



# NETWORK

**APRIL 2015**

**A networking tool for Activists and other interested parties**

Editorial	2
Annual Group Conference 2015	2-3
Marshals Wanted – ITV.	3
Green Party plan for motorcycles	3-4
Up to date list of test bikes.	4
Bristol Tombstones damage.	4
£12.50 to enter London from 2020. Paris ban on motorcycles registered before 2000.	5-6
New UK Drug Driving Laws.	6-7
Modernising CBT.	7
UK, Irish and Danish Drivers – EU Law change	7-8
No turning back clocks. Competition to find Britain’s best motorcycling roads.	8-9
Around GB:- Bath and North East Somerset. Norfolk. Suffolk. London. North Yorkshire. Bristol. Westminster. Lincolnshire.	9-15
Time for overhaul of test at 80 years old? Call to put traffic police back on the roads. Historic Tax Class moves on by a year.	15-16
23 <sup>rd</sup> March sees Paris ban cars with ‘even’ numbers.	17-18
Re-run for ‘Never too good’ Campaign. Incentive to turn to electric bikes.	18-19
Contacts	19-20

## Editorial

Remember last month I featured an article which claimed Royal Enfield had overtaken HD in the 'selling the most motorcycles' stakes? I'm reliably informed by one of our members that Honda sold approximately 16,000,000 motorcycles last year. All I can say is that Mr Honda must be a very rich man!

I'll keep this Editorial short as there is loads of information in this month's Network for you to take in or not, as the case may be, so no sense in me drivelling on.

Have featured the link to the up to date list of bikes you can take your test on and the SS100 Brough is still in there so if you happen to have one lying around in the back of the garage you could make a bit of money hiring it out ..... or not I'm guessing!

This year, Guys, I won't see you at AGC, though I won't be far away. I'm in North Devon at my Son's Wedding. George will read my report – short, you'll be pleased to know as, in my humble opinion, no point in boring people with a report talking about stuff you've already read over the last year. However, make AGC a good one, one to take MAG forward successfully on Riders Rights for the future.

Ride safe and free, AG

[Acknowledgments: George Legg. Selina Lavendar. Nigel Czerepara. Visordown. Motorcycle News. And anyone else I've forgotten]

Copy for the May edition to [aine@mag-uk.org](mailto:aine@mag-uk.org). Subject heading: Network.

---

### **AGC 2015, Saturday 11<sup>th</sup> April**

This year's Annual General Conference is being hosted by South West MAG  
Saturday 11<sup>th</sup> April 2015 at Bridgwater & Albion Rugby Football Club, Bridgwater,  
Somerset, TA6 4TZ

Booking in opens at 10am Saturday morning. AGC starts at 12:30

All attendees will be provided with a light lunch and a cream tea following the close  
of business.

There is an after party featuring 'Generator' from 8pm which is open to all, free to  
AGC attendees £5.00 for all others.

Camping £5.00 per person from 12 noon Friday to 2pm Sunday.

Please remember to bring your membership cards to book in and be able to vote  
during the meeting.

AGC is for existing MAG members and representatives of affiliated clubs (registered in advance) only.

If you are a Facebook user can log your attendance and ask questions via

MAG ANNUAL GENERAL CONFERENCE –AGC

(<https://www.facebook.com/events/433742153468959/>)

Further enquiries should be addressed to [sarahmitzi@gmail.com](mailto:sarahmitzi@gmail.com) or [warriorwabbit@gmail.com](mailto:warriorwabbit@gmail.com)

---

## MARSHALS WANTED

**Into The Valley rally 1st - 3rd May** just outside of Beverley, East Riding of Yorkshire. Volunteers who wish to commit to 4 hours or more can fill in a marshals application via the Internet. STATE on the form 'MAG STAND'

<http://www.farmyardparty.com/into-the-valley/marshals-info>

Applications open Saturday 14th March - Sunday 12th April 2015

Volunteers who are at the event and prepared to do less than 4 hours or do not wish to register for a marshals package can contact me direct.

We need people at these events to sign-up new and renewing members. Many hands make light work.

**You go to the Polls on 7<sup>th</sup> May. You may want to question your Green Party Candidate about this from Visordown:**

**Greens plan to remove motorcycles from bus lanes and fit speed limiters to high-powered machines.**

<http://www.autoblog.com/2015/03/26/uk-green-party-wants-to-limit-speed-noise-of-motorcycles/>

The UK is in the process of electing a new leader, which has its various political parties laying out visions for 'How We're Going To Fix Things In This Country!' The Motorcycle Action Group and *Visordown* checked out the transport policy for the Green Party: <http://www.policy.greenparty.org.uk/tr.html> and found some disturbing proposals for motorcyclists. The party would work to get riders of large-capacity bikes to switch to scooters and mopeds by "setting and enforcing strict noise limits and, for higher powered machines, speed limiters."

Even allowing for motorcycles being kinder to the environment than cars, the Greenies want to discourage people from getting motorcycles at all, in fact, "because they emit pollution and noise and can endanger road users." To help keep other road users even more safe from the two-wheeled menace, it would ban motorbikes from any of the "priority measures put in for pedestrians and cyclists, including those shared with public transport," like bus lanes.

Those provisions are included in three paragraphs of what is a lengthy policy outline that covers every mode of transportation. Cars take their lumps, the Greens aiming to prohibit cars that can "travel at greater speeds than the majority of EU national maximum speed level." SUVs "are quite unnecessary... and their purchase and use should be discouraged." Freight transport gets a wallop, too, with the aim of reducing cargo shipments through "the implementation of policies to alter the current culture of over consumption."

The Greens have one representative in the UK parliament right now, their leader, Natalie Bennett. With these kinds of plans - until polar bears start walking ashore in Orkney - we would be surprised if they get anyone else elected.

---

Budget day 18th March 2015 saw the Chancellor George Osborne announce a **freeze on fuel duty** whilst this is much appreciated oil prices have increased recently seeing the cost of fuel steadily rise at the pumps over recent weeks. In addition the proposed duty increase scheduled for September has been cancelled.

---

### Taking a test?

Here's a link to the latest list of what bikes you can take your test on. If you're lucky enough to have a mate who has a SS100 Brough Superior, worth a mint no less, who is generous enough to lend it to you – yes, that's still on the list!!

<http://www.dft.gov.uk/motorcycle-test-vehicle-list/>

And, talking of Brough Superior – blimey: <http://www.bbc.co.uk/news/uk-england-nottinghamshire-30195048>. A record of £315k - The 1929 Brough Superior 986cc SS100 Alpine Grand Sports is the most expensive Brough Superior to sell at public auction.

The article makes interesting reading: part quote – ““Each was sold with a certificate guaranteeing it had been timed at over 100mph at the Brooklands racetrack, no other motorcycle was sold with such a claim, and this was a remarkable speed for a road bike in the 1920s.”

Includes some lovely pictures of this gorgeous machine.

---

Remember in March's edition I reported on the Tombstones in Bristol which separate the cycle lane from other traffic? Well, here is what happens when something damages it – yep, definitely



concrete:

Madness – an accident waiting to happen.

---

## **£12.50 to enter London from 2020 for Bikes.**

**RIDERS** of motorcycles made before 2007 will have to pay a £12.50 daily charge to enter central London under the approval of a new Ultra Low Emission Zone (ULEZ).

The daily toll will be introduced on September 7, 2020, and affects bikes made before July 2007, when the European emission standard known as 'Euro 3' became a minimum requirement for new motorcycles.

The ULEZ will operate 24 hours a day, seven days a week, and will charge bikes at the same rate as cars and vans under Transport for London's plans.

According to TfL, 'cameras will read your number plate as you enter, leave or drive within the zone and check it against the database for those who meet the ULEZ standards or need to pay the daily charge'.

The ULEZ website lists options to avoid the charge, which include getting a new vehicle that meets the emissions standard or re-routing your journey to avoid the zone. In other words, get a new bike or do one.

The Mayor of London has said the new low emission zone will encourage the use of new, cleaner vehicles, improving the quality of life and health of Londoners.

Read more: <http://www.visordown.com/motorcycle-news--general-news/1250-london-motorcycle-toll-approved/26457.html#ixzz3VfrZb9aY>.

## ***And, Paris is at it as well***

---

**New law set to be introduced to Paris to ease air pollution.**

**Bikes registered before 2000 will be banned from the city.**

**A motorcyclist's group led a mass bike ride through the city in protest.**

Hordes of motorcyclists swarmed the avenues of Paris today in protest at a proposed ban on older motorbikes on the city's streets.

Despite a ban against the protest by police in the French capital, hundreds of bikers rode through the city, many carrying posters declaring 'Je suis biker' or 'Je suis motard'.

They are furious at a proposal to ban motorcycles made before 2000 from the city's streets, a move the municipal government insists will lessen Paris's stifling air pollution.

Motorcyclists' groups in the country have hit back, claiming that they can cover more distance in less time than four-wheeled vehicles and can help to reduce traffic congestion. The French Federation of Angry Bikers (FFMC), one of France's largest and most active motorcyclist rights lobby groups, organised today's protest against the ban.

Defending motorcycles, the FFMC said in a statement that 'because of their low fuel consumption, reduced size, mobility and shorter journey times, they are a solution to the congestion of urban traffic and of value in the fight against pollution.

'While other European cities have, quite logically, not included motorised two wheelers in this restriction, the city of Paris still wants to penalise users whose negative impact in terms of pollution is marginal.'

on:

- Passenger cars registered before 31 December 1996 inclusive,
- Vans and light trucks registered before 30 September 1997,

- Coaches, buses and trucks registered before 30 September 2001 inclusive
- And two-wheeled motorised vehicles registered before 2000.
- 

One of a number of efforts the city government is making to improve air quality in Paris, the plan also includes measures to encourage motorists to join in the effort, including 0 per cent interest loans for new vehicles, building more electric charging stations and slashing parking fees for greener vehicles.

The proposal on motorbikes is set to go before the local council tomorrow, when a second rally is planned by motorcyclists in front of Paris's city hall.

Read more: <http://www.dailymail.co.uk/news/article-2945048/Hundreds-French-bikers-join-Paris-protest-new-anti-pollution-laws.html#ixzz3U5gEAoXv>

---

## **New UK laws on Drug Driving came into effect on the 2nd of March 2015**

**It is illegal to drive if your driving is impaired by drugs or if you have certain drugs above a specified level in your blood.**

If the police stop you and think you're on drugs they will either test you at the roadside using a drug screening device or a "Field Impairment" test to assess your ability to drive.

If drugs are detected in your system or you are deemed impaired by drugs, you'll be arrested and taken to a police station for blood or urine tests. If the tests show you've taken drugs or show a specified drug above the specified blood limits you could be charged with drug driving.

You don't have to be on illegal drugs to be impaired to drive – prescription or over-the-counter medicines can also impair your ability to drive. If you're taking medicines, talk to your doctor, pharmacist or healthcare professional before driving. Changes to the drug driving law

On 2 March 2015 the drug driving law changed to make it easier for the police to catch and convict drug drivers.

It is now an offence to drive with certain drugs above a specified level in your blood - just as it is with drink driving. Sixteen legal and illegal drugs are covered by the law, including cannabis, cocaine, ecstasy and ketamine. The limits for all illegal drugs are extremely low – taking even a very small amount of an illegal drug could put you over the limit.

The new offence will work alongside the existing offence of driving whilst impaired through drink or drugs.

### **The consequences**

The penalties for drug driving are the same as for drink driving. If you are convicted you will receive:

- A minimum 12-month driving ban
- A criminal record
- A hefty fine or up to 6 months in prison or both

The consequences of a drug drive conviction are far reaching and can include:

- Job loss
- Loss of independence
- The shame of having a criminal record
- Increase in car insurance costs
- Trouble getting in to countries like the USA

<http://think.direct.gov.uk/drug-driving.html>

---

## **Modernising compulsory basic training courses for motorcyclists**

Driving and motorcycle instructors – open consultation. <https://www.gov.uk/driving-motorcycle-instructors>.

From: Department for Transport and Driver and Vehicle Standards Agency.

Part of: <https://www.gov.uk/driving-tests-and-learning-to-drive/motorcycle>. , [Driving tests and learning to drive](#): <https://www.gov.uk/driving-tests-and-learning-to-drive>.

Applies to: England, Scotland and Wales

**Important note:** This consultation closes at 21 April 2015 11:45pm

### **Summary**

Seeking views on changes to compulsory basic training (CBT) courses for motorcyclists and the qualification arrangements for instructors.

<https://www.gov.uk/government/consultations/modernising-compulsory-basic-training-courses-for-motorcyclists>

---

## **UK, Irish and Danish Drivers - no longer have exemption from law requiring them to pay speeding tickets they incurred in other member states as MEPs approve change to law on cross-border speeding fines.**

MEPs voted on 11<sup>th</sup> February to change the legal basis of a 2010 law designed to make it easier to track down and punish European Union motorists who commit traffic offences in a member state where they are not resident.

The law was in effect for less than a year before it was struck down by the European Court of Justice: <http://www.europeanvoice.com/article/ecj-strikes-down-eu-sharing-of-speeding-ticket-data/> last year.

The court said it had been adopted on the wrong legal basis, relying on the EU's competence in the field of police co-operation. However the law has still been in effect since then, as the court granted a one-year reprieve to fix the legislation. But the 2010 law only applies in 25 out of 28 member states.

The new directive changes the legal basis to transport policy. The change will have a practical effect for drivers from Denmark, Ireland and the UK, which have so far not had to pay foreign fines because their countries have opt-outs on EU police co-operation and have not implemented the 2010 legislation. Once the legal basis is changed to transport policy, the three countries must implement the rules.

The directive set up a procedure for the exchange of information concerning eight road traffic offences: speeding, non-use of a seat-belt, failing to stop at a traffic light, drug- and drink-driving, failing to wear a helmet on a motorcycle, use of a forbidden lane, and illegally using a mobile phone. Under the legislation, member states can access each other's national data concerning vehicle registration in order to determine the person liable for the offence.

The court found that these measures do not concern 'prevention of crime' as defined under the police co-operation rules, but rather road safety, which is a transport issue. "The directive is a measure to improve transport safety and should therefore have been adopted on that basis," the court found. The new directive, put forward by the Commission at the end of last year and adopted today by the Parliament, sets its legal basis as transport policy.

The Commission had put forward the original directive in 2010 on the basis of transport policy, but this was changed by member states during the course of negotiations. After the law was adopted, the Commission launched the challenge with the ECJ, believing the law had been adopted on the wrong legal basis.

"The directive is not directly linked to the objectives of police co-operation, in so far as they cover, first, the framing of a common policy on asylum, immigration and external border control and, second, the prevention of crime, racism and xenophobia," the court ruled.

The new directive must now be approved by member states. According to a Council source, member states now accept transport policy as the correct legal basis and will not oppose the revision.

---

## **No turning back the clocks**

Posted on March 23rd, 2015 by GEM Motoring Assist .

<http://www.motoringassist.com/motoring-advice/news/no-turning-back-the-clocks/>

GEM Motoring Assist is urging the UK government to agree to adopt Single/Double British Summertime (SDST). Experts believe the move, involving an adjustment of the clocks to GMT + 1 in the winter and GMT + 2 in the summer, would prevent 80 deaths and more than 200 serious injuries on the UK's road each year.

GEM chief executive David Williams MBE comments: "There are indisputable safety reasons for adoption of SDST, but also compelling economic arguments. Estimates from the Department for Transport's own research<sup>1</sup> suggest the benefits of a move to SDST would amount to nearly £140 million annually, with just a modest £5 million one-off investment in communicating the change.

"There is no logic in retaining our current time system, and any reasons we hear for opposing the change are irrelevant and outdated.



“GEM, in line with all safety groups, supports a change to SDST, because it will make a significant contribution to reducing deaths and serious injuries on our roads. We therefore call on an incoming government, of any colour, to legislate for this change as a priority. We can then avoid turning the clocks back in October, and save lives in the process.”

---

### **Competition sets out to find Britain’s best motorcycle rides**

A motorcycle insurance provider has unveiled plans to create a “definitive guide to motorcycling in the UK”, including an interactive map to chart the UK’s best riding routes.

Express Insurance Services has teamed up with the motorcycling-legend Steve Parrish to launch a new campaign to “celebrate a resurgence in motorcycle riding”.

The campaign coincides with Motorcycle Industry Association figures for new motorcycle registrations showing sales for 2014 were up 10% on 2013.

Bikers across the country were encouraged to enter a competition by naming their favourite routes. Steve Parrish, the former British Motorcycle Championship winner, will be judging the best routes based on points of interest and photos.

Selected routes will be compiled into an interactive map, with prizes available for the bikers providing the best routes. Though this competition ended 29 March – this is something to watch out for.

---

## **AROUND GB**

### **Bath and North East Somerset bikers have the chance to polish up on their road skills**

People living or working in Bath and North East Somerset are being offered the chance to take part in free motorbike training courses.

The one-day courses are being provided by Bath and North East Somerset Council in collaboration with the West of England Partnership. The Commuter and Rural Motorcycle Rider Awareness training courses (MRA) are suitable for riders of all abilities and levels of experience and provide essential theory and comprehensive practical training.

The aim of the commuter course is to raise awareness among motorcyclists of the potential dangers they face because of the increased amount of traffic. The Rural course is aimed at people who generally ride motorbikes for leisure purposes. This course focuses on negotiating corners, tricky bends, country lanes, blind spots and much more.

The courses run until March 2016. For more information or to reserve a place on either of the courses phone 01225 394259.

<http://www.bathchronicle.co.uk/Bikers-chance-polish-road-skills/story-26083234-detail/story.html>

Over in East Anglia MAG members activity/fundraising includes:

### **Norfolk**

A member of West Norfolk MAG cooked dinner for some mates and asked for donations raising £40.00 for MAG. He admits to pinching the idea from Mr Mutch, we understand

pheasant was not on the menu and the selected individuals had a very enjoyable evening. Thanks Pete for cooking your own birthday dinner so that MAG would benefit.

West Norfolk MAG will be starting their ride outs so be sure to get in touch or checkout their Facebook page 'West Norfolk MAG' for up to date info

<https://www.facebook.com/pages/West-Norfolk-MAG/585100928205709?ref=hl>

### **Suffolk**

Bury St Edmunds MAG teamed up with their local Asda supermarket to promote their Easter Egg run in aid of the local Scope respite centre. On the day 389 chocolate eggs were donated by shoppers and staff. The total being delivered exceeded this at their run on 29th of March.

Teaming up with Asda has proved very beneficial in getting the group media exposure. This is the second event Asda have supported, the other being the Christmas soapbox run (this sees donations of toiletries to the older generation at the local hospital).

Over in Haverhill at the Rose and Crown there is a monthly gathering to gauge interest for a new MAG group (2nd Wednesday of the month). Those that have attended so far are planning to ride out as a group now the evenings are getting lighter.

Mick and Eve (aka Jack and Rosie) have again decided that MAG will be one of the benefactors of their Bike Show, Jack & Rosie 4 Charity Carpe Diem Bike Show - Sunday 7th June, Clacton. Find the event on Facebook 'Jack and rosie 2nd bike show' <https://www.facebook.com/events/1541295066135698/>

### **Norfolk - Proposed 40mph blanket speed limit on rural roads in Norfolk**

There is a proposal to introduce a blanket 40mph speed limit on rural roads in West Norfolk (see map). The news was picked up by a vigilant member on the 17th of March via the Eastern Daily Press website:

[http://www.edp24.co.uk/news/poll\\_should\\_speed\\_limits\\_be\\_reduced\\_to\\_40mph\\_on\\_rural\\_roads\\_1\\_3996503](http://www.edp24.co.uk/news/poll_should_speed_limits_be_reduced_to_40mph_on_rural_roads_1_3996503)

The story carries very little detail, however, it does suggest that this could be a national pilot. Local members with the support of the regional rep have jumped into action to find out more. So far contact has been made with a number of agencies including the Road Safety Partnership. A response has also been sent to the newspapers letters editor.

As Network goes to press MAG are waiting for answers to understand why such a measure is deemed to be necessary. We need the full details before we can construct a suitable response to this frankly overzealous approach to road safety and potentially scale this up to a campaign.

We will keep you updated.

### **London**

#### **Transport for London (TfL) plans more pilots but ABD calls for 20mph moratorium.**

While Transport for London (TfL) has [outlined plans for eight new pilot 20mph schemes](#), the [Alliance of British Drivers \(ABD\)](#) is calling for a halt to the introduction of 20mph schemes until 2017.

The eight pilot schemes will be introduced on the TfL road network (TLRN) as part of its “continuing work to reduce road casualties, increase active travel and enhance the areas where people live, work and shop”.

However, the ABD says no new 20mph speed limits should be allowed until a three-year study by the DfT into all the impacts of 20mph speed limits is published in 2017.

The first confirmed TfL pilot location, Commercial Street in Tower Hamlets, will be introduced in April when all borough roads in Tower Hamlets are made 20mph. Once implemented, the route could then be extended out to cover the wider "Shoreditch Triangle" and sections of the A10, in line with Hackney's 20mph borough wide aspirations.

TfL says the remaining seven pilots will be introduced throughout 2015 and 2016 on a rolling basis and in line with borough-wide introductions where possible.

Almost 25% of London's roads are now 20mph, with borough-wide limits operating in Islington, Camden and the City of London.

Boris Johnson, mayor of London, said: “Lower speeds have the potential to significantly improve road safety while enhancing the environment for walking and cycling.

“As well as actively supporting and funding the installation of 20mph zones and limits on borough roads across London, we have also been looking at the TLRN to see where further 20 mph limits could provide significant benefits. These locations will help us to better understand the role that 20 mph limits could play going forward.”

Leon Daniels, managing director of surface transport at TfL, said: “Although large sections of the TLRN are main arterial roads, some sections pass through busy town centres, which are more attuned to lower speed limits as they have high pedestrian and cyclist numbers.

“Piloting 20mph speed limits form a key part of our continuing work to make central London safer, pleasant and more attractive for all.”

However, the ABD says the campaign group 20s Plenty for Us is “increasing its efforts to have blanket 20mph speed limits established in as many towns and cities as possible... because it realises that the study results are likely to undermine many of its claims for the benefits of 20mph limits”.

Brian Gregory, ABD chairman, said: "The campaign in favour of 20mph limits is nothing to do with road safety - it is an attempt at social engineering.

"The ABD believes that everyone has the right to choose the mode of transport that most suits them for each journey they make. They should not be made to feel guilty for choosing to use a car. Speed limits should be set for genuine road safety reasons and not to discourage car use."

<http://www.tfl.gov.uk/info-for/media/press-releases/2015/march/tfl-outlines-new-sites-for-potential-20mph-speed-limits>

<http://www.abd.org.uk/index.htm?mode=dashboard>.

*[20mph limits, in my humble opinion, do not make roads safer – drivers, riders etc are so concentrating on their speed by looking at the speedometer they're taking their eyes off the road, Ed]*

## ***And, again from TfL***

### **TfL launches new motorcycle campaign**

Wednesday 11th March 2015

Transport for London (TfL) has launched a new campaign - <http://www.tfl.gov.uk/info-for/media/press-releases/2015/march/motorcycle-campaign-launched-to-reduce-fatalities> in a bid to reduce the number of motorcyclists killed or seriously injured in the Capital.

TfL says a high proportion of collisions involving motorcyclists involve the rider going too fast for the road conditions or losing control, with no other vehicle involved. The campaign aims to highlight this by reminding riders of the importance of travelling at an appropriate speed for the road they are on.

Riders are encouraged to 'Think! Don't ride too fast' through a [series of film clips in cinemas and on social media](https://www.youtube.com/watch?v=oNXg3niVeol) - <https://www.youtube.com/watch?v=oNXg3niVeol> which "show the potentially tragic consequences of not riding at a safe speed".

Ben Plowden, director of strategy and planning for TfL Surface Transport, said:  
"Motorcyclists and scooter riders are among the most vulnerable road users and with the recent spike in fatalities it is important that action to reduce the number of casualties continues.

"It is vital for all road users to pay attention to their speed and surroundings and to be aware of other road users."

TfL is also launching a design competition later this month (16 March) to raise awareness of the importance of wearing personal protective clothing (PPE) and to stimulate innovative new designs for PPE.

## **North Yorkshire**

**North Yorkshire partnership launches annual bikers' safety campaign.** Monday 23rd March 2015

Bikers in North Yorkshire are being asked, "Are you as safe as you think?" following the launch of the county's 2015 motorcycle safety campaign on 18 March.

95 Alive, North Yorkshire's road safety partnership, says that while the number of deaths and serious injuries involving motorcyclists dropped last year (from 139 in 2013, to 130 in 2014), the overall number of casualties increased (from 338 in 2013, to 352 in 2014).

The partnership also says that while many bikers believe that car drivers are responsible for most biker injuries, its research shows that in fact motorcyclist error is the main factor in more than 70% of incidents on rural roads.

As part of this year's campaign, 95 Alive is attending events across the county to provide motorcyclists with information about danger 'blackspots'.

North Yorkshire Police is also promoting its summer programme of [BikeSafe](http://www.bikesafe.co.uk) <http://www.bikesafe.co.uk> sessions through which bikers take part in an observed ride, with

police motorcyclists giving feedback on the rider's strengths and weaknesses and offering tips to improve skills.

Deputy chief constable Tim Madgwick, chairman of 95 Alive, said: "No one likes to have their skills challenged but some riders do overrate their abilities on a bike, and the mindset that 'nothing will ever happen to me' can, and does, lead to accidents - particularly on bends, when overtaking or when braking.

"We're encouraging motorcyclists to really question how they ride, and to sign up for post-test training to hone their skills, improve their biking experience, and reduce the risk of rider error."

The materials can also be downloaded from [www.roadwise.co.uk/bikers](http://www.roadwise.co.uk/bikers)

## **Bristol**

### **Bristol unveils 10-year 'safe systems' road safety plan (Monday 23rd March 2015)**

Bristol City Council has [launched a 10-year plan](http://www.bristol.gov.uk/press/putting-lives-first-bris-tol%E2%80%99s-roads) - <http://www.bristol.gov.uk/press/putting-lives-first-bris-tol%E2%80%99s-roads> to reduce the number of collisions and casualties on the city's roads and at the same time "improve health and wellbeing".

The plan, '[A Safe Systems Approach to Road Safety in Bristol](http://www.bristol.gov.uk/page/transport-and-streets/road-safety)' <http://www.bristol.gov.uk/page/transport-and-streets/road-safety> is based on the principle that almost all road deaths and injuries are preventable and "lives and health should not be compromised by mobility".

The plan says fear of injury currently deters many people from making sustainable travel choices, and quotes figures from 2013 showing that 55% of people killed and injured on Bristol's roads were pedestrians and cyclists.

The plan includes the following six action points:

- Working with partners to reduce the cost of public transport, enhance travel information and encourage more reliable public transport choices.
- Continuing to improve the city's cycle network towards best European standards.
- Reducing emissions to help protect people from the harm caused by poor air quality.
- Removing the "blight of commuter congestion" and improving flows for public transport and those who need to drive.
- Promoting walking and cycling as safe, pleasant and convenient alternatives to the car.
- Continuing improvements to layouts to create civilised spaces and people friendly streets with an emphasis on safety for children.

George Ferguson, mayor of Bristol, said: "Almost all road deaths and injuries are preventable and it is our joint responsibility to do everything we can to minimise these and reduce their frequency and severity. Every citizen - no matter of what age, has the right to move around Bristol safely and without undue risk of being injured by traffic.

“I am determined to ensure that we take all necessary measures to improve the quality of life, including the health and safety of all who live, work and visit Bristol.”

<http://www.bristol.gov.uk/press/putting-lives-first-bristol%E2%80%99s-roads>  
<http://www.bristol.gov.uk/page/transport-and-streets/road-safety>

## Westminster

### Now motorists face £20 fine if they leave their engine idling! 'Traffic marshals' will enforce little-known powers

- 'Idling' motorists will be fined if they refuse to turn off vehicles
- Fines, due to be introduced in May, are a bid to improve area's air quality
- Westminster council said they will not target drivers at red lights or traffic
- But motoring groups and taxi drivers claim it is another 'tax' on road users
- 

[Mailhttp://www.dailymail.co.uk/home/search.html?s=&authnamef=Tom+Kelly+for+the+Daily+Mail](http://www.dailymail.co.uk/home/search.html?s=&authnamef=Tom+Kelly+for+the+Daily+Mail)

Published: 14:57, 23 March 2015 | Updated: 01:07, 24 March 2015

Motorists face £20 fines if they leave their engines idling in what was yesterday branded 'another stealth tax' on drivers.

A hit squad of 'traffic marshals' will target stationary cars as part of the crackdown aimed at cutting pollution.

More than 100 officials will be deployed in two London boroughs by May with scores more councils around the country expected to follow suit as they scramble to meet strict European environmental targets.

But motoring organisations accused them of 'picking on car owners' when the real problem is emissions coming from large vehicles.

Westminster Council will have up to 85 traffic marshals at any one time scouring its streets when it introduces the scheme on May 1.

Islington Council, in North London, which introduced a similar clampdown last August, has 24 such marshals prowling roads and known hotspots with powers to hand out the £20 on-the-spot fines.

The fines, which rise to £40 if not paid within 28 days, are intended to be a 'last resort' if drivers refuse to turn off their vehicles.

Motorists outside school gates, on shopping runs or waiting to pick people up at stations are likely to be hit by the 'draconian' clampdown, which is aimed at those who leave their engines idling after pulling over rather than motorists stuck in traffic or at red lights.

Other councils around the country are also likely to start enforcing the 'stationary idling offence', which was quietly introduced by the Government in 2002.

<http://www.dailymail.co.uk/news/article-3007790/Now-traffic-wardens-target-motorists-leave-engine-running-20-fine-driver-doesn-t-turn-off.html>

## Lincolnshire

Lincoln Bike Parking - 2 opportunities to get involved

Over in Lincoln MAG are working hard to ensure motorcycle parking is included in the Lincoln City Transport Hub. You can help - email [richard.metcalfe@lincoln.gov.uk](mailto:richard.metcalfe@lincoln.gov.uk) and [neil.murray@lincoln.gov.uk](mailto:neil.murray@lincoln.gov.uk) telling them how you are looking forward to visiting Lincoln and being able to easily find the bike parking at the new city transport hub.

NOTE: Lincolnshire County Councils Motorcycling Strategy 2010 sets out Guidance for new car parks to have a minimum of 1 motorcycle parking space per 20 car spaces, as such the new multi-storey car park in the Lincoln City Transport Hub will have a minimum of 50 motorcycle spaces.

It is easier for the people dealing with the council to get agreement on bike parking when a genuine need is seen so please email whether you live in, close to or outside of Lincoln.

Lincoln unique fund raising opportunity for MAG

Are you available during the 21st - 25th of May 2015 to support Lincolnshire MAG manning bike parking in Lincoln during the Harley Davidson Super Rally? People are needed on the ground from 10am - 4pm each day to support a car park being turned over to motorcycle parking for the duration of the event. You will be part of a team working to marshal the bike parking, duties will be outlined to you on the day. A percentage of the proceeds will be donated to MAG. Please note this is outside work and you will be on your feet at most times. No matter how much or little time you can give please contact Trev to register your support.

For further information relating to these two items contact Trev Bridgwood via [trac5641@yahoo.co.uk](mailto:trac5641@yahoo.co.uk)

---

## Time for an overhaul of the driving test? The test at 80 years old.

The IAM thinks it is and their press release is here:

<http://www.iam.org.uk/media-and-research/media-centre/news-archive/20621-as-driving-test-reaches-80-years-old-iam-says-its-time-for-a-system-overhaul>

---

## Put traffic police back on the streets

The government is being urged by GEM Motoring Assist to reverse the decline in traffic police numbers. The call follows a new survey of GEM members, in which 94% of respondents believed road casualty numbers would continue to rise, because they did not trust the government to treat the issue as a priority.

The most recent figures from the Department for Transport show that in the year ending September 2014, 1,730 people were killed on UK roads, a rise from 1,711 the previous year. Figures released earlier this year showed a 23% fall in traffic police numbers in England and Wales in 2013, compared with 2010.

Asked which single road safety measure would be most effective in reducing casualties, 66% chose a properly funded traffic police service, compared with 18% who opted for a



graduated driving licence scheme for new drivers, 8% who suggested a reduction in the drink-drive limit and 5% who called for annual eyesight testing for all drivers.

Only 3% of respondents believed an increase in automatic enforcement was the single most effective answer. Additionally, just 8% said we could rely on automated enforcement to replace the physical police presence on our roads.

Nearly 80% of members accept there is a link between visible road policing enforcement and an increase in road casualties, while nearly 90% admit to being either 'slightly concerned' (25%) or 'very concerned' (64%) at the reduction in roads policing.

GEM chief executive David Williams, said: "It's highly unlikely that anyone will establish a precise provable link between the decline in traffic police numbers and the increase in casualties. But as long as roads policing resources are allowed to dwindle, we can expect casualty numbers to rise further. This is an unacceptable situation, which we believe should be dealt with as a top government priority, right now."

About the survey:

GEM polled its members in the first week of March 2015. A total of 629 members completed the survey.

<http://www.motoringassist.com/motoring-advice/news/put-traffic-police-back-on-the-streets/>

---

**Historic tax class moves on by another year** (Posted on March 12th, 2015 by Rob Marshall )

From April 1<sup>st</sup> (yes, really), the cut-off point for historic road tax (which is zero rated) moves on another year, which means that all cars manufactured before 1<sup>st</sup> January, 1975, will be exempt from paying for their annual Vehicle Excise Duty (VED).

The rolling exemption was restarted by the Treasury last year, for all vehicles made over forty years ago. However, it is up to the owners to change the taxation class of their car, from 'PLG' to 'Historic'. To complicate matters further, the rules apply from when the vehicle was manufactured and not when it was registered.

Should a car be registered prior to 1<sup>st</sup> January, 1975, then changing the taxation class should be straightforward. If your car was made before this date, you will have to provide evidence to the DVLA. This might mean writing to the car manufacturer, to verify the build date of the vehicle.

If the car was made by a defunct British brand, there is a solution; the British Motor Industry Heritage Trust's (BMIHT) [Heritage Certificates](#) are accepted by the authorities as proof. For example, last year, one of my cars was registered on the 20<sup>th</sup> January but a Heritage Certificate confirmed its build date in November of the preceding year, meaning that my application for Historic nil VED was accepted.

The records are obtained from the original build ledgers, which detail the exact details of a particular car, as it left the production line. However, the BMIHT has advised anybody considering the purchase of a certificate to act fast, because the cost will rise from the beginning of April.

<http://www.motoringassist.com/motoring-advice/news/historic-tax-class-moves-on-by-another-year/>

---



## **On 23 March Smog-choked Paris forces half city's cars off the road and makes public transport free to fight air pollution**

- **Only vehicles with number plates ending in an odd number were allowed**
- **French Socialists said everything had to be done to make air cleaner**
- **Foreign visitors to Paris - including Britons - permitted to use their cars**

Public transport was free in Paris today and half of the city's cars were forced off the road in a bid to fight pollution.

In a radical move which will be studied in other European capitals like London, French Socialists said everything had to be done to make air cleaner.

Only vehicles with number plates ending in an odd number were allowed, with exemptions for taxis, electric cars and ambulances.

Authorities were planning to ban cars with even numbers on Tuesday, but the scheme was halted following improving forecasts.

Foreign visitors to Paris, including thousands of Britons on holiday, were also permitted to use their cars.

But police patrols were seen booking locals who flouted the ban, forcing them to return home. Meanwhile, Metro trains and buses were full to overflowing as thousands abandoned their vehicles.

Air quality monitors showed concentrations of potentially dangerous particulates in the Paris air were above the recommended maximum.

These are created by cars and lorries, heating and heavy industry, and can potentially cause serious health problems.

The Airparif monitoring agency said smog density was still near alert levels Monday, but rain forecast for Tuesday was expected to clear the air.

Though public transport is free of charge to take the sting out of the restrictions, drivers in the capital have protested against the measure, despite it having been used only twice since 1997.

Similar emergency restrictions were last implemented almost exactly a year ago - on March 17 - during a particularly bad spike in the pollution levels.

Paris area is confronting an increasingly troubling air pollution problem, caused by vehicles, heating and heavy industry.

Authorities measure the concentration of particulates with a diameter of less than 10 microns - so-called PM10 - in the air to determine pollution levels.

The safe limit for PM10 is set at 80 microgrammes per cubic metre (mcg/m<sup>3</sup>), with levels in Paris Monday expected to be somewhere between 40 and 55 mcg/m<sup>3</sup>.

The city's alert level is fixed at 50 mcg/m<sup>3</sup>.

According to a 2011 World Health Organisation report, the planet's most polluted city was Ahvaz in Iran with an average of 372 mcg/m<sup>3</sup>.

Beijing had an average of 121 mcg/m<sup>3</sup>, while Paris was measured at 38 mcg/m<sup>3</sup>.

I've edited this a little so for the full article go to:- <http://www.dailymail.co.uk/news/article-3007636/Smog-choked-Paris-forces-half-city-s-cars-road-make-public-transport-free-fight-air-pollution.html>

---

## **Re-run for 'Never too good' campaign**

Monday 16th March 2015

A THINK! campaign to encourage riders to take further training, first launched in September 2014, is being given a second airing this month.

In the campaign, titled 'Never too good', Chaz Davies and Alan Davies, world superbike rider and comedian respectively, are joined by eight regular riders recruited through the THINK BIKER Facebook page and Motorcycle News magazine.

The riders are filmed completing a further training course that covers the key principles of advanced riding, including using a planned system of riding, positioning, speed and observation.

The campaign comprises two films - 'Back to School' and 'Look, Lean and Roll' - running on the THINK BIKER Facebook page and on YouTube.

Speaking when the films were first launched, Chaz Davies said: "You really are never too good to be a better rider - it's as simple as that. I've been working for 15 years to try and be better on the track and that applies on the road as well.

"The training really got me thinking. The instructors pre-empted every situation that I spotted a couple of seconds later. It really showed me the importance of being one step ahead and reading the road."

As a further incentive for riders, THINK! has negotiated a discount off the IAM Skills for Life course and the RoSPA Advanced Rider test fee.

---

## **Incentive to turn to Electric bikes. (part article)**

Motorcycles and scooters will join cars, vans, trucks and buses in the government's drive for greener vehicles, Business Minister Matthew Hancock announced today (27 March 2015). (part)

Up to £7.5 million will be set aside to boost the uptake for electric 2 wheelers and help bikers bridge the cost gap between a zero emission electric motorcycle and conventional petrol versions.

The grant could offer up to £1500 off the purchase price and allow motorcyclists to reduce both their running costs and environmental impact.

The move comes following meetings with the electric Motor Cycle Industry Association and leading manufacturers including Suzuki, Harley Davidson, BMW, Volt, and Mahindra.

Read the rest at: <https://www.gov.uk/government/news/government-revs-up-motorcycle-market>

<b>MAG Central Office:</b>		
<a href="#">MAG Ltd, PO Box 750, MAG Warwick CV34 9FU</a> Tel: 01926 844064 Fax: 01926 844065 Email: <a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>		
Executive Officer	Julie Sperling	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
Membership Administrator	Carol Ferrari	<a href="mailto:membership@mag-uk.org">membership@mag-uk.org</a>
Director of Communications & Public Affairs	Lembit Öpik	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
Transport & Policy Advisor	Leon Mannings	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
<b>NATIONAL OFFICERS</b>		
National Chairman	John Mitchell	<a href="mailto:chair@mag-uk.org">chair@mag-uk.org</a>
National Vice-Chairman	Selina Lavender	<a href="mailto:vice-chair@mag-uk.org">vice-chair@mag-uk.org</a>
National Finance Officer	<i>Position Vacant</i>	<a href="mailto:finance-officer@mag-uk.org">finance-officer@mag-uk.org</a>
Network Co-Coordinator	Anne Gale	<a href="mailto:aine@mag-uk.org">aine@mag-uk.org</a>
President/ <i>TheROAD</i> Editor	Ian Mutch	<a href="mailto:theroad@mag-uk.org">theroad@mag-uk.org</a>
National Reps Liaison Officer	Jane Carrot	<a href="mailto:nrlo@mag-uk.org">nrlo@mag-uk.org</a>
National Clubs Liaison Officer	Oliver Rose	<a href="mailto:clubs-officer@mag-uk.org">clubs-officer@mag-uk.org</a>
Events (Shows and Stands)	Position vacant	<a href="mailto:events@mag-uk.org">events@mag-uk.org</a>
Director of TMAGL	Pete 'Veece' Davison	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
Director of TMAGL	Tony Cox	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
Director of TMAGL	Neil Liversidge	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
Director of TMAGL	Steve Wykes	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
Director of TMAGL	John Mitchell	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
Director of TMAGL	Paul Turner	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
Director of TMAGL	Selina Lavender	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
<b>REGIONAL REPS</b>		
British Independent Islands	<i>Position Vacant</i>	<a href="mailto:british-independent-islands-region-rep@mag-uk.org">british-independent-islands-region-rep@mag-uk.org</a>
Cumbria	Michael Armstrong	<a href="mailto:cumbria-region-rep@mag-uk.org">cumbria-region-rep@mag-uk.org</a>
East Anglia	Selina Lavender	<a href="mailto:east-anglia-region-rep@mag-uk.org">east-anglia-region-rep@mag-uk.org</a>
Lincolnshire	Andy Carrott	<a href="mailto:lincolnshire-region-rep@mag-uk.org">lincolnshire-region-rep@mag-uk.org</a>
Eastern	Dave Hammond	<a href="mailto:eastern-region@mag-uk.org">eastern-region@mag-uk.org</a>
East Midlands	<i>Position Vacant</i>	<a href="mailto:east-midlands-region-rep@mag-uk.org">east-midlands-region-rep@mag-uk.org</a>
Greater London	<i>Position Vacant</i>	<a href="mailto:greater-london-region-rep@mag-uk.org">greater-london-region-rep@mag-uk.org</a>
Herts & Essex (acting)	Jon Metcalf	<a href="mailto:herts-essex-region-rep@mag-uk.org">herts-essex-region-rep@mag-uk.org</a>
North East	Dave Wigham	<a href="mailto:north-east-region-rep@mag-uk.org">north-east-region-rep@mag-uk.org</a>
Northern Ireland	<i>Position Vacant</i>	<a href="mailto:northern-ireland-region-rep@mag-uk.org">northern-ireland-region-rep@mag-uk.org</a>
North Wales	Bill Hughes (Acting)	<a href="mailto:north-wales-region-rep@mag-uk.org">north-wales-region-rep@mag-uk.org</a>
North West	Tony Cox	<a href="mailto:north-west-region-rep@mag-uk.org">north-west-region-rep@mag-uk.org</a>
Scotland	Steve Wykes	<a href="mailto:scotland-region-rep@mag-uk.org">scotland-region-rep@mag-uk.org</a>

South East	Paul Dore	<a href="mailto:south-east-region-rep@mag-uk.org">south-east-region-rep@mag-uk.org</a>
Southern	Tim Peregrine	<a href="mailto:southern-region-rep@mag-uk.org">southern-region-rep@mag-uk.org</a>
South Wales (acting)	Ian Williamson	<a href="mailto:south-wales-region-rep@mag-uk.org">south-wales-region-rep@mag-uk.org</a>
South West	Tim Poole	<a href="mailto:south-west-region-rep@mag-uk.org">south-west-region-rep@mag-uk.org</a>
Thames Valley	Gareth Lewis	<a href="mailto:thames-valley-region-rep@mag-uk.org">thames-valley-region-rep@mag-uk.org</a>
Warwickshire	Roger Ford	<a href="mailto:warwickshire-region-rep@mag-uk.org">warwickshire-region-rep@mag-uk.org</a>
Western	Deb Rose	<a href="mailto:western-region-rep@mag-uk.org">western-region-rep@mag-uk.org</a>
West Midlands	Eddie Lowe	<a href="mailto:west-midlands-region-rep@mag-uk.org">west-midlands-region-rep@mag-uk.org</a>
Yorkshire	Oliver Rose	<a href="mailto:yorkshire-region-rep@mag-uk.org">yorkshire-region-rep@mag-uk.org</a>
<b>OTHER CONTACTS</b>		
MAP Ltd: Yorkshire region event organiser	Pete Walker	<a href="mailto:maphq@maphq.karoo.co.uk">maphq@maphq.karoo.co.uk</a>
Official MAG merchandise	Julie Sperling	<a href="mailto:events@mag-uk.org">events@mag-uk.org</a>
The MAG Foundation – Trustee contact	Paul Turner	<a href="mailto:info@mag-foundation.org">info@mag-foundation.org</a>