



A networking tool for Activists and other interested parties

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EDITORIAL

My duty, as Editor of Network and a friend is to express my sadness at the passing of Ian Williamson who was contact for the MAG Foundation. Ian did a lot of work for MAG and motorcyclists and never seemed to cease that work even when he was ill. My condolences also go to his family. I haven't known Ian for very long, maybe two years tops, however from the minute I met him it was evident he was a really nice guy, dedicated to what he did and a true gentleman. Soon after we were informed at AGC 2016 Ian had been diagnosed with cancer we thought he was in remission. Sadly that was not to continue for long. Well mate, there's a lot for you to do wherever you're riding that Enfield of yours now so keep doing what you love. xx

I thought, as many of you will be travelling abroad it best to publish the following:-

If you are travelling to or through France display of a clean air screen sticker is required in some major cities – currently Paris, Lyon & Grenoble – however, that may change, hence the word 'currently'. Cost is around £3.20. Non-display means an on the spot fine of £117 (I thought it was less than that but that's what the RAC website tells me). These can be obtained from:- <https://www.certificat-air.gouv.fr/en>.

Please also remember that motorcycles built before June 1, 1999 are banned in Paris between the hours of 8am-8pm.

There seems to be a few more articles than I'd like in this edition obsessed with 'statistics'. I hate them myself being an ardent believer you can make 'stats' read anything you wish, however, I'm sure there are those who would disagree with me.

There is also a short information note on 'hand-arm vibration syndrome and risk from motorcycle handlebars' – best I say nothing about that!

Lastly, a warning from the Isle of Man Government – that the road is not a race track. Having been to the TT many times I'd take issue with that and, I guess, so would John McGuinness and his ilk, however, I think I know what they're getting at!

Ride free, AG

Any copy for the July edition to aine@mag-uk.org please by 20th June.

[Acknowledgments: George Legg. Leon and Lembit. Julie and Carol – MAG Central Office. Anyone else I've forgotten]

Leon & Lembit (MAG Campaigns Team) Network Report

This is the latest news from Leon and Lembit – your Political Unit – at a very busy time for British politics.

The General Election is nearly here!

We've been hard at work ensuring that MAG is well resourced with all the info you need to ask politicians to support our cause of riders' rights. To update you:

- We've generated an up to date manifesto for riders – available via HQ or on the MAG website at <https://is.gd/KjhjdG> Please download a copy and feel free to send it and share it with everyone.
- Election campaign materials in the form of a General Election Handbook. This shows how to approach candidates and get them to commit to riders; rights.
- We've spoken directly with representatives of the various parties, and these relationships will be on-going from now.
- Activists have held some great events and done super work in contacting candidates – step forward Steve Mallett and Michael Armstrong, for example, and take a bow!
- If you need anything extra, just email Lembit or Leon or contact HQ on 0192684 4064.
- Remember, you can attend any debate and ask a bike related question, or phone into radio discussions and put MAG's case forward. It's all helpful.
- If a big political name is visiting your area, try to ask them a biking question too.
- Please let us know how you get on as it is useful to know who our allies are.

As we said last time, this is our chance to build our profile and get the sort of commitments which will help us across the next five years.

Another month, another emissions consultation

There's yet another consultation, this time on air pollution generally which Lembit has been taking the lead on. The 'evidence' being presented to support the charging scheme is very flawed, but our main task is to ensure that there's an exemption for motorcycles and scooters regarding user charging. The evidence is entirely on our side, and the Government even recommends the exemption.

We have built a well referenced response, and that will be available on request from 9th June. This also ties into the Ultra Low Emissions Zone (ULEZ) consultation in London. TfL and The Mayor still plan to charge motorbikes, which actually contradicts central Government policy. Our job is to deliver a sound case for a change in line with what the Government recommends. Get in touch if you'd like to learn more. Note that the proposed charge for older bikes is the same as for cars - £12.50. Totally nuts. Make your views known at

<https://consultations.tfl.gov.uk/environment/air-quality-consultation-phase-2/?intcmp=47032>

The more people respond, the stronger our case will be.

Well done for Salisbury Surprise

Finbar Colson and his team delivered an excellent bike rally on 30th April. It is a case study in political engagement too. Fin will happily share how the process worked. Good job sir.

Direct Action in London

London's Regional Rep Tim Fawthrop organised a very successful 'Memorial Ride' on Saturday 13th May following the NC decision to ramp up MAG's engagement with direct action to get our concerns seen and heard. The basis for the ride was to raise awareness and respect for the 36 people who were killed while riding motorcycles in 2015, when nine cyclists died. Tim's foot injury prevented him from participating on a bike but Leon rode his from the ACE to City Hall and found an encouragingly broad mix of bikers. The mix included MAG members, bikers from the Anti Bike Theft group and the We Ride London campaign group based at The Bike Shed.

Chats with the participants convinced Leon that there could be strong support for MAG's plans for an increase in direct action in the Capital.

Progress with PACTS

MAG re-joined the Parliamentary Advisory Council for Transport Safety (PACTS) two years ago as it is very well respected by Parliamentarians of all political persuasions. We were assured that the interests of motorcyclists would be better considered than before. However, progress in that direction was disappointing.

Following discussions with Julie and Selina about the pros and cons of MAG's membership, Leon discussed our concerns with David Davies, its Executive Director. This resulted in progress that has already had tangible outcomes.

The membership fee MAG pays per year has been halved. The latest meetings in May included a discussion about motorcycling safety and what PACTS can recommend to deliver improvements. The discussion began with a brief outline of the 6,000+ word MCIAM Motorcycling Framework document which offers a comprehensive perspective and detailed background for such considerations. Leon then explained that MAG's two page Pathways for Progress document works in constructive parallel with the framework as it offers short clear answers to questions about what highways authorities can and should do.

It was agreed that a sub group including Leon would prepare a paper for the next meeting – and that will form the basis of recommendations to be published by PACTS.

The other potentially big step forward resulted from David Davies agreeing that PACTS should review the pros and cons of cycle lane segregation schemes – and that Leon should play a lead role in that investigation on MAG's behalf.

Orcas Hit Rocks in Enfield

MAG is playing an increasingly pivotal role in challenging the spread of cycle lane segregation schemes in Enfield. This could be quite significant in due course as Enfield is one of three London Boroughs to get £30 million from TfL to make the town more cycle friendly under its 'Mini Holland' program. NB: The full cost of the radical transformation is £42 million as TfL require the council to pay an additional £12 million from its own cash-strapped coffers.

MAG's involvement began by chance when Lembit introduced Leon to the researcher for Enfield's MP David Burrows – who is deeply opposed to the spread of cycle lane segregation in the town as it is having a devastating impact on road network efficiency and the profitability of a wide range of businesses.

Local campaigners, opposing Councillors and David Burrows now see MAG as a valuable source of information about the evidence of adverse impacts of the scheme – and advice about strategies for progress.

Phone in and get on

Please keep calling into phone in shows and mention MAG. It's free and easy to do. You don't have to be a media genius, just a real rider. Get phoning!

Here to help

If you need anything from your Political Unit, just get in touch. We're at your service!

Finally

We record our condolences on the passing of Ian Williamson. Go easy, friend, and may the road ahead be clear for evermore.

MAG PRESS RELEASES

MAG Central Office would like to thank members for their positive response and support to the release of MAG's manifesto at the beginning of May.

We had the best response we've ever had to that PR and the Election Handbook went down well too.

Kind regards, Julie

And, in case you haven't seen it, here it is:-

MAG LAUNCHES MANIFESTO FOR RIDERS

The Motorcycle Action Group (MAG), the UK's leading voice for riders, has launched its manifesto for riders in the run-up to the 2017 General Election.

The Motorcycle Action Group has released its 12-point plan – a manifesto for riders – and invited all candidates and parties to share their views in advance of the General Election, scheduled for 8th June 2017.

Selina Lavender, Chair of MAG, said 'we have taken the views of our members into account when drawing up our manifesto. We know mopeds, motorcycles and scooters have a major part to play in helping cities and towns overcome some of their transport issues. We need the politicians to wake up and understand the need to include powered two-wheelers in transport plans today, not tomorrow. The riding community understands the advantages of riding rather than taking the car. We are happy to inform and educate the elected representatives. Our lines of communication are open, and we invite all riders to help us spread the word.'

MAG has consistently sought to work with all the parties and Government Ministers in the interests of riders' rights. The election provides an ideal opportunity for all riders to quiz their local candidates regarding their views about motorcycling, which is a vital element in tackling congestion and reducing pollution as well as commuting times.

You'll find the Manifesto at:

https://wiki.mag-uk.org/images/e/e0/MAG_Manifesto_2017.pdf

Feel free to send it to candidates, seeking their views – or ask to meet them on the basis that thousands of voters in every constituency are also regular, everyday bikers. 'The biking vote could make the difference between winning and losing,' adds Selina. 'With millions of qualified riders in the UK, ignoring the needs of the country's two-wheeled community would be very foolish indeed.'

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

London MAG asks TfL and Mayor to take riders' lives seriously

This version: 2017 05 16

The Motorcycle Action Group (MAG), the UK's leading voice for riders, has questioned why motorcyclists' lives are being treated as worth less than those of pedestrians and cyclists by Transport for London (TfL).

Tim Fawthrop, MAG's London Rep, said 'we held a ride in memory of the 36 motorcyclists who died on London roads in 2015. This was organised by London Motorcycle Action Group, because TfL and Mayor Sadiq Khan are ignoring the fact that motorcyclists are vulnerable road users, just like cyclists. They have budgeted a billion pounds on cycling

safety – but almost nothing on motorcycling, even though four times more riders lost their lives in 2015 than did cyclists. Nor have they taken advantage of the simplest, most cost-effective measure available: to urge local councils to allow motorcycles, scooters and mopeds to use all bus lanes.

‘Our respectful demonstration should be seen by TfL as a wake-up call. London MAG appeals to Sadiq Khan to help. Since elected, he has yet to honour his pre-election promises to engage in meaningful dialogue with the Motorcycle Action Group. He needs to hear what riders already know: that London needs motorcycle riders. We cut pollution, congestion for cars and the evidence proves we cut the cycle accident rate too.’

Tim is urging the Mayor and TfL to support the #bikelivesmatter campaign. ‘TfL is improving 73 junctions for cyclists and pedestrians, but has ignored bikers. There is no budget to make the roads safer for motorcyclists even though four times more bikers than cyclists died on London’s roads. Riders have had enough: with 300% more deaths than the cycling community, all we ask is to be included in the plans for roads in London. It’s a reasonable request and ignoring it is literally fatal to fellow riders.’

<http://www.bbc.co.uk/news/uk-england-london-35706703>

<http://road.cc/content/news/195437-london-cyclist-casualties-fell-10-2015>

<https://tfl.gov.uk/info-for/media/press-releases/2017/april/new-roads-targeted-in-updated-safer-junctions-programme>

<https://www.facebook.com/events/1870397516536369/>

<https://www.facebook.com/BikerandBikeUK/videos/836078043199256/>

<https://www.facebook.com/acecafelondon/photos/a.177442672297385.33419.168882873153365/1556894931018812/?type=3>

MAG completes case against tunnel user-charges for riders



MAG has put in its final submissions to the Silvertown Tunnel consultation to make the case against charging riders for using the proposed new crossing.

The consultation on the proposed new Thames Crossing in Central London is now over. The independent panel in charge of the whole process is now considering the information that they have received, which includes a substantial and detailed submission from MAG.

Lembit Öpik, MAG's Director of Communications & Public Affairs, has been representing riders' interests across the many months of the public consultation process. 'We've made our views clear about the need for an exemption for motorcycles and scooters regarding user-charging. Put simply, the applicants want to charge bikes and we think they're wrong. I feel we have made the strongest possible case regarding the need for this



exemption. Motorcycles contribute positively to the project's environmental, congestion and social objectives. To charge us for using the tunnel is entirely counter to what the project is intended to achieve. We'd effectively be punished for helping Transport for London deliver the goals which they themselves have set.'

The Panel is expected to report on its recommendations – including those relating to user-charging – in the Summer. After that the Secretary of State for Transport will make the final call around October 2017. 'I honestly feel we couldn't have done more to made our case strongly, clearly and professionally,' adds Lembit. 'We now have to wait and see what the Panel concludes.'

Not OK with your recent MOT? If you wish to complain about the result of an MOT here is the website you can go to to complete the appropriate form:-

<https://www.gov.uk/government/publications/complain-about-an-mot>

FEMA

Low Emissions Zones and City Bans could force Motorcyclists into cars

It is feared that motorcyclists who are no longer allowed to commute on their low-cost, pre-2006 motorcycles, may abandon motorcycling and switch to using a car instead. This could have serious consequences for urban traffic, congestion and pollution.

The current focus of European mobility strategies is on public transport, cycling and walking. However, public transport will never reach every urban area and cycling and walking are only good for limited distances. This means there will always be a need for individual motorised personal transport. In urban mobility FEMA, the Federation of European Motorcyclists' Associations, foresees a growing role for powered two-wheelers, especially motorcycles.

Motorcycles are smaller and lighter than cars and are able to keep moving where cars are stuck in traffic, which means they use less fuel, they pollute less and they save travelling time. Motorcycles provide the greatest flexibility of all means of personal transport, because they offer the freedom to travel where and when you want to.

In the meantime, motorcyclists experience a growing pressure by city councils to switch from older, affordable motorcycles to more expensive, less fuel consuming and cleaner motorcycles. Several city councils threaten to ban older motorcycles (pre Euro 3, built in 2006 and earlier) from cities or demand high tolls.

FEMA conducted a survey amongst European motorcyclists to find out if the average motorcycle commuter would be willing to invest in a new(er) motorcycle to keep commuting by bike and to find out how the European rider feels about buying and riding a non-emission bike.

If environmental restrictions would only allow for light, high-tech but low-power-output motorcycles (less than 60 brake horsepower), a small majority would still keep riding. A small majority of motorcyclists could even imagine enjoying the ride on a non-emissions bike.

But, a staggering 87% would not be willing to invest in a more expensive non-emissions bike. If fossil fuel vehicles were ever banned from entering the city, 76% would rather change transport mode than buy a non-emissions bike. This outcome could have serious consequences for urban traffic, congestion and pollution.

Quote from:- Dolf Willigers, FEMA's general secretary: "It is high time for politicians all over Europe to start realizing that motorcycles and other powered two-wheelers are a part of the solution when it comes to urban mobility, and not part of the problem. Simply banning road users that aren't even the real polluters from entering cities, is very short-sighted and counterproductive."

Illegal number-plates are being caught-out

Posted on April 26th, 2017 by GEM Motoring Assist

According to research obtained by click4reg.co.uk 5,395 drivers were either fined, or prosecuted, for displaying an illegal registration plate during 2015. In my experience, the situation tends to be prevalent among car owners, who seek to personalise their standard registration numbers, by adopting spurious logos, alternative fonts and non-standard spacing, usually in an attempt to spell-out something that is meaningful to them but is not always that obvious to everybody else.

The main problem is that certain ANPR cameras have trouble deciphering the non-standard styles and, in some cases, even humans struggle to untangle the numbers. While the situation might lead to traffic offences not being traced, the move can come back to haunt the owner – should the car be stolen, the police will find it trickier to reveal its whereabouts, caused by the recognition cameras being less likely to read the number-plate.

Number-plates, therefore, have to follow a set format and any deviations are not legal for road use. A responsible MoT Tester is obliged to fail a car that wears non-compliant plates. Even if a pass certificate is granted for a car with a non-compliant 'plate, should the vehicle

be stopped by a Road Traffic Officer subsequently, the driver could be confronted with a penalty charge of up to £1,000.

In theory, it should not be possible to buy such number-plates, because all suppliers have to be registered with the DVLA. Yet, some companies sell 'show plates', often online, where non-road-legal registration plates change hands, often without any identity checks being made on the purchaser.

If you are considering a replacement, all new number-plates for road cars must comply with the British Standard BSAU45d (this leaflet provides most of the details), which must also be stamped on the bottom of the plate, unless they are to be fitted to a vehicle that is registered in the Historic tax class.

Click4reg: <https://www.click4reg.co.uk/blog/industry/illegal-number-plates-across-uk/>

DVLA: <https://www.gov.uk/number-plate-supplier>

BNMA: <https://www.bnma.org/legislation.html>

Survey suggests new penalties not deterring mobile phone users

A recent survey suggests that despite the introduction of tougher mobile phone penalties, as many as two thirds of motorists may still be using their device at the wheel.

In the survey, published last week by the price comparison website MyCarNeedsA.com, 66% of respondents admitted to texting when stationary in traffic, 37% confessed to checking social media and 18% to making calls.

While the vehicle is on the move, 20% of respondents admitted to making calls, 6% to checking social media and 2% to texting.

On 1 March, the penalty for those caught using a mobile phone while driving doubled to six points and a £200 fine.

The MyCarNeedsA.com survey of more than 1,000 motorists, carried out in April 2017, found that just 37% of motorists said that the tougher penalties will stop them using their phones while driving.

When asked if the Government was doing enough to curb mobile phone usage, 41% of respondents said that the new measures were not tough enough.

In terms of knowledge of the law itself, 8% of respondents thought they could use their phone while stationary with the engine running - and almost 19% thought they would only be fined if caught using a phone while actually driving. In fact, it is illegal to touch a mobile phone, even with a hands free set, while driving and has been since 2003.

Scott Hamilton, managing director of MyCarNeedsA.com, said: "The Government's recent crackdown does not appear to be discouraging motorists to abide by the law and it's deeply concerning that so many are continuing to use their mobile phones when they are driving.

"It's clear that there is some confusion over what the fines apply to and the Government needs to do more to educate motorists about what constitutes a fine and points. It also looks like the new fines don't go far enough, to be a strong deterrent for motorists."

- See more at: My Car: <https://mycarneedsa.com/blog/driving-habits>

And, something which ‘may’ help – emphasis on ‘may’ as my personal opinion on those who still insist its their right to text or call whilst driving borders on pig ignorant , the rest of which does not belong in this publication!

Drivers encouraged to ‘just pack it in’



Solon Security, a leading supplier of crime prevention and community safety products, has launched a new innovation designed to block mobile phone signals.

Unveiled today at the Young Driver Focus event in London (26 April), the ‘Defender Signal Blocker’ is a storage pouch lined with a special material which prevents a mobile phone from receiving any calls or notifications.

Once a driver reaches their destination and the phone is removed from the pouch, any missed calls, texts and other notifications will be retrieved in less than five seconds.

Solon Security says the device has been launched to ‘complement awareness campaigns’ and help authorities reduce the the risks associated with

mobile phones and distracted driving.

The product has the added benefit of protecting a phone from scratches and damage that may occur from being stored in the glove box or door compartment.

Mark Fleming, Solon Security general manager, said: “We know through discussions with our police and road safety customers that a huge part of the problem comes with the distraction and ‘Fear Of Missing Out’ that a phone notification creates.

“By removing this distraction and the subsequent temptation to respond, we are confident the Defender Signal Blocker can complement awareness campaigns aimed at creating safer drivers and safer roads across the UK.

“Solon are proud to add the Defender Signal Blocker to our existing wide range of road safety products and we encourage those who use their phone while driving to ‘Just Pack It In’, in every sense.”

For more information call 01352 762266, or email the sales team at Solon Security.

- See more at:- Solan: <http://www.solonsecurity.co.uk/>

Sat-navs, texting and over-chatty passengers – the deadliest distractions at the wheel, according to Auto Express and IAM RoadSmart experiment

IAM Posted on 26/04/17

Road safety charity IAM RoadSmart and Auto Express, the UK's biggest-selling car magazine, teamed up to find out which are the deadliest behind-the-wheel distractions with programming a sat-nav found to be the worst.

Auto Express consumer editor Joe Finnerty was put to the test alongside British Formula 3 hopeful Jamie Chadwick in a professional racing simulator at Base Performance Simulators in Banbury. They were both assessed to see how they coped with the most common distracting tasks on UK roads, while completing timed laps and braking at a specific point. On hand was IAM RoadSmart's head of technical policy, Tim Shallcross, to monitor the findings.

The results proved shocking, with a massive difference in performance between distractions. Entering a postcode into a sat-nav app proved to be the worst, followed by sending a text message. Other tasks carried out included eating, drinking, making a phone call and talking to a passenger.

Tim Shallcross said: "There was still a significant speed reduction for Joe when using a sat-nav, and even the ultra-focused Jamie completely missed the stop line. The moral? Those warning screens about not entering details on the move are there for a reason – don't ignore them."

On texting Tim said: "Joe would have been a menace to other road users; the car was more or less out of control. Jamie's caution reduced the distraction in critical zones, but a sudden incident would have left her unable to take avoiding action."

The least distracting task for lap time was talking to a passenger, but it still ranked very poorly for the braking test. Tim said: "It was the least distracting of all in terms of lap times, but interestingly, both drivers failed to brake accurately at the target line. Their ability to drive normally confirms the difference between the extra distraction of a phone conversation and the natural act of talking to a passenger, but still shows that any distraction reduces attention, and in an emergency, it might be critical."

Steve Fowler, Auto Express editor-in-chief, said: "These results highlight just how important it is that drivers give their full attention to the road ahead. We've seen the staggering numbers of people who are still using phones at the wheel and these tests show how dangerous they can be – whether it's texting, calling or programming the sat-nav. More work needs to be done to target those who still think it's acceptable to use a phone while driving."

I'm assuming 'cars' means vehicles which is why this is here:-

New EU directive will help police tackle cross-border traffic offences

A new EU cross-border directive, designed to help police tackle eight of the most common traffic offences, will come into force in the UK on Saturday (6 May).

The new directive, which is already in place in 23 of the 28 EU member states, uses an automated tool to help police track down those who commit traffic offences in cars that are registered in a different member state to where the offence itself was committed.

The tool allows police in participating countries to exchange the identity of the registered vehicle owner, as opposed to the identity of the driver - which has led to the RAC raising doubts about its effectiveness.

This is down to 'keeper liability' - in essence where the blame lies. For example, whereas in the UK it is the driver of a speeding vehicle who receives penalty points, in France it is the vehicle's registered keeper who is deemed to be responsible.

While supportive of the principle, the RAC is 'fearful' that differences in laws will mean some EU drivers committing certain offences in the UK will wrongly escape punishment.

However, Violeta Bulc, the EU commissioner for transport, says evaluation shows that 'offenders are less likely to get away with dangerous behaviour'.

The directive covers eight specified offences: drink-driving, drug-driving, speeding, jumping red lights, forbidden lane contraventions, handheld mobile phone use, seat belts, and not wearing a helmet.

Simon Williams, RAC spokesman, said: "While we are supportive of the principle of cross-border law enforcement, we are fearful differences in member state laws around whether the driver or the registered keeper of a vehicle is responsible following an offence will mean some EU drivers committing certain offences in the UK will wrongly escape punishment.

"In this sense the Cross-Border Enforcement Directive is a bit of a misnomer as it doesn't create a level cross-border enforcement playing field."

- See more at: Directive:

http://www.legislation.gov.uk/ukxi/2017/554/pdfs/ukxi_20170554_en.pdf

RAC: <https://www.rac.co.uk/drive/news/motoring-news/what-is-the-eu-cross-border-enforcement-directive/>

Parliamentary Advisory Council for Transport Safety (PACTS) joins Global Network for Road Safety Legislators in launching Manifesto #4roadsafety PACTS May 10, 2017

On Monday 8th May, PACTS joined the Global Network for Road Safety Legislators in launching their new Manifesto #4roadsafety. Parliamentarians worldwide are being urged to support action to meet the United Nation's (UN) target to halve road deaths by the end of the decade.

HRH Michael of Kent opened the manifesto launch, which featured a keynote speech from Lord Robertson of Port Ellen, Chairman of the FIA Foundation and a presentation by Dr Etienne Krug from the World Health Organisation. The contents of the Manifesto were presented by David Ward of the Towards Zero Foundation

With 3500 people killed every day in traffic crashes the Manifesto #4RoadSafety issued by the Global Network for Road Safety Legislators highlights the measures that can help prevent this tragic waste of human life on the world's roads.

David Davies, Executive Director of PACTS, said:

"PACTS is very pleased to join the Towards Zero Foundation and the Global Network for Road Safety Legislators in launching the Manifesto #4ROADSAFETY. As we have seen in the UK, individual Parliamentarians have a crucial role to play in promoting road safety and pushing for effective road safety policies and legislation in their respective countries. Launching this manifesto during the UN Global Road Safety Week is a great opportunity for the UK to show its commitment to making the roads safer for everyone worldwide."

Released during the 2017 UN Global Road Safety Week, the Manifesto #4RoadSafety has been adopted by a cross party group of senior Members of Parliament from Africa, Asia, Europe, Latin America, the Middle East, the United States and the United Kingdom. The MPs warn that on present trends it is unlikely that the UN's aim to halve road deaths by 2020 will be reached, describing such an outcome as "a tragic missed opportunity to apply known and effective policies to make roads safe".

The Manifesto can be read here:

<http://www.pacts.org.uk/wp-content/uploads/sites/2/Manifesto4roadsafetyFINAL.pdf>

And includes the following recommendations:

1. UN Decade of Action for Road Safety and the Sustainable Development Goals
That Parliamentarians worldwide give their full support to the Manifesto #4roadsafety and call on UN Member States to urgently redouble their efforts in the Decade of Action for Road Safety to meet the SDG target to halve road traffic deaths and injuries by 2020.
2. Parliamentarians and Road Safety Leadership
That Parliamentarians worldwide strongly support the development of effective road injury prevention programmes which apply best practice road safety laws supported by ambitious casualty reduction targets; that bi-partisan Friends of Road Safety Groups are established in national legislatures to support the UN Decade of Action and the road safety related SDGs; and that international parliamentary bodies such as the Inter Parliamentary Union and the Commonwealth Parliamentary Association include road safety in their activities supporting the SDGs and inter-parliamentary co-operation.
3. The Safe System Approach
That Parliamentarians worldwide encourage the adoption of the Safe System Approach applied to their own countries priorities for road injury prevention with improved speed management serving as a critical overall policy instrument.
4. Road Safety Policy and Legislative Priorities
That Parliamentarians worldwide review their national road safety policies and legislation, support implementation of the recommended priority interventions from the WHO's Save LIVES technical package, and advocate for greater adoption and application of the UN's road safety related transport conventions and agreements.
5. Road Safety at Work
That Parliamentarians worldwide support policies that promote occupational road safety and to review their national laws and procedures to ensure that they are aligned with recommended international best practice, and to encourage the UN to develop a set of global guidelines for minimum regulatory standards for workplace road safety.
6. Good Governance and Road Safety.
That Parliamentarians worldwide support the application of good governance principles to national road injury prevention programmes and greater effort by the donor community to improve the accountability, transparency, and inclusiveness of their road safety projects.
7. Integrating Road Safety with Sustainable Transport Policies
That Parliamentarians worldwide support the integration of road injury prevention with policies promoting sustainable development such as speed limits which will both reduce casualties and vehicle emissions and by prioritising non-motorised transport.
8. The role and policies of the Multilateral Development Banks
9. That Parliamentarians worldwide encourage the MDBs, to strengthen their road infrastructure project evaluation procedures to ensure that traffic injury costs are fully identified; to apply a minimum 'three star' safety performance on all their road investments; and to update the Road Safety Guidelines of their Joint Road Safety

Initiative to be aligned with the World Bank's new Environment and Social Framework.

10. Funding for Road Safety

That Parliamentarians worldwide support the provision of funding for road safety by endorsing the creation of a UN Road Safety Trust Fund, supported by innovative financing, and by ensuring adequate resources are allocated to national road injury prevention programmes.

11. Road Safety Target for 2030

That Parliamentarians worldwide support at the end of the current UN Decade of Action, the adoption of a new SDG 3 target to halve road deaths and serious injuries by 2030 using 2020 as a baseline.

Swinton and IAM RoadSmart join forces to offer bike tips website

IAM Roadsmart Posted on 15/05/17

Swinton Insurance has teamed up with leading road safety charity IAM RoadSmart to create a website offering safety and guidance tips for bikers as the summer riding season starts.

The charity has contributed guide content, offering practical advice on issues such as filtering, biking in seasonal weather conditions, as well as dealing with vulnerable road users. There are also top tips for riders 'returning to the saddle'.

www.swinton.co.uk/spotlight/motorbiking/road-safety/iam-roadsmart/

Along with IAM RoadSmart, Swinton Insurance has also teamed up with a panel of experienced motorcyclists, who have provided commentary for biking on some of the UK's most dangerous roads.

They have shared practical advice on issues such as tyre safety, handling a motorbike, and how to bike in tricky conditions. The bikers' commentary also highlights key watch outs when biking on the most dangerous regional roads.

www.swinton.co.uk/spotlight/motorbiking/road-safety/national/yorkshire-humber/a62/www.swinton.co.uk/spotlight/motorbiking/road-safety/national/greater-london/a23/

The free guides and an interactive map that shows the most dangerous regional roads across the UK and its regions is now available at:

www.swinton.co.uk/spotlight/motorbiking/road-safety/national/

Rodney Kumar, spokesman for IAM RoadSmart, said: "We often find that while drivers and motorcyclists strive to be as safe as possible, some find it a challenge to understand exactly how to do so. And as time passes after our driving and riding tests, some of the simple tips we learnt to help stay safe can fade into the background. That's why it's so important to offer useful and easily digestible information on how to be a safer rider. We are excited to partner with Swinton to help spread the word about national motorcycle safety."

Dan Agate from Swinton Insurance added: "Motorcycle safety should always be front of mind for any rider, but awareness events like the UN Global Road Safety Week are great reminders of just how imperative it is to do what we can to stay safe on the road. And talking about it now to riders in across the nation, ahead of summer months, is really important. We hope our interactive map and guides help people to think more about safety with every journey they make, come rain or shine."

Hand-arm vibration syndrome and risk from motorcycle handlebars: IAC information note
<https://www.gov.uk/government/publications/hand-arm-vibration-syndrome-and-risk-from-motorcycle-handlebars-iac-information-note>

Condition of local roads ‘on a knife-edge’ – RAC [part]

New figures from the RAC show its patrols attended 63% more pothole-related breakdowns in the first quarter of 2017 than they did over the same period in 2016.

In a press release issued today (15 May), the RAC reveals it dealt with more than 6,500 breakdowns that were likely to be attributable to poor road surfaces - such as broken suspension springs or damaged shock absorbers - between January and March 2017.

The breakdown organisation labelled the figures as a ‘surprise’, adding that it was expecting to see a reduction in the number of pothole-related breakdowns when taking into consideration the ‘mild and comparatively dry’ winter conditions.

The RAC says the figure is a ‘major concern’ because it suggests the condition of the UK’s roads ‘is balanced on a knife-edge’, and that it would only take one season of cold and wet weather to cause further damage, offsetting any recent improvements.

In the context of all RAC breakdowns the share of pothole-related call-outs in the first quarter of 2017 equated to 2.7% of the total – the largest quarterly figure since the RAC’s pothole analysis began in 2006.

For more on this please go to:-

- See more at:- RAC: <https://www.rac.co.uk/press-centre#/pressreleases/condition-of-local-roads-on-a-knife-edge-as-rac-sees-surprise-increase-in-first-quarter-pothole-related-breakdowns-1966318>

Analysis lifts the lid on motorcycle collision stats



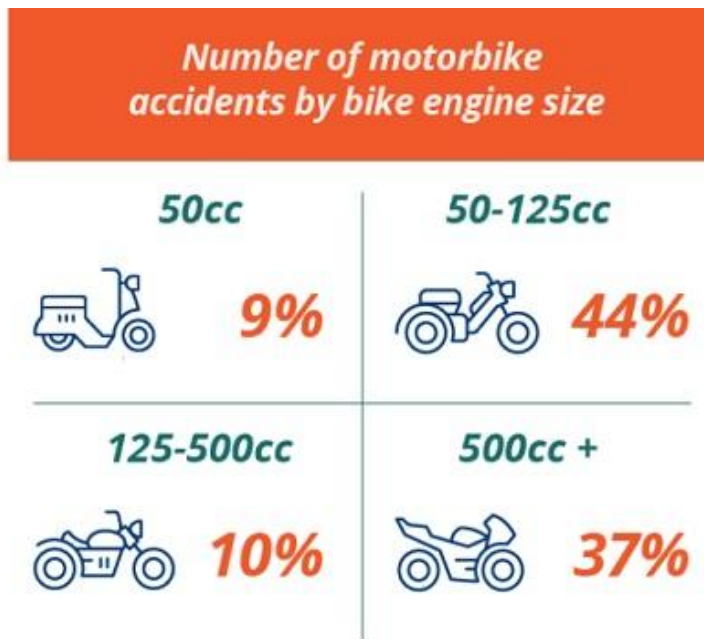
New analysis of Government data has shown that motorcyclists aged 25 years are most at risk of being involved in a collision.

Conducted by Swinton Insurance in partnership with IAM RoadSmart, the analysis of 2015 statistics also reveal that male bikers were involved in 93% of collisions.

The analysis shows bikers are most likely to have a collision in daylight, travelling in a 30mph zone with dry road conditions.

In terms of road type, A-Roads were found to be the most dangerous, with 79% of collisions occurring there compared to just 21% on other routes. More collisions also occurred in urban areas.

44% of collisions happened on bikes with an engine size of 50-125cc, whereas 9% involved a bike with an engine size of 50cc.



The analysis also names the 10 roads across Britain which are the most dangerous for motorcyclists, with the A23 in Lambeth, London topping the list. In total, 118 accidents involving motorcycles happened on these 10 roads during 2015.

The new partnership between Swinton and IAM RoadSmart is designed to help raise awareness the importance of motorcycle safety.

IAM RoadSmart is providing practical advice on issues including filtering, biking in seasonal weather conditions and vulnerable road users.

Swinton Insurance has teamed up with a panel of experienced

motorcyclists who have provided commentary for biking on some of the UKs' most dangerous roads. The bikers' commentary also highlights key 'watch outs' when biking on the most dangerous regional roads.

Rodney Kumar, IAM RoadSmart said: "We often find that while drivers and motorcyclists strive to be as safe as possible, some find it a challenge to understand exactly how to do so. And as time passes after our driving tests, some of the simple tips we learnt to help stay safe can fade into the background.

"That's why it's so important to offer useful and easily digestible information on how to be a safer driver. We are excited to partner with Swinton to help spread the word about national motorcycle safety."

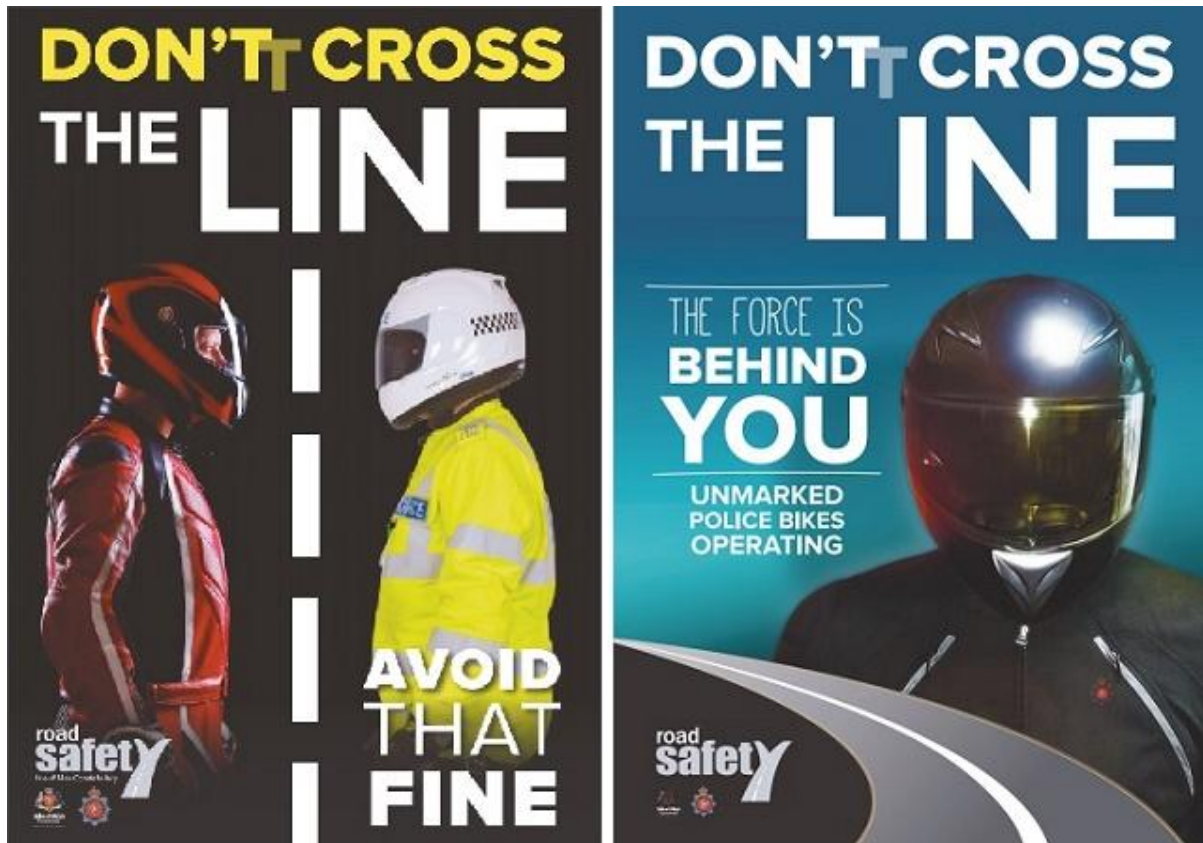
Swinton: <https://www.swinton.co.uk/spotlight/motorbiking/road-safety/national/>

Swinton: <https://www.swinton.co.uk/spotlight/motorbiking/road-safety/iam-roadsmart/>

Swinton: <https://www.swinton.co.uk/spotlight/motorbiking/road-safety/national/greater-london/a23/>

If you're reading this you are probably not going to the TT anyway and, if you are lucky enough to be in the Island you won't want to be bothered to read Network anyway, however, I thought I'd best use this article:-

TT visitors warned that the road is not a race track



The 2017 Isle of Man TT campaign features a series of 'hard-hitting' images and messages to encourage bikers to slow down, respect the roads and ride within their capabilities.

Launched yesterday (17 May), the annual campaign reminds visitors that while the TT takes centre stage for two weeks (27 May-9 June), everyday life continues on the Island, with people commuting to work and commercial vehicles out on the roads.

Efforts to promote the campaign begin before visitors set foot on the Isle of Man, with leaflets distributed to people travelling by ferry, and road safety officers on board during busy sailings to speak to bikers.

On arrival in Douglas, visitors are greeted by the campaign's two main messages: 'Don'TT Cross The Line – Avoid That Fine' and 'It's A Road – Not a Race Track.'

Posters are on display at prominent locations including TT campsites and vantage points on the Mountain Course, as well as in shops and community venues.

The Isle of Man Constabulary roads policing unit will also be out in force throughout the TT to stress the importance of keeping speeds down, maintaining a safe distance from other vehicles and abiding by the central white lines.

Unmarked police vehicles will once again be deployed to enforce the rules of the road, using the slogan 'The Force Is Behind You.'

Gordon Edwards, the Isle of Man's road safety manager, said: "There is a misconception that outside of racing the Mountain Course is open for bikers to ride as they see fit. This is not true.

"Traffic laws are still in force and it's very much business as usual for Island road users."

Chief constable Gary Roberts, Isle of Man Constabulary, said: "High-visibility police patrols will be supported by a strong digital media presence.

"The festival is one of the greatest spectacles on the sporting calendar and we want everybody to have fun, behave responsibly and remember TT 2017 for the quality of the racing and great atmosphere."

- See more at: Gov IM: <https://www.gov.im/news/2017/may/17/hard-hitting-tt-road-safety-messages-for-2017/>

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