hope that Heidi has the good sense to listen to evidence, rather than act on prejudice as her boss appears to have done.'

Thanks to all who completed the Fair Fuel UK survey

Many thanks to everyone who filled in the Fair Fuel UK survey, and helped to make sure that bikers' voices are heard in this, the biggest investigation of its kind this century. Lembit says 'I know some had problems with the survey in terms of technical difficulties filling it in. Others were concerned about the questions such as the level of detail about personal information. Apologies for any hassles you may have experienced. However, most did succeed in filling it in, and the evidence we get from this will be the most comprehensive data set we have had for decades or possibly ever. I know this will help us greatly with our own campaigning as we tackle the big challenges currently threatening our right to ride.'

At time of writing we do not have the confirmed number of bikers who filled in the survey, but unofficial reports suggest that MAG members and supporters really got behind this initiative. There's reason to believe that the findings are going to be very significant in terms of our campaigning activity in the months to come. We are also going to benefit from being able to work with other interested parties in the transport sector who share our concerns about the worse parts of transport policy.

MAG also submitted a comprehensive report to an inquiry held in the Houses of Parliament by FFUK, and we have been assured that our contribution has been included in the draft report.

Help MAG Foundation for free

MAG Foundation is now listed with Smile Amazon. And that means it's on [Amazon.co.uk](https://www.amazon.co.uk). This means you can now help raise cash for the MAG Foundation, without it costing you a single penny. If you use Amazon, go to the online store

via smile.amazon.co.uk and nominate MAG Foundation as your selected charity. That's all you have to do. The scheme means MAG Foundation benefits from every purchase you make. Just remember to go through [Smile.amazon.co.uk](https://smile.amazon.co.uk) for all your purchases. Doing this is a huge benefit to biking. You don't even have to be in MAG to do this, so tell your friends too.

MAG Foundation works hard on many campaigns. The 'Lock 2 Lock' anti-theft campaign is a good example. Please sign up for the Smile Amazon system and help raise money for the Foundation and their good work for free!

Birmingham Clean Air Consultation

The threat of a London style charge on older motorcycles in Birmingham is still a very real and present danger. The short consultation period has now closed. Director of Campaigns and Political Engagement, Colin Brown met with the architect of Birmingham's proposed CAZ, David Harris to put the case for not simply exempting motorcycles of all ages, but to positively promote modal shift to PTW's as a solution. Given that Mr Harris admits that the current proposals will be insufficient to avoid the local £60m fine that the City faces for failing to meet pollution targets, is it unreasonable to suggest the adoption of a radical proposal put forward by MAG? Only time will tell. One thing is for certain, the proposals have come under some heavyweight fire with local MP Khalid Mahmood going as far as to say the council's claims on the 900 deaths per year impact of the city's air quality is "a made up number".

Crime

Despite claims from the Metropolitan Police that they have made a serious impact, the feeling that we get is that nationally the police still have not got to grips with this problem. We are working on the time-consuming process of collating the FOI responses, but a quick glance is doing little to reassure, if only because so far, Colin has only spotted one force so far prepared to name a specific officer with responsibility for combating motorcycle theft. We are of the opinion that the buck needs to stop somewhere, so we will be defaulting to the Chief Constable in most forces. Behind the scenes we have a growing number of local activists standing up and saying enough is enough as they volunteer to take on the issue in their area. Colin will support the efforts of any region or group actively working to get a response on bike theft, so do get in touch with Colin if there is anything he can do to help in your area.

Bus Lanes

Colin is compiling a comprehensive body of information from across the country on motorcycle access to bus lanes. What we are looking for is any council reports on

trials that have been run. Some of these can be tracked down on line, but many are not readily available. If you have had trials completed in your local area at any point in the past, and have copies of the reports or contacts with your local council officers who can supply copies, please get in touch with Colin.

MAG PRESS RELEASES

MAG calls for Greater London Authority transport eco-policy to be consistent for river traffic and motorcycles

This version: 2017 08 08

The Motorcycle Action Group (MAG) has highlighted potential 'glaring contradictions' in the Greater London Authority (GLA) Transport Committee policy regarding climate change and local emissions.

MAG is writing to ask the GLA Transport Committee to confirm it will support the exemption of all motorcycles from the threatened Ultra Low Emissions Charge which is scheduled for introduction for April 2019.

MAG's London Representative, Tim Fawthrop, has said: 'on 7th August the news was dominated by two stories: the threat of sudden climate change due to greenhouse gases; and calls by the Greater London Authority Transport Committee for greater use of the Thames for passenger commuting by water vessels. MAG recognises the importance of both. That's why we need the Transport Committee to confirm it will demand that motorcycles of all ages are exempt from the ULEZ charges next year.

'We have repeatedly demonstrated that motorbikes reduce local pollution, by having comparatively smaller engines and by reducing congestion. As such, it is totally contradictory to promote the relatively highly polluting river boats, while charging motorcycles £12.50 a day to enter the city.

'When it comes to climate change, once again motorbikes demonstrably reduce emissions of climate change gases, such as CO2. How can it be rational to exempt large vehicles pumping out hundreds of grams of CO2 per mile, while charging motorbikes which produce almost none?'

MAG is seeking confirmation from the Transport Committee that it will be consistent,

and insist older motorcycles aren't charged for using London's roads. 'There's an alternative if these glaring contradictions aren't resolved,' adds Tim. 'It's called legal action on the basis of discrimination and damage to the environment. We'd like to avoid that route, and I'm sure the authorities will too. Let's get this sorted out now so everyone can move on and work together - bikers and traffic planners united - to reduce local and global emissions.'

MAG takes motorcycle security from 'Lock 2 Lock'

This version: 2017 08 13

The Motorcycle Action Group (MAG), and specifically the MAG Foundation, has launched a new crime-stopping initiative to help tackle the curse of the theft of motorcycles and scooters. Called 'Lock 2 Lock,' the idea is simple. You loop your lock through another person's lock. Each rider can then release their machine without the presence of the other rider or riders.

'Locking your bike to another object helps to make it much harder to steal,' explains MAG Chair, Selina Lavender. 'That's what the MAG Foundation's 'Lock 2 Lock' campaign is all about. The Lock 2 lock idea is very simple. MAG has promoted it in the past and is very keen to revive it. Here's how it works:

- 1 You'll find a 'Lock 2 Lock' tag in the new edition of The Road magazine.
- 2 Attach the tag to your lock to indicate you are happy for others to loop their lock through your lock.
- 3 Make sure you only loop the lock and NOT the wheel or any other part of the other machine, or you'll stop them from being able to leave!

'And that's it,' adds Selina. 'In doing this you make it harder for criminals to steal either motorbike because it's very hard to move two machines at once. Our thanks go to the MAG Foundation for providing the tags.' Further tags can be purchased from Central office for £2 each.

Lock 2 Lock is just part of MAG's campaign to fight against motorcycle theft. Whenever a machine is stolen, we all suffer with increased insurance premiums and the owner has endless trouble and stress from the loss. MAG asks you to take the time to put the tag on your machine, secure your bike with Lock 2 Lock and make it less attractive to the criminal low-life who try to steal our bikes. We're also working to get secure parking for motorcycles but Lock 2 Lock is something we can all do right

now: use the tag and get more protected.

Contact MAG at 01926 844 064 or central-office@mag-uk.org

The link to the petition to Birmingham City Council that Colin mentioned at our recent National Committee Meeting. Please find time to complete this:-

<https://www.change.org/p/birmingham-city-council-promote-motorcycles-as-a-solution-to-improve-birmingham-s-air-quality>

Give money to MAG Foundation - without paying a penny!

This version: 2017 08 24

The Motorcycle Action Group (MAG) Foundation has recently signed up to AmazonSmile, so by making one super-simple change, you continue to get your goods from Amazon and MAG Foundation makes money to help carry on their work every time you buy something – at zero additional cost to you.

MAG Foundation is now listed with AmazonSmile so, if you use Amazon, you can now go to its online store via smile.amazon.co.uk and nominate MAG Foundation as your selected charity.

The price you pay for goods is exactly the same - it doesn't cost you a single penny more – but with the added benefit that MAG Foundation gains from every purchase you make. Then, all you have to do is go through smile.amazon.co.uk for all future purchases so that MAG Foundation continues to receive valuable funding to help continue its important activities, including the 'Lock2Lock' anti-theft campaign, 'Think Bike' (with the famous car window stickers available to buy), the 'Kill Spills' anti-diesel spills campaign and secure bike parking.

So if you care about your right to ride, you can help every time you buy something from Amazon. You can do this whether you are a MAG member or not although, of course, we'd love you to join if you have not already done so, to help MAG fight for your riders' rights.

Please sign up for the AmazonSmile service and help raise money for the Foundation and their good work for free!

Contact MAG at 01926 844 064 or central-office@mag-uk.org

MAG ANNUAL GROUP CONFERENCE – Camping and evening gig

Please note that camping for the AGC is at Ty-Gwyn Farm, Ynys-Las, Borth SY24 5LA, a campsite with party facilities, f.o.c. to members, with charge for *non-members.

This is 2½ miles, about a 40 minute walk from the AGC venue, but there is plenty of parking available.

The event will be well catered for, including food, and the evening party will be played to by renowned band 'Rubicon Hell Yeah'. *Gig £5 to non-members.

Facebook page is 'MAG 2018 AGC'.

Phil McFadden,
Pembrokeshire Representative & South Wales Regional Rep

FEMA

RIDING WITH CHILDREN



Picture:

www.motorcyclistonline.com

Is it legal in every country to carry a child on the back of your motorcycle or in your sidecar? And if it is legal, what are the specific rules? FEMA gives you the facts.

FEMA is collecting as much information as possible to show you what the rules are in specific countries. If you have additional information that we can verify, please send it to info@fema-online.eu

Country	On motorcycle	In sidecar
Austria	Minimum age: 12 years. The child must be able to reach the foot rests and handles.	Smaller children under 12: adequate, safely fixed child seat. Taller children under 12: seat belt. The walls of the sidecar must be so high that they protect the chest of the child. Two children possible.
Belgium	All ages: approved helmet mandatory. Children under 3 years: not allowed. Children 3-8 years: max. 125 cc, in a special seat.	All ages: approved helmet. Children under 3 years: not allowed. Children 3-8 years: max. 125 cc, in a special seat.
Croatia	Minimum age: 12 years.	No information available yet.
Cyprus	Minimum age: 12 years, they must be seated in a seat intended for that purpose.	
Czech Republic	Minimum age: 12 years, approved helmet mandatory.	No age limit, approved helmet.
Denmark	Minimum age: 5 years. Children under 135 cm must sit in approved child seat. Approved helmet mandatory.	No age limit, must use child seat and certified safety belt for children under 5 years. Approved helmet.
Estonia	No information available yet.	No information available yet.
Finland	No age limit, max. 1 passenger. A suitable seat and footrests are required. Approved helmet mandatory.	No age limit, max. 2 passengers. Approved helmet mandatory.

France	No age limit, max. 1 child, approved, well fitting helmet mandatory. Children under 5 years must use an approved seat with handles and foot rests. Children over 5 years must reach foot rests. Riders and passengers are required to wear CE certified gloves.	No age limit, max. 2 children. Approved, well fitting helmet. Must use safety belt if there is one. Riders and passengers are required to wear CE certified gloves.
Germany	No age limit. Children under 7 years must use a special seat. Motorcycle helmet (not necessarily approved).	No age limit, motorcycle helmet.
Greece	No age limit. A child under 5 years must use a suitable seat. Approved helmet mandatory.	No age limit. A child under 5 years must use a suitable seat. Approved helmet mandatory.
Hungary	No information available yet.	No information available yet.
Iceland	Children that are six years or younger need back support and they must be able to reach the foot pegs if they don't need back support. Approved helmet mandatory.	—
Ireland	No age limit, approved helmet mandatory.	No age limit, no helmet required.
Italy	Minimum age: 5 years. Approved helmet mandatory. Passenger must not interfere with the rider or the balance of the bike.	No age limit.
Latvia	No information available yet.	No information available yet.
Lithuania	No information available yet.	No information available yet.

Luxemburg	Minimum age: 12 years. The child must reach the original footrest. Approved helmet mandatory.	Max. 2 children in the sidecar, no age limit. Approved helmet.
Macedonia	Minimum age: 18 years.	Minimum age: 18 years.
Malta	No information available yet.	No information available yet.
Montenegro	Minimum age: 12 years (the fine is between 50 and 120 Euro).	Minimum age: 12 years (the fine is between 50 and 120 Euro).
Netherlands	No age limit, approved, well fitting helmet mandatory.	No age limit, approved, well fitting helmet mandatory.
Norway	No age limit, approved helmet mandatory. Child must sit on passenger seat, must not be strapped to the rider. Recommended that child is tall enough to reach the foot rests.	No age limit, approved helmet mandatory. Safety belt recommended.
Poland	With children under 7 years the speed limit is 40 km/h	With children under 7 years the speed limit is 40 km/h
Portugal	Minimum age: 7 years.	No specific rules.
Romania	No information available yet.	No information available yet.
Slovakia	No information available yet.	No information available yet.
Slovenia	Minimum age: 12 years.	No information available yet.
Spain	Minimum age: 12 years, 7 years if riding with parents. Approved helmet mandatory.	No age limit. Child below 150 cm must sit in a safely fixed chair. Child above 150 cm must use safety belt.

		Approved helmet.
Sweden	No age limit, helmet over 7 years. Not allowed to sit in front of the rider.	No age limit. No helmet required if seat belt is used. Child seat is recommended.
Switzerland	No information available yet.	No information available yet.
Turkey	No age limit, approved helmet mandatory. Child must ride on the back seat with feet reaching the foot rests.	No age limit, approved helmet mandatory.
United Kingdom	No age limit. Child must reach the foot pegs and sit astride the machine. The rider is legally responsible for passengers support. Approved helmet mandatory.	No age limit, special chair is recommended.

The information presented here was thoroughly researched by FEMA, but FEMA will not accept any (legal) responsibility if this information is false or incomplete.

Found the following on the RAC website – not sure where it leaves motorcycles!!!!
Motorway gantry signs could be removed if trial proves successful



31st Jul 2018

Thousands of unsightly motorway gantries could be torn down if a hi-tech 5G trial in Kent proves a success.

Later this year, Highways England will test futuristic new technology that will see speed limits, traffic news and weather reports beamed directly to vehicle dashboards.

If it works as hoped, the 5G technology will enable the very latest cars to receive direct alerts such as warnings of tailbacks ahead, or advice about the best lane to take.

The £20 million trial will take place on the A2 and M2 between London and Dover, starting by Christmas and finishing at the end of 2020.

The new technology is viewed as an important step forward in providing the infrastructure necessary for driverless cars to operate in the UK.

It's already being used in France, Belgium and the Netherlands.

According to a Highways England report, a successful roll-out of the 5G info system could eventually enable some overhead gantries and other signs to be torn down.

Steve Gooding, director of the RAC Foundation, has said the technology is available but warns against removing too many signs in case of IT failure.

Roadside clutter was the subject of a Department for Transport (DfT) review earlier this year, which found that the number of signs has doubled in two decades to a staggering 4.3 million.

The report said the proliferation of roadside signs runs the risk of confusing motorists with outdated messages – particularly now in light of the introduction of [smart motorways](#), where variable speed limits control the flow of traffic

Many signs are “entirely superfluous” or assume “an insulting degree of stupidity on the part of drivers,” the experts concluded.

The DfT review recommended that whole categories of signs should be axed – with potentially 90% in line for removal.

It added: “Information overload for drivers can contribute to driver distraction, and have a detrimental impact on road safety.”

And another from the RAC website:-

Drivers threatened with fines if they leave engines running

More and more councils across the UK are threatening to hit drivers with fines if they leave their engines running while parked.

Nottingham City Council has become the latest local authority to announce plans to hit drivers with £20 fines if they're caught repeatedly leaving their engines idling.

The RAC has backed the move, claiming it could play a big part in getting drivers to change their behaviour and help reduce vehicle emissions in our towns and cities.

But recent figures released by some local authorities show that, despite having being able to dish out fines to idling motorists, few have actually been issued.

The announcement by Nottingham City Council follows similar moves by authorities in Norwich, Reading and London, which each began issuing penalties at the start of 2018.

It is estimated that around 30 local authorities in total now have rules in place to target idling drivers, with most handing out on-the-spot fines particularly around sensitive areas like schools and hospitals.

Westminster City Council fines motorists £80 for leaving their engines running, but figures show they have dished out just 28 fines over the last 12 months.

Neighbouring authority Kensington and Chelsea has proved to be even less effective at targeting culprits, penalising just one solitary motorist during the 15 years since the fines have been in place.

RAC head of roads policy, Nicholas Lyes, welcomed the move to target idling engines, reiterating the organisation's commitment to battling air pollution.

He said: "Measures like this can play a big part in changing driver behaviour, by encouraging them to really think about how they reduce their emissions footprint.

"If schemes like this can make enough of a difference in reducing emissions, there may be less of a temptation for local authorities to implement wider charging schemes for drivers."

Mr Lyes advises drivers to switch off their engines whenever they are parked or stationary for long periods of time, such as when picking up children from school.

In addition, he also advised: "If a vehicle has stop-start technology, it should always be enabled."

You may be interested in these:-

<https://www.gov.uk/government/publications/who-dvla-shares-data-with>

Guidance: DVSA enhanced rider scheme syllabus (updated 15 August 2018)

<https://www.gov.uk/government/publications/dvsa-enhanced-rider-scheme-syllabus>

Guidance: DVSA enhanced rider scheme trainer centres (updated 14 August 2014)

<https://www.gov.uk/government/publications/dvsa-enhanced-rider-scheme-trainer-centres>

Can an MOT Tester withhold your keys?

GEM August 17th, 2018

With the new MOT being introduced relatively smoothly, there have been some concerns that certain garages are placing motorists under pressure, by 'holding them to ransom' to have repairs made.

NOT VALID

Refusal of MOT test certificate


① Vehicle identification number
BLLAAKAAAAA821483

② Registration number ③ Country of registration
AA73LLB **GB**

Make and model
TOYOTA YARIS

④ Vehicle category ⑤ Mileage
M1 **47,535 miles**

⑥ **Fail**

⑦ **Do not drive until repaired (dangerous defects)** 
• Tyre tread depth below requirements of 1.6mm Nearside Front [5.2.3 (e)]

⑧ **Repair immediately (major defects)**
• Stop lamp(s) not working Offside [4.3.1 (a) (ii)]

⑨ **Repair as soon as possible (minor defects)**
• Windscreen wiper blade defective Nearside [3.4 (b) (i)]

⑩ Date of the test
22.03.2018

⑪ Location of the test
VTS072740
134, Poison Vale, Aberdeen, Aberdeenshire, Scotland, Aberdeenshire, CA15 8HW


⑫ Testing organisation and inspector name
TADLEY TEST CENTRE LIMITED
M. C. Peeples

MOT test number
8900 6019 5240

To find out about retests, or if you disagree with the test result, see the fees and appeals poster at the vehicle testing station. Alternatively, visit www.gov.uk/getting-an-mot

If any of the details are not correct, please contact DVSA by email at enquiries@dvsa.gov.uk or by telephone on 0300 1239000.

Find out about the vehicle's MOT history at www.gov.uk/check-mot-history


**Driver & Vehicle
Standards
Agency**

An issue of liability

It has always been illegal to drive a car on the highway that is unroadworthy and this is the responsibility of the driver.

Yet, the new MOT regime, from May 2018, has defined Dangerous Defects far clearer than ever before (as pictured) and a car that has failed on such should not be driven on the road, even if the original MOT certificate has not quite expired. To do so would be to commit a criminal offence.

However, some garages are concerned that they could be accused of being complicit in the crime, if they permitted the customer to drive away after their car has failed the MOT on a dangerous defect, without it being rectified.

The official line

The DVSA's MOT Service Manager, Neil Barlow, provides some clarification for drivers, mechanics and garage owners and told GEM:

"DVSA's priority is to help everyone keep their vehicle safe to drive.

It is now, and has always been, illegal to drive a dangerous car and the responsibility lies with the motorist to make the right decision and not drive the vehicle until it's safe.

Some motorists won't behave responsibly and, as was the case prior to the changes, garage staff can't stop them – but they should be clear in the advice they're providing.

Given garages have no authority to withhold a motorist's keys, or access to their vehicle, we do not believe they can be considered complicit or to be aiding, or abetting, the use of the car. It is the motorist's responsibility to behave appropriately and take the advice given."

Mr Bangham is at it again:-

Speed enforcement guidelines 'are being reviewed'

The country's leading roads policing officer has once again expressed his support for punishing drivers caught speeding by even 1mph, with speed enforcement guidelines currently under review.

In February, chief constable Anthony Bangham, the National Police Chiefs' Council's (NPCC) roads policing lead, faced controversy after suggesting that drivers travelling at just 1mph over the speed limit should be prosecuted.

According to the Mail on Sunday (MoS), Mr Bangham has reiterated that support – saying the existing leeway gives out the wrong signal and could be contributing to increasing injuries on the roads.

In a new report seen by the MoS, Mr Bangham says that the guidance leads drivers to think 'it is OK to speed'. He warns colleagues: "We need to change our messaging and ensure greater consistency of approach when dealing with those who exceed the speed limit."

In the paper on roads policing, presented to the NPCC in April, Mr Bangham explained how fatalities increased by 4% in 2016 after years of decline, and admitted the police approach 'appears to be failing'.

He noted that there is widespread public support for action against drink-drivers, those who use mobile phones at the wheel and those who do not wear seatbelts – but crackdowns on speeders are ‘actively resisted’ despite the fact that speeding was a factor in 15% of fatal crashes in 2015.

Under current policing guidelines, typically motorists are not stopped if they are driving at up to 10% over the limit – and they are often given an extra 2mph allowance on top of that.

This means that a motorist could go up to 34 mph without facing punishment in a built-up area, and as fast as 78 mph on a motorway.

According to the MoS, an official review is now underway into the ‘buffer zone’.

The MoS says road safety charity Brake is ‘fully supportive’ of Mr Bingham’s approach, noting: “The existing speed enforcement guidance, the 10% plus two rule, gives drivers the impression that travelling above the speed limit is acceptable – it is not.”

However, a NPCC spokesman told the Mirror that while current speed enforcement guidelines are being reviewed, there is no proposal for drivers to be prosecuted for driving 1mph over the speed limit.

The spokesman said: “Officers have a range of options available to them when drivers are speeding and respond in a proportionate way based on the circumstances in each case.

“Current speed enforcement guidelines for police set in 2011 are being reviewed looking at available evidence. The findings of the review will be considered by all chief constables before any action is taken.

“There is no proposal for drivers to be prosecuted for driving one mile per hour over the speed limit – that would be neither proportionate or achievable.”

RSGB: <http://roadsafetygb.org.uk/news/penalise-drivers-who-speed-by-just-1mph-says-police-chief/>

Mirror: <https://www.mirror.co.uk/news/uk-news/drivers-could-slapped-100-fine-13104856>

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