



September 2016 Network

A networking tool for Activists and other interested parties

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For October edition please send copy to: aine@mag-uk.org.
Subject heading:- 'Network' by 25th September.

Editorial

Best news this month is the joint statement released by MAG and the BMF expressing concerns over Orcas, mini Orcas, other light segregation posing danger to road users/pedestrians.

There are 3 on-line petitions which it would be great if you took time to complete. These are the Motorcycle Working Group; Surface Dressing - Gravel and combating Motorcycle Theft to Scottish Parliament.

Probably like all other the country the surface dressing around here is just disgusting - mounds of gravel once they've

finished - potentially lethal to riders and I wouldn't think car drivers are too impressed by scratches, small dents and the like as gravel is thrown up on paintwork.

Autonomous Motorcycles, yes, I kid you not. This can be found at:- 'Smart Highways' magazine...

<https://is.gd/CPeTST>. What! They can't even stop the cars from crashing. There has been at least one fatality. I really can't say any more about this lunacy.

Ride free, AG

Campaigns Team:- L&L Report for Network: August-September FV 25.08.16

1 At the end of July, Lembit and Northern Ireland rep Paul Willson held a meeting with the nation's Minister for Infrastructure, Chris Hazzard MLA, who is responsible for transport policy. They made the case AGAINST introducing a

mandatory helmet law for trike riders - which, they explained, is a 'red line' issue for MAG. The meeting was businesslike and cordial. 'The law has at this stage not yet been introduced, so this is still not decided' says Lembit. 'However, it was clear that we also had plenty of common ground to work on in other areas of the Department's road policy, and we hope to return to continue with this in the near future.' The best way to describe the situation is 'work in progress,' and we'll update you as things develop.

2 Leon has been battling on various fronts including London's New 'Biker Friendly' Mayor. Despite very clear pre-election promises from Sadiq Khan and a great deal of effort to take up his proposals to engage with our concerns, this has not happened. L&L are of a view that he is quite a nice chap but completely out of his depth and has avoided any direct engagement with us or any other motorcycling group including the MCIA. Instead, he has delegated his responsibilities to his Deputy, Val Shawcross. Leon has had one meeting with her which showed that she and the Mayor are likely to let TfL continue as they have before. Leon adds that this looks likely to stay that way – 'Unless we do more, including well directed direct action to change their response to MAG and motorcycling in London'.

3 ULEZ: Plans for an Ultra Low Emissions Zone in London were approved during the last Mayor's term. Various things have changed since then and made this proposal for a new road user tax more critical for bikers – and not just in the Capital. Leon has learned that plans for Clean Air Zones (CASs) are being drawn up for five other UK cities. He has also heard that TfL have sussed the fact that the Congestion Charge cameras (to be used to enforce the ULEZ) face the wrong way to catch bike plates and TfL are working on plans to turn some around. And, Sadiq plans to radically expand the size of the ULEZ zone and charge riders of non-compliant bikes the same £12.50 per day as car or van drivers. Offers of support for direct action against ULEZ taxes on bikes have been made to MAG via Central Office from some potentially influential people, and Leon is in talks with them along with our new London Rep Tim Fawthrop.

4 Orcas and Armadillos: Leon has escalated our concerns with senior officers in the DfT and served notice that we will be arranging for Parliamentary Questions to be put to the Minister soon. He is also sharing the new irrefutable evidence that they are Trip Hazards with senior officials in the various Combined Authorities (CAs) that are emerging across the UK. Leon has just done this with Colin Brown in the West Midlands CA Road Safety Group – and included this info in a Pathways for Progress presentation to the North East CA long term policy Strategy group with Dave

Wigham and Gordon Finney. L&L expect this issue to escalate further during September, and please let us know if you hear of or see these objects in your area, and especially if you come across any information about accidents related to them.

5 Lembit attended the South East MAG rally in Horsham, which was a superbly run event in an agreeable venue. There were some grumblings about the fact that the venue had also booked a wedding party in for the same day, though it was fairly easy to work out the MAG campers from the wedding guests...

6 The Long awaited meeting to discuss the worrisome injunction in Harlow finally occurred in mid August. While the injunction has not yet been repealed or modified, a pathway ahead has been identified and this will serve to assist greatly in creating a more sustainable arrangement which MAG might even be able to provide support to. 'We've never said the Council is wrong to prevent anti-social behaviour,' explains Lembit. 'It's just that the injunction seems to be poorly worded and effectively discriminates against law abiding road users including bikers. We're trying to put that right.' A further meeting is scheduled for September and the aim is to have improved wording agreed at that point. 'This matters because others could use the same poorly worded legislation in other parts of the country. MAG wants to create something which is proportionate and fair and will work with Harlow to achieve this.'

7 MAG has submitted a consultation response to questions being asked by the Department for Transport about autonomous vehicles. We're making sure that we don't lose more rights or road space to self-driving vehicles - and that's why we're watching, and working closely with, the sector. Another consultation on the same subject closes on 9th September and we're working on that as well.

8 Kent police and MAG are scheduled to meet about the threatened use of tyre deflating equipment, 'called stingers,' by the police. This policy could obviously be lethal' says Lembit, 'and we're determined to prevent it in any conventional circumstances. We'll let you know what the police tell us.' Steve Mallett from South East MAG will also be at the meeting.

9 Two key surveys are happening at the moment - one by the West Yorkshire Combined Authority (WYCA) and the other by Highways England. MAG is asking

you to make input to both of these - and you don't have to live in any particular part of the country to do that. ALL responses are valid. Please talk up the benefits of including motorcycles as part of the transport mix: you can find the surveys at: www.yourtravelyoursay.co.uk (WYCA survey) and <http://tinyurl.com/hpzrf2b> (Highways England). Again, do take a few minutes to respond to these: it makes a massive difference to the attention we are given and the seriousness with which riders' rights are included in the transport mix.

10 Further North, in addition to the recent Power Point presentation and Q&A session, Leon is working with Dave Wigham and others to connect with the North East Combined Authority and get bikers' views into the discussions. This is thanks to a lot of work by the activist base in the region and it is a great credit to a long period of existing engagement led by MAG. 'This is the way the organisation really makes its mark - by being at the tables where the form and thrust of policy decisions are made,' says Leon. 'I'm working on similar matters in other regions, including Wales and it is all based on a similar template.'

11 Media wise, Lembit is appealing for information about any newsworthy items you'd like MAG to pass to the press. 'I can do a good deal from what I hear and see already,' says Lembit. 'Please do send me your stories, and just a few sentences, and I can work them up into statements for the media. It's a key reason our profile is growing at present, and you can hope that continue by sharing newsworthy items, whether important locally or nationally, with me anytime. Then, I'll do the rest and get the coverage we deserve as an organisation.'

MAG PRESS RELEASES

MAG joins Highways England working group

The Motorcycle Action Group (MAG), the UK's leading voice for riders' rights, has joined a key working group operated by Highways England, previously known as the Highways Agency. MAG's regional Rep, Tony Cox, represented the movement.

Tony says, 'I found the general mood to be very encouraging and pro-biking. Highways England are no longer part of the DfT. They're now a government-owned company, with more direct control over their actions and policies. Their main aim is to reduce casualties on the Strategic Road Network - but also to encourage modal shift from cars to motorcycles, which is excellent news.'

Areas being looked at include better rest facilities for motorcyclists at service stations, parking and helmet storage. There was also talk of improving refuge areas and hard-shoulders for motorcyclists who have broken down, plus other improvements directly aimed at motorcycling.

The meeting was attended by the Institute of Highways Engineers, RoSPA, Bikesafe, the Welsh Government, the BMF and MCIA.

Tony adds: 'this is an initiative that MAG definitely needs to be involved with and our presence was very much appreciated by the organisers. The whole concept of autonomous vehicles and their interaction (or lack of it) with vulnerable road users will be one of the major topics discussed in future meetings and workshops.' The next workshop in October will identify actions to reduce motorcycle casualties. 'MAG will certainly be represented.'

Kathrine Wilson-Ellis, Senior Road Safety Policy Advisor for Highways England said, 'I came away feel really motivated and excited about the power of this group and I am really keen to start getting to the "doing" phase.'

This meeting follows the highly successful launch of a consultation on the future of transport, also in Manchester, and attended by MAG's Director of Communications & Public Affairs, Lembit Öpik.

Tony Cox adds:- It is in our best interests to engage with Highways England as ultimately they want to increase the number of motorcycles on the SRN (Strategic Road Network) and are asking our advice on how they can do this. The deadline for completion is 9th September 2016. Please complete the survey. Many Thanks,

Motorcycle Working Group Survey

<http://tinyurl.com/hpzrf2b>
<http://tinyurl.com/hpzrf2b>

Very Important Government Petitions Please take the time to sign:-

Surface dressing/gravel.

<https://petition.parliament.uk/petitions/127577>

**Petition on bike theft to Scottish Parliament
PE01816: Combating Motorcycle Theft**

<http://www.parliament.scot/gettinginvolved/petitions/stopmotorbiketheft>

12-08-2016 High politics for MAG in North East transport talks

The Motorcycle Action Group (MAG), the UK's leading voice for riders' rights, has become a significant stakeholder in the current developments in the North East Combined Authority (NECA).

MAG's Regional representative, Dave Wigham, says 'we have now got a date for a meeting with NECA, which is the 25th August 10.30am. MAG's Campaigns & Policy Adviser, Dr Leon Mannings, is going to be there as well and we're confident of getting bikes and bikers' needs onto the transport agenda. Part of our goal is to explore ways to get people out of less eco-friendly vehicles – and, yes, I mean cars – onto cleaner machines which help reduce congestion, namely bikes and scooters.'

A number of local councils in the North will eventually be combined to form the North East Combined Authority. The MAG team, including Andy Witworth the Political Officer and Gordon Finney the Vice Rep, have been working for some time to gain influence with the transport planners by attending public NECA transport meetings. 'We've also done our fair share of old fashioned letter writing and email campaigns,' notes Dave. 'I've made sure we've been responding as a group to public planning and public engagement documents.'

The extra momentum of MAG has motivated others to increase MAG activity in the North. George Carnegie, one of the founder members of the hugely popular 'Stormin' the Castle' event committee, has stepped forward to set up what will be England's most Northerly MAG group. Meetings in Morpeth are planned to start 2nd Monday on the Month from September. George observes, 'we're really on the go in the North now. I'd say MAG is visibly living up to its aim of being the voice of riders and riding. I hope bikers will sign up to MAG and support our efforts to help keep riders free to enjoy life on two wheels.'

19-08-2016 MAG makes progress on Harlow injunction

The Motorcycle Action Group (MAG), the UK's leading voice for riders' rights, met with representatives of Harlow Council on 16th August in a continuing effort to resolve issues over an injunction introduced by the Council to stop anti-social behaviour. The injunction included wide ranging powers which MAG regarded as disproportionate and discriminatory against riders.

Lembit Öpik, MAG's Director of Communications & Public Affairs, attended the meeting, which he described as intense but productive. 'Both sides were very direct in laying out our positions, and initially it looked like there may be an unbridgeable rift. However, everyone kept their cool and we eventually identified a pathway which could actually work better in the long term interests

of the local community, and avoid the elements which caused alarm and discontent in the motorcycling community. I particularly liked the suggestion of a twin track approach – whereby we work with the Council on biker awareness and safety while updating the injunction to take this work into account.’

Lembit believes that Harlow Council is genuinely motivated to seek this creative solution. ‘I relate to their desire to prevent anti-social behaviour. Some hooligans were on bikes and it’s not MAG’s job to defend the indefensible. “Our role is to work intelligently to ensure the Council’s commitment to law and order is carried out without compromising riders’ rights. We CAN achieve that.’

Harlow Council’s Head of Governance, Brian Keane, said, ‘we are in no way prejudiced against motorcycles. If we can find a way to work this through, in partnership, that would be best for us.’

The next meeting is set for September, to establish the campaign and changes to the injunction to achieve that, with three possible dates under consideration. Lembit adds ‘we’re not out of the woods just yet. But the fact we’re still talking and we have formed a strategy with the officials is good news. We’re not looking for a victory over the Council. We’re looking for a victory with them, so the only losers are those who caused the injunction to be introduced in the first place.’

22-08-2016 MAG invites riders to have say in West Yorkshire

MAG is encouraging all motorcyclists to share their views in a crucial survey of opinions being held by the West Yorkshire Combined Authority (WYCA). The new plan will be a twenty year vision for developing an integrated transport network that supports the Leeds City Region Enterprise Partnership’s Strategic Economic Plan for sustained and healthy economic growth - especially for jobs and housing.

From now till Friday 21 October 2016 the Authority is running a full public and stakeholder consultation on the content of the Transport Strategy and the Bus Strategy.

MAG’s Regional Lead on Transport Policy, Steve Bolton, has appealed to all motorcyclists to respond. ‘This is our chance to have a say on the future of transport services in West Yorkshire. Bikers can make a very big impact on the plans they come up with, but they have to hear from us for that to happen. Please thank the councils for including motorcycles – and you can do that in the free text box you’ll find on-line. If you could also let me know you’ve done that, it would be a great help as then I can see what we’ve contributed. Also, share the request for input as widely as you can, and please don’t delay - do it now.’

Although the consultation closes on Friday 21 October 2016, it’s best to make your contribution immediately – it will only take a few minutes and make a huge difference to the status of motorbikes and scooters in the Authority’s plans.

You'll find the survey at this link:

www.yourtravelyoursay.co.uk

25-08-2016 Police and MAG take sting out of Kent biking

The Motorcycle Action Group (MAG), the UK's leading voice for riders' rights, met Kent police to resolve a dispute about the use of 'stingers' in Kent. A 'stinger' device deflates vehicle tyres to stop a vehicle from escaping detention by the police. Earlier in the summer, the device had been displayed by a police officer at the Oakdene Café - a very popular meeting place for riders in Kent.

MAG's Deputy South East Representative Steve Mallett and Director of Communications & Public Affairs, Lembit Öpik, met a delegation of officers, led by Kent police's Police Sergeant Gary Easton, at Oakdene Café to discuss what happened on that occasion and what the police policy is towards use of stingers in the context of powered two wheelers. 'We were pleased that the police were willing to discuss this issue,' says Steve Mallett. 'Stingers amount to a potential death sentence to anyone on a bike who rides over them. I was reassured to hear they had never used a stinger against a motorbike and wouldn't do so, except in the context of something like a life threatening terrorist situation.'

PS Easton confirmed this assessment: 'a stinger has never been used against a motorbike in this country. It would only happen in a very unusual situation, like a suicide bomb or someone trying to attack a group of people with lethal force. In everyday life it's just not going to be used.'

PS Easton and his colleagues discussed the circumstances in which the original incident occurred. 'It appears the display of the stinger was a response to exceptionally irresponsible behaviour by a small group of riders who don't normally attend the Oakdene venue,' says Steve. 'I suspect showing the stinger was something of an act of desperation in difficult circumstances, but there was no serious possibility of its actual deployment. For safety, we're asking the police to provide a written statement of their policy on use of stingers. This could help ensure a similar situation will not arise elsewhere. A bit of common sense is the order of the day, to prevent an over reaction from the police plus some self-discipline from bikers to not bring motorcycling into disrepute. A joint approach and light touch policing attitude are probably the best combination.'

26-08-2016 BMF & MAG joint statement on Cycle Lane Light Segregation Devices

To remove any doubt regarding how seriously concerned the Motorcycle Action Group (MAG) and the British Motorcyclists Federation (BMF) are regarding the use of 'light segregation' devices on our roads, the organisations have issued this joint statement:

“The use of light segregation devices, including ‘Armadillos’, ‘Orcas’ and ‘Mini Orcas’, on our roads raises serious safety concerns in respect to riders of Powered Two Wheelers (PTWs).

Inadvertent contact with the devices can quickly destabilise any two-wheeled vehicle with the potential to throw the rider into the path of other road users.

Evidence has emerged from CCTV monitoring of a Mini-Orca scheme in the City of London that clearly shows the devices to be trip hazards; 55 pedestrians having tripped on them within the first 24 hours of installation. This scheme has now been removed.

These devices are easily damaged and broken by heavy vehicles, leaving fixing bolts exposed and protruding from the road surface, thus creating a further hazard to riders and pedestrians alike.

Visibility is easily compromised by scuff marks from contact with tyres, poor light and weather conditions, a build-up of general road grime and the presence of other road users.

Neither the BMF nor MAG wishes these devices to be fitted to our roads due to safety concerns for all Vulnerable Road Users (VRUs), not just motorcyclists. Both organisations call for an urgent review of all current and pending light segregation schemes in light of the evidence demonstrating their hazardous nature.”

The BMF and MAG are the country’s longest-running riders’ rights organisations. Over many years, both organisations have worked to fight on behalf of riders’ rights both here in the UK and abroad through FEMA.

Recognising that both MAG and the BMF want what is best for our motorcycling community, Jim Freeman, BMF Chair, and Selina Lavender, MAG Chair, met recently. They will be in regular contact regarding shared concerns in respect to motorcycling matters.

For all the above press releases: Contact MAG at 01926 844 064 or central-office@mag-uk.org

BIOFUEL - Not so green after all! Widespread use of 'environmentally-friendly fuels' has INCREASED carbon dioxide levels

- Policies encouraging biofuel use have been in place in the US since 2005
- These were based on the thought that biofuels were carbon-neutral
- However a new analysis has shown they only offset carbon by 37 per cent

By Shivali Best ForMailonline. Published: 12:58, 26 August 2016 | Updated: 13:03, 26 August 2016

While biofuels are normally thought to be carbon-neutral, this claim should be taken with a pinch of salt, scientists say.

According to new research, biofuel use in the US has led to an overall increase in carbon dioxide emissions.

In fact, biofuels can now only be offset by 37 per cent, rather than the 100 per cent that they were thought to.

According to new research, biofuel use in the US (stock image) has led to an overall increase in carbon dioxide emissions. In fact, biofuels can now only be offset by 37 per cent, rather than the 100 per cent that they were thought to.

Researchers from the University of Michigan Energy Institute studied the environmental effect of substituting petrol-based fuels with biofuels in the US.

Over the past decade, the use of biofuels in the transport sector has soared, in response to policies put in place.

The policies were introduced based on the belief that biofuels were carbon-neutral – meaning the amount of carbon dioxide released when they are used is the same as the amount absorbed by plants as they grow.

The researchers studied field data from 2005-2013, using a new method which takes into account motor fuel consumption and fuel processing operations.

Unlike previous studies, this method reflects the nature of the carbon cycle, recognising that changes in atmospheric carbon levels depend on both inputs and outputs.

WHAT ARE BIOFUELS?

- Biofuels are designed to replace fossil fuels such as gasoline, diesel fuel and coal.
- They are made mostly from plants that have just been harvested.
- There are three main types of biofuel;
 - Ethanol is used in engines that burn gasoline, like most cars
 - Biodiesel is used in engines that burn diesel fuel
 - Biojet fuel is used in airplanes

- But there are some ethical issues surrounding the use of biofuels.
- For example, crops that could be used to feed people are used to provide the raw materials for biofuels instead.
- This could cause food shortages or increases in the price of food.

Read more: <http://www.dailymail.co.uk/sciencetech/article-3759866/Not-green-Widespread-use-environmentally-friendly-fuels-INCREASED-carbon-dioxide-levels.html#ixzz4IWRMnKs4>

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Beware the copycat websites ripping off drivers trying to renew their licences

Published: 22:26, 2 August 2016 in the Daily Mail

Copycat websites that rip off drivers who renew their licences are appearing at the top of online search engines.

When Money Mail typed 'driving licence renewal' into Google, the first three results that popped up were copycat sites.

These companies often look similar to official websites, but charge an inflated price for renewing or replacing your driving licence.

The first website, get-driving-licence.com, charges 90p to renew your licence, but then signs you up to a pricey £49 annual subscription.

Another, ukdrivingsupport.co.uk, calls itself an 'application service' and charges £59.99 to renew your driving licence.

Applying through these sites does get you a legal driving licence, but it's significantly more expensive than the official route.

A renewal processed through the official DVLA site costs £14 if you're under 70 and is free if you are older.

In 2014, officials vowed to crack down on copycat sites that saw innocent customers duped out of hundreds of pounds.

Money Mail alerted the DVLA and Google immediately after discovering the sites.

If you need to renew your driving licence, then you should visit gov.uk/renew-driving-licence.

You can also apply at your local Post Office, which charges a £4.50 fee to process the application.

Neither of the copycat websites replied to requests for a comment.

Pothole crackdown needed to fix Scotland's roads

The director of Scotland's biggest independent courier has called on the Scottish Government to sort out 'the sorry state' of the country's roads.

In an open letter to Scotland's new transport minister Humza Yousaf, Jerry Stewart, director of Eagle Couriers, has urged the government to take radical action to address the 'proliferation' of potholes before the coming winter weather increases the problem.

Describing the nation's road as 'battered', Mr Stewart points to the financial implications of potholes - including damage to cars and business vehicles.

In the open letter, he said: "We made no secret of our disappointment with the Government's handling of the severe weather situation early last year in our plea to Mr [Derek] Mackay (Scotland's former transport minister) to address these issues before the country pays the price once more.

"This time round we are asking for action tackling the state of the roads in the capital and beyond all year round."

This appeal for action has come on the back of Edinburgh Council's creation of a dedicated 'pothole squad' tasked with improving the state of Edinburgh's busiest roads. Launched in March, the dedicated team is coordinating an intensive programme of repairs concentrating on main arterial routes.

Mr Stewart praised the idea, but called for more to be done nationwide. He said: "While this is undoubtedly a start, more action is needed to prevent some of the country's arterial roads deteriorating further than their currently embarrassing state."

- See more at:

<http://www.roadsafetygb.org.uk/news/5221.html#sthash.UGKSOKBT.dpuf>

Eagle Couriers:

<http://www.roadsafetygb.org.uk/misc/fckeditorFiles/file/27%20JUL%20COURIER%20OPEN%20LETTER%20TO%20MSP.pdf>

Letter: <http://www.eaglecouriers.co.uk/news/open-letter-new-minister-transport-islands-humza-yousaf/>

Not a bad idea:-

Young driver insurer calls for Highway Code to be taught in schools

The young driver insurer Ingenie is calling for the Highway Code to be taught in schools following a quiz hosted on its website in which more than 80% of participants didn't know basic national road rules and signs.

82% of those who participated failed to recognise national road rules and signs, and more than one third got less than 50% of the questions right. Ingenie says the

assessment, based on a selection of questions taken directly from the modern theory test, shows that 'young drivers are at risk due to a lack of knowledge'.

Ingenie also conducted a social experiment to see if two experienced drivers could pass a test on road rules, 20 years after passing their driving theory tests. The experiment (featured in the video above) shows 'Tracey' and 'Lester' failing the road quiz 'quite spectacularly'.

As a result of the findings, Ingenie is calling for parents and schools to introduce under-17s to the Highway Code, along with hazard perception and driving theory, to give them a 'head start' with their grasp of road knowledge.

Richard King, Ingenie CEO, says, "It's worrying that even experienced drivers aren't showing basic Highway Code knowledge, which every driver should have to keep themselves and other road users safe.

"If schools introduce the Highway Code and hazard perception to pupils before they even reach driving age, we can build an entire generation of better, safer drivers."

The experiment is part of Ingenie's 'parent manifesto', a series of activities designed to educate parents on how to get more involved when their child is learning to drive. The manifesto will comprise five stages to be released over the next few months, with each stage introducing parents to another way they can help their child drive safely.

Ingenie: <https://www.ingenie.com/road-signs-quiz>

Would you pass: https://www.youtube.com/watch?v=3qxhn_-lewU

Manifesto: <https://www.ingenie.com/parents-guide/category/ingenie-parent-manifesto>

Manufacturers unveil plans for autonomous technologies

In two separate announcements earlier this week, the vehicle manufacturing giants Ford and Audi have outlined the next steps in their plans to develop vehicles with autonomous capabilities.

Ford has unveiled plans to mass-produce a fully autonomous car, devoid of a steering wheel, by 2021.

Mark Fields, Ford president and CEO, said: "The next decade will be defined by automation of the automobile, and we see autonomous vehicles as having as significant an impact on society as Ford's moving assembly line did 100 years ago.

"We're dedicated to putting on the road an autonomous vehicle that can improve safety and solve social and environmental challenges for millions of people – not just those who can afford luxury vehicles."

In a separate announcement on the same day (16 August), Audi confirmed it is to introduce technology that will allow its vehicles to communicate with traffic lights. (BBC News)

The technology will tell drivers when lights are due to turn green and when they will not be able to pass a set of lights before they turn red.

The BBC report says that in time traffic signals could advise vehicles to keep to a certain speed in order to match the flow of traffic lights.

Audi says that while over the long term the technology will reduce collisions and congestion, at present it is "designed not as a safety feature, but a comfort and convenience feature".

Audi plans to start rolling out the technology in a number of US cities later this year.

In other 'self-driving' news, a Tesla Model X is being credited with having helped save an American man's life when the vehicle's autopilot function got him to a hospital after he suffered a pulmonary embolism. (The Telegraph)

Thinking that it would be quicker than pulling over to call an ambulance, the driver set the "autopilot" autonomous driving function to drive him to the closest hospital.

- See more at:

Ford: <https://media.ford.com/content/fordmedia/fna/us/en/news/2016/08/16/ford-targets-fully-autonomous-vehicle-for-ride-sharing-in-2021.html>

BBC: <http://www.bbc.co.uk/news/technology-37098513>

Telegraph: <http://www.telegraph.co.uk/cars/news/self-driving-tesla-saves-mans-life-by-steering-him-to-hospital/>

Thursday 18th August 2016 – Marks the 120th Anniversary of

..... the first person - a pedestrian - to be killed in a road crash in the UK, the TTC Group is calling on motorists to watch out for pedestrians and other vulnerable road users.

Bridget Driscoll was hit by a new petrol-engined car as she crossed the grounds of the Crystal Palace in London on 17 August 1896.

The car was being used to give demonstration rides with the driver later accused of travelling at the "reckless" speed of 4mph.

At Mrs Driscoll's inquest, the coroner said he hoped "such a thing would never happen again". However since then there have been more than half a million road deaths in the UK.

The number of road deaths has fallen over the years. In 1934, 7,343 people were killed on the UK's road network, compared to 3,201 in 2005 and 1,732 in 2015.

Read more at: TTC Group: <http://www.ttcgroup-uk.com/2016/08/15/half-a-million-road-deaths-since-first-road-crash/>

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