



September 2015 Network

A networking tool for Activists and other interested parties

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Editorial

Having grown up with the Ace Cafe and hung around there like it was a second home when I first got into bikes and lived in London, I have to say I'm totally pee'd off about the threat of possible closure of this iconic bikers haunt.

Pee'd off on two counts really, and please bear in mind this is not the official MAG response but my personal opinion.

Firstly, from what I've read, it would appear its not serious riders who are doing things which are making the police unhappy but more than likely those to whom riding two wheels is not a life's obsession but merely something they're doing as an interim before going onto something else and trying to mess up someone else's lifestyle. Apologies if this sounds harsh.

However, secondly, why don't the police deal with the offenders instead of threatening closure. The behaviour of riders who support the Ace Cafe is hardly the responsibility of the owners of the Ace. Don't get me wrong but way back, in another life, there were always run-bys and there seemed to be a thing going on between Triumph and Norton Owners which meant there were always races along the North Circular between the opposing factions when testosterone took over. Then the police did their job and nicked them for speeding – if they could catch them. They didn't have the luxury of technology at their finger tips but just did their job.

Now, I realise the volume of traffic is vastly different nowadays, however, in an age when there is the technology to read number plates and so easily nick someone with a hand held or car camera the problem could be solved in a heartbeat.

Given the above, I'm totally bemused as to why the police should threaten possibly closure if the offenders do not stop. Why spoil things for the majority with an iconic meeting place by failing to police correctly and catching the offenders and dealing with them appropriately? It seems quite a sad and inadequate way of policing, in my humble opinion.

On a lighter note, this is amusing: - Prostitutes told to wear high-vis jackets so they're visible in the dark. Read more: <http://metro.co.uk/2015/08/20/prostitutes-told-to-wear-high-vis-jackets-so-theyre-visible-in-the-dark-5351723/#ixzz3jWrbtHHJ>. Now, something tells me a guy looking for a hooker is going to see her whether she's wearing hi viz or not!! Safety gone nuts, again. Maybe the hookers should wear hi viz pink and the punters hi viz yellow. Just a suggestion!

Northern Ireland's possible threat of mandatory helmets for trike riders is extremely worrying and it would be interesting to know exactly 'why'? I've not read anything convincing which makes this a requirement. In this issue you'll see the how MAG is responding to this consultation.

Your action is required on the first item following this editorial. Its very important to collect all this data. This cycle lane segregation is popping up all over the country in various forms – all of which, it appears, pose a danger to other road users, particularly riders and possibly cyclists themselves and pedestrians.

On that note, see you next month, ride free, AG

Copy for the October (really!!) edition should be with me by 20th September and sent to:-
aine@mag-uk.org with subject heading: Network.

[Acknowledgments: Selina Lavendar, Dave Wigham, Ian Mutch, Lembit Opik, Leon Manning, George Legg, Tink, and anyone else I've forgotten]

Cycle lane segregation - Next Step



ACTION REQUIRED.....

We are putting together a table with all known installations / plans to install / trails of hard engineered cycle lane segregation across the UK.

Regardless of whether you have sent in details before can you all please email Leon:
leon.drm@gmail.com and cc the Chair: chair@mag-uk.org

With ALL known cases. Use the subject title: Cycle lane segregation - next step.

We need exact details so area, road name, contact (council and MAG rep/liaison), dates, actions to date, anything that is relevant.

Once we have a table we will then draw up an email/letter action plan based around the Cycle Lane Segregation document (which will be included at that stage).

If you do not have access to email please pass the details to your MAG Rep or send to Central Office.

MAG, P.O. Box 750, Warwick, CV34 9FU.

Many thanks, Selina. MAG Chair.

Northern Ireland 'Proposal for the Mandatory Wearing of Helmets on Motor Tricycles'

Firstly we would like to thank all of you that took the time to respond to our request for people to reply to this consultation. The response to the final call 'Act now!' message sent on our Activist email list was a very promising indication that the change is unnecessary. We know this as many of you copied us in to your emails to the Road Safety and Vehicle Regulation Division. Those replying to the activist email will have received a bounce message from our server however we do see and read these emails as they come in. MAGs own response is reproduced below for you. It is now a waiting game, we will keep you informed of any developments as we become aware of them.

Selina, MAG Chair.

Motorcycle Action Group

Response to proposal for the mandatory wearing of Helmets on Motor Tricycles

This is the response of the Motorcycle Action Group (MAG) to the consultation document entitled 'Proposal for the Mandatory Wearing of Helmets on Motor Tricycles,' released for consideration in June 2015. The response is submitted by the Chair and President of MAG, and has been approved by the Board of the organisation and is in line with the policies agreed by its Annual Group Conference.

Our response constitutes our opening communication in what will obviously require direct face-to-face discussions, and considerable further quantitative research - as well as qualitative analysis of the many factors yet to be rigorously considered in regard to the Road Safety and Vehicle Division's proposals.

Background

MAG is the leading riders' rights organisation in the United Kingdom. We represent approximately 600 members in Northern Ireland, and the interests of an estimated 48,000 active motorcyclists, scooter riders and trike operators in that geography. Our modus operandi is to help policy makers develop evidence based refinements in all areas of policy which affect riders. As far as possible, we work with legislators and officers in the spirit of cooperation to find data-based and legislatively sustainable, consistent solutions to shared challenges, such as road planning, the environment and safety. We also draw on political and legal channels where necessary. MAG employs highly qualified research resources and possesses a comprehensive understanding of key issues associated with operating powered two and three wheelers.

MAG has conducted an extensive analysis of the technical, statistical and moral implications of existing helmet laws. Our analysis considered the financial implications of enforced use of helmets, as well as the philosophical implications of imposing such regulations. MAG is dedicated to ensuring legal, political and moral consistency in the application of laws as they pertain to motorcyclists. MAG resists discrimination against riders and promotes a 'level playing field' for those who choose to use powered two and three wheelers versus other road users.

MAG has conducted a detailed analysis of the consultation proposals to introduce a mandatory helmet law for trike riders. We have absorbed and analysed the data in the consultation document, cross-referencing it to MAG's own extensive national and international research.

Overview of MAG's position

Based on MAG's extensive body of evidence regarding the moral, practical and financial effects of helmet legislation, we propose Option 1 – status quo. MAG also offers positive

engagement between the riding community and road safety authorities to identify the most rational and cost effective way to achieve the objectives of the Road Safety and Vehicle Regulation Division. We offer our resources and experience to help deliver our shared safety goals and to monitor results on an on-going basis. We oppose introduction of new constraints which have no evidential basis.

Our continuing aim is to work with the Road Safety and Vehicle Regulation Division to ensure fair and non-discriminatory regulation of trike use, based on scientifically credible data plus consideration of the rights of individuals. We want to help find a sensible outcome and avoid recourse to legal action or high profile political campaigning if at all possible – a path which may even draw in questions about the original motorcycle mandatory helmet law. This is why we are extremely eager to meet with the Division at the earliest opportunity to make progress in a constructive manner. We are more than willing to share our expertise and achieve what all parties wish for.

Response to the six specific questions

Question 1

Do you think that one of the listed options is the way forward?

YES

Additional comments

Given the absence of quantitative data - and the statistically insignificant sample size regarding deaths and injuries amongst trike users - there is only one reasonable option amongst those being proposed.

Question 2

If the answer to question 1 above was yes, which option do you feel provides the appropriate way forward?

OPTION 1

Additional comments

Option 1 – namely, the status quo, is the only equitable legal arrangement for the use of helmets on powered three wheelers. MAG understands from the consultation document that two factors are driving the proposal to shift from this status quo: cost to the health service of treating trike riders involved in accidents; and damage to health. The consultation document does not provide a persuasive argument regarding either criterion, unless the Assembly is also willing to legislate on a series of other circumstances in which harm can occur to oneself or others, and which have nothing to do with trikes.

Let us start with the statistical basis for the proposal as contained in the consultation document.

No evidence of any statistical significance has been produced so far to support the changes being proposed. The data provided so far regarding deaths and serious injuries is drawn from a tiny sample, far too small to form a meaningful basis for a major change in legislation. The consultation document offers no clarity on the cause of injury or death, or the likely impact of wearing or not wearing helmets in each of these incidents - or whether the riders were even wearing helmets.

MAG has conducted a comprehensive analysis of the effect of mandatory helmet regulations. If the small – and evidently regrettable – number of accidents involving trikes is to be used as a precedent for imposing mandatory restrictions on this category of rider, it sets a cast iron precedent for the extension of such legislation to other - far more clearly defined - circumstances potentially involving harm to oneself and others and cost to the health service.

Let's look at the facts. In the period 2008-2014 the consultation records two deaths and three serious injuries, plus five minor injuries amongst trike users. By comparison, the Northern Ireland Statistics and Research Agency – NISRA – recorded 1884 alcohol related deaths for the comparable sample period 2007-2013; over nine HUNDRED times more deaths than for trike riders over a similar period. In addition, data supplied by the Northern Ireland Assembly Research and Library Service for an Assembly debate led by Danny Kinahan MLA, indicated that alcohol was a contributory factor to 369 injury-related road accidents, 23 deaths, 120 serious injuries and 439 slight injuries - in 2009-2010 alone. Based on the two criteria driving the mandatory helmet proposal – cost to the health service and harm to health - introducing a law to force trike riders to wear helmets instead of focussing on tough new restrictions on access to alcohol would evidently be inconsistent and discriminatory.

As a second example, poor diet has been attributed as a cause of death. In Northern Ireland, 24% of over those over 16 years old are obese and a further 37% are overweight, according to House of Commons Library research for the period 2013-2014. NHS research in 2013 suggests that the combined experience of all obesity grades is an increased likelihood of mortality in the region of 18%. Again, a mandatory law for trike riders but no law preventing, say, excessive eating is inconsistent and disproportionate, especially given the numbers affected by obesity versus riding a powered three wheeler.

There are many other examples which indicate the unarguable discriminatory nature of mandating helmet usage for trike riders, when far higher savings in health and cost to the health service would be achieved by addressing these other issues. Note also that not wearing a helmet has no third party implications to health, unlike alcohol related road injury accidents.

There is another key consideration. In the spirit of consistency, if mandatory helmet wearing is to be introduced for trike users, then it MUST also be introduced for drivers and passengers of motor cars. These are responsible for thousands more head injuries than trikes are – or ever could be. Explicitly, if helmets are regarded as an appropriate defence against head injury, a far higher reduction in those experiencing head injuries – with a consummate saving in cost and damage to health - will be achieved by introducing mandatory helmets for car drivers and passengers. Failing to do so would make it patently discriminatory against trike riders given the miniscule casualty numbers for this category of vehicle user versus those in powered four wheelers.

MAG returns to the Division's own data. Note again that with trikes, across the seven year period, there were two deaths, three serious injuries and five slight injuries. Using the charity Headway's statistics, there are around 170,000 minor, moderate and serious head injuries in the UK *every year*. The charity claims almost half are directly related to road traffic accidents. Pro-rata, this would indicate the Northern Ireland health services deal with over 4,000 road accident-related head injuries per annum, of which – *by the Road Safety and Vehicle Regulation Division's own statistics* - no more than NINE (9) could possibly have been generated by trike accidents – *across the whole of the seven years from 2008-2014*. The rest *must necessarily* have been the result of car accidents, pedestrian-related collisions and accidents involving those already wearing helmets: these riders again form a small minority of the total tally since they constitute less than 3% of road traffic. As such, there is a far stronger case to impose the mandatory wearing of helmets on car drivers and passengers than to impose it on trike riders. To impose the regulation upon trike riders instead is therefore plainly discriminatory in regard to the liberties and rights of users of powered three wheelers versus those of car drivers – a position MAG is confident would be upheld in a court of law.

Note also that the data contained in the consultation report does not even identify whether the trike related injuries were head related, and whether these made any difference to the ultimate condition or fate of the riders – crucially, a point acknowledged by the consultation document itself. Thus the entire proposal is based on an unsubstantiated conjecture that helmets would have altered the outcome in these accidents – despite the fact the consultation itself concedes there is nothing to suggest that this is the case - and with a disregard to the fact that thousands more head injuries occur every year in cars. Yet the logic of the proposal implies that, considering the dual criteria of harm to oneself and cost to the health service, car travellers should be mandated to wear helmets IF the tenets of the consultation are valid and applied consistently.

The cost in liberty of mandating helmet usage for trike users is hard to quantify in pecuniary terms. However, its imposition in this discriminatory and non-databased fashion is again inconsistent - in this case regarding personal liberty, especially given that there is no third party victim if a rider is harmed as a result of not wearing a helmet. By contrast, alcohol is instrumental in first and third party harm, which until now, de facto, is accepted as a 'tolerable harm' in terms of the level of legislation in force to prevent it. As such, seeking to enforce a mandatory helmet law may lead to a legal challenge (which could additionally have the unintended consequence of necessitating a review of the existing helmet law as it pertains to riders of powered two wheelers) on the basis of demonstrable discrimination against the riding community, for example in the context of Article 14 of the European Convention on Human Rights.

Question 3

If your answer to question one was no, can you suggest a possible alternative course of action? Please give details.

Additional comments

N/A

Question 4

Do you think the sales market for trikes will be affected by the introduction of this policy?

YES – the introduction of mandatory helmets WOULD negatively impact the sector

Additional comments

By definition, the status quo will not alter the current sales market. However, there is no doubt that the introduction of mandatory helmets as outlined in options 2 and 3 will substantially reduce the sales of trikes, given that the freedom to ride without a helmet is a key attraction of this mode of transport. The loss of sales will significantly exceed any uplift in sales of helmets. Note that a substantial proportion of trike riders already possess helmets, and as such it is not tenable to suggest an increase in helmet sales will counterbalance the loss of sales of trikes. This will therefore negatively impact the economy. While the economic arguments are to some extent a moot point, there is no economic case as far as the powered two and three wheeled sector is concerned to introduce this change. Rather, the economics of the sector points to the status quo – Option 1.

Question 5

Do you agree that this policy should also be introduced for disabled drivers/riders?

NO – the status quo should be in place to all users of powered three wheelers.

Additional comments

There is no case to introduce helmet legislation for people with disabilities which is at variance to the law for able bodied riders. To create different legislation would constitute discrimination and is thus open to legal challenge.

Question 6

Do you feel there is a more effective way to define trikes in legislation? If yes, please give details.

NO

Additional comments

Any attempt to define the different categories of trike as suggested in the consultation document, as far as the analysis put forward is concerned, appears largely arbitrary. The only way to meaningfully define different types of trike in the context of safety is to have a solid, clear and quantitative body of evidence which relates to the relative risk associated with each type of vehicle. No such analysis has been offered in the consultation document. Thus, it is

impossible to define trikes in a more effective way in legislation, given the absence of data to justify doing so.

In addition, given the criteria on which the proposal is being put forward - namely impact on health and cost to the health service – such an analysis requires consideration of the data relating to head injuries in other categories of vehicles; such as cars, buses and so forth. We have already pointed out the far higher incidence of head injury in four wheeled vehicles, with the consequent impact on health and the cost to health services. There is obviously a compelling need for consistency, regardless of the number of wheels a particular vehicle happens to have, otherwise any such proposal is discriminatory.

Conclusion

MAG is eager to work with the authorities to make progress on the safety of powered two and three wheelers. We take an informed and rational approach, with over 40 years' experience in the field. MAG is committed to working with the Road Safety and Vehicle Standards Division to ensure an equitable approach towards road safety issues. We look forward to positive engagement with the Division to identify the best way forward regarding road safety for riders and the wider road-using community.

Selina Lavender

Ian Mutch

Chair, Motorcycle Action Group

President, Motorcycle Action Group

Leon and Lembit's Report

Lembit and Leon have been extremely busy in their various areas of responsibility and engaged in ongoing battles on several fronts...

Leon is up to his neck in armadillos and orcas - lumps of rubbery material designed to separate bicycle only lanes from other vehicles including motorbikes aka 'light segregation' measures. But, as he explained in the latest issue of the road, proposals for schemes involving these measures of physical segregation pose dangerous threats to the safety of all vulnerable road users and ultimately our rights to have our interests treated fairly. In essence all of these types of device create a serious trip hazard for pedestrians, riders - AND, ironically, cyclists. Leon has embarked on visits to Leeds and Manchester in support of MAG activists along with others in Greater London which is starting to show some signs of success although the battles are far from over. He has also been directly engaged with key policy makers, including new Roads Minister Andrew Jones to highlight critical problems arising plans for physical segregation schemes.

The areas of engagement so far include Greater Manchester, TfL, Kingston, Enfield, Waltham Forest, and Islington. He has also been supporting effective challenges at local level led by Stevie B in Manchester and Jon Strong in Kingston. A recent meeting in Salford with one of the most influential elected members in the region took awareness of the pitfalls of segregation and the benefits of bikes in bus lanes to the top - and led to a request for Leon to summarise our points and concerns. Incidentally, the head of Transport for

Westminster City Council totally agrees with our concerns too – and has raised them as chair of the UK Road Network Board.

Leon is also working on getting bikes in bus lanes throughout Greater Manchester and across West Yorkshire following an ongoing series of meetings set up by Manny, political rep for Leeds along and Ian Whitaker political Rep for Wakefield, Stevie B for Huddersfield and Steve Blay (Blayz) for Manchester/Salford. The most recent developments include a lengthy one-to-one meeting Leon had with the lead officer for safety in the region. This provided an excellent opportunity for all the benefits of bikes in bus lanes to be highlighted and all the usual objections to be addressed. In turn this resulted in our view of bikes in bus lanes being thoroughly understood – and it paves the way for a supportive report to be submitted to the powers that be in West Yorkshire Combined Authority.

Leon has also been focussing on the apparently huge momentum which seems to be driving the cycle lanes agenda in London. Already between 30%-50% of road space has been allocated in some parts of London for cycle lanes - although cyclist represent under 3% of traffic. This relentless programme is already causing gridlock in large parts of the city and ought to be used as a case study in what to avoid elsewhere in the country. Leon is working with the most senior people in key authorities and groups who share our concerns to see what can be done to inject some sanity into the situation. If nothing else is achieved, the status of MAG as a trustworthy conduit for communications has been raised considerably – along with an ever increasing amount of respect as the leading voice for bikers.

For Lembit, a major threat to our liberties has been taking centre stage. In Northern Ireland, the authorities have been considering the introduction of a mandatory helmet law for trike users. This is a 'red line' issue for MAG - it was the original injustice of a mandatory helmet law which caused MAG's formation in 1973. We have to challenge the logic and data behind this proposal. Lembit has been working on a clear explanation of why the 'rider's right to choose' is the correct policy. If you haven't responded already to the consultation, please make your views known: email vehicle.standards@doeni.gov.uk though the official response period has ended. However, submissions even now will assist in our campaign. Remember, happens in any part of the UK risks being rolled out across the rest of the country. 'This is the most important campaign I've been involved with since I came to MAG. We've just got to get this right. I'll keep you posted on progress.'

The Forth Road Bridge campaign to secure crossing rights for learner riders on the 'old' Forth Road Bridge has been successful. There's a full report in The Road Issue 60. Thanks to the intervention of Alex Salmond MP, we have achieved a monumentally important change in policy. Credit to Steve Wykes for leading on this.

Lembit has received approval to proceed with the Justice Campaign, initiated by John Mitchell. A report is in Issue 60 of The Road. This is a huge project and you can save us time by letting Lembit know of cases you think weren't handled fairly or where there seemed to be discrimination against riders. Call 01926 844 064 or email: Central Office (central-office@mag-uk.org)

Lembit has completed the MP Support Pack to help you sign up your local MPs. There's a write up in Issue 60 of The Road. Lembit sustains reliable communications with MPs and you can call him any time, via Central Office, for assistance. Lembit usually visits Parliament

on Tuesdays, so if you need to get messages to a particular MP, let him know and he'll be more than happy to assist.'

Lembit is also organising a meeting with Green Party Leader Natalie Bennett, at her request. This is a direct result of representations made to Green candidates nationwide during the General Election.

In September, Lembit will begin planning our activities for the Scottish, Welsh and Northern Ireland elections. Early planning was a key lesson from the General Election.

He's also working on our licence testing policy with the aim of getting this agreed by October 2015.

Leon and Lembit continue to visit across the country, with more planned for Ilfracombe, GWR, Glastonbury, Yorkshire and the Midlands. If you've got an event you'd like them to attend, please contact HQ at 01926 844 064 or email Central Office (central-office@mag-uk.org)

We welcome feedback at any time. Lembit & Leon.

It's who you know

They say it's not what you know but who you know that counts when it comes to getting places or getting things done.

There's a great deal of truth in this and the legitimacy of that claim has come home more and more to me in recent times since MAG engaged the services of Lembit Opik.

I give you by way of simple example the case of the Forth Road Bridge. Due to some unjoined up thinking, learner riders would have been prohibited from using the bridge which would have resulted in them having to ride an extra 30 miles to cross the Firth of Forth. For daily commuters having to make the trip twice daily it would have involved an extra 60 miles a day of riding. That is 300 miles a week or 1200 miles a month. Even if covering a 100 miles to the gallon that equates to about £80 a month of unnecessary expenditure and countless hours wasted.

Whether viewed from a practical, human, safety or environmental perspective, this was lunacy. The regional MAG rep Steve Wykes had done a good job of getting local support and campaigning for a little understanding but things still looked uncertain.

Enter our man in Westminster Lembit Opik who knows everyone in the elite village of politicians and media folk and still has a commons pass providing access to most areas including, critically, the Commons bar. It was here that he ran into old friend Alec Salmond. Though a Liberal Democrat MP for 14 years Lembit has friendly relations with countless characters across the political divide and has no trouble being on friendly terms with MPs from all corners of the political spectrum.

Lembit told the former top man in the SNP about the bridge issue and Alec readily agreed that it was nonsense and promised to have a word with the appropriate people.

True to his word the right ears were spoken into and like magic the problem evaporated. Learners will now be able to use the bridge.

Beneficiaries of MAG's efforts who have to commute across the Firth of Forth may like to invest in a MAG membership in recognition of the money and time they will now be saved.

MAG was founded to fight big libertarian issues about self expression and freedom of choice but has taken on countless day to day issues that are important to bikers. Often local issues can be resolved by the actions of local MAG activists, the effectiveness of whom should never be underestimated. Notwithstanding this, the critical intervention of a well connected player can make all the difference.

If anyone ever asks you what you get for your MAG membership it is principally – a voice in Westminster. MAG is the bikers' voice.

To join MAG on line go to www.mag-uk.org individual membership is just £27 a year which is of course the financial cost of about ten days of detours for a Firth of Forth commuter.

Ian Mutch MAG President.

Ace Cafe London Ltd

<<https://www.facebook.com/acecafelondon?fref=nf>>

2 hrs <<https://www.facebook.com/acecafelondon/posts/950539211654390>> .

NOTICE:

Please be advised that the Ace is open and operating as normal.

Sunday afternoon of 16.8.15, early closure of the cafe was to assist police address dangerous activity and anti-social behaviour on the road.

Ace Cafe London can only apologise for the inconvenience caused by so few and take this opportunity to remind all of the:-

Anti-Social Behaviour Crime and Policing Act 2014

Ace Cafe London has received a written warning from police that continued anti-social behaviour in the vicinity of the cafe will result in them closing it down, using new powers given to them by this Act.

Anti-social behaviour includes dangerous driving / riding, the performing of stunts on the public road (wheelies, stoppies, burnouts and drifting etc).

It also includes the drinking of alcohol outside of the boundaries of the cafe and car park (the Borough of Brent is a Controlled Drinking Zone).

We have been directed by the police that when Anti-social behaviour of this nature starts to occur, we should close the cafe earlier than advertised. For the foreseeable future Ace will do this. We apologise for any inconvenience this may cause to our customers.

All instances of anti-social behaviour in the area which come to our attention will be reported to the police.

The future of the cafe is in your hands.

Petition forces debate about 20mph scheme

A petition calling on Bristol City Council to abandon the city's 20mph speed limits has attracted more than 5,900 signatures which means the council will now have to hold a debate on the subject.

Bristol's 20mph limits are being rolled out in eight phases, with seven phases now complete and the final phase scheduled to go live later this year.

Bristol City Council is promoting the scheme using the slogans 'Bristol's better at 20' and 'A little bit slower. A whole lot better'.

The council's website about the scheme says: "Lowering the speed limit will help make the streets safer for all road users. Those hit by a car at 20mph are far more likely to walk away with bruises and minor injuries than those hit at 30mph.

"The 20mph project is not a stand alone project, other measures such as local safety schemes and pedestrian and cycle training at schools will also help improve road safety."

The petition calling for the scheme to be abandoned reads as follows: "George Ferguson (mayor of Bristol) has wasted £2.3m of tax payers money to implement a completely ludicrous 20mph limit over most of Bristol which he intends to extend to the whole city. No driver objects to a 20mph limit near a school for example, but a blanket roll out is totally absurd.

"We the undersigned are of the opinion that roads will only be made more dangerous with frustrated drivers and people watching the speedo rather than where they're going!

"30mph has been in place for many years, and is the national speed limit because it is ample control in urban areas except for specific spots.

"Restore common sense and reverse this stupid waste of money. The Bristol public don't need GF preaching this rubbish at the tax payer expense!"

- See more at:

http://epetitions.bristol.gov.uk/epetition_core/view/Scrap_20mph_Bristol_limit

AND YET, IN ANOTHER PART OF THE COUNTRY.....

Ealing opts for borough-wide 20mph limit

Ealing Council has agreed to the introduction of a new urban speed limit policy which would establish a 20mph speed limit in residential areas and town centres.

The move will make Ealing the first borough in West London to have a borough-wide 20mph speed limit, which would also be one of the largest area-wide zones in London.

The council will now undertake a public consultation on the introduction of a trial scheme in the Acton area. Subject to its success, the 20mph limit will be introduced in the rest of the borough.

The council says the new 20mph limit will address traffic speed concerns raised in a residents' survey.

Councillor Bassam Mahfouz said: "We already have 20mph zones or limits in 37% of roads in Ealing and reducing speeds across the borough will bring many benefits, such as enhancing road safety and improving the health and quality of life for our residents. Studies have shown that a borough wide speed reduction could prevent approximately 60 casualties each year.

"We want our roads to be among the safest in London and actively encourage residents and visitors not only to reduce their speed, but also to get out of their cars and walk or cycle in our borough."

The public consultation will take place later this year and, subject to the outcome, the trial in Acton is expected to start in the summer of 2016 and run for a year. A successful trial and review will see the speed limit expanded to residential areas and town centres across the borough by spring 2019.

- See more at: <http://www.roadsafetygb.org.uk/news/4487.html#sthash.nNUyTHhf.dpuf>
-: http://www.ealing.gov.uk/site/scripts/news_article.php?newsID=1300&CookiesAccepted=1

Switching off street lights does not affect safety

Switching off street lights at night has had no adverse effect on road casualties, public health or crime levels, according to a new study by the London School of Hygiene & Tropical Medicine.

Many local authorities in England and Wales have reduced street lighting at night in a bid to save money and reduce carbon emissions.

The study, which is published on an 'open access' basis in the Journal of Epidemiology & Public Health, looks at the effect of four street lighting adaptation strategies - switch off, part-night lighting, dimming and white light - on casualties and crime in England and Wales.

The researchers analysed police data on road traffic collisions and crime in 62 local authorities during 2000–2013. They concluded 'there was no evidence that any street lighting adaptation strategy was associated with a change in collisions at night'. They also found no evidence for an association between increased crime levels and switch off or part-night lighting, and weak evidence for a reduction in the aggregate count of crime associated with dimming and white light.

The findings are in contrast to data published in The Times in April 2014 which suggested a 20% rise in casualties in areas where street lights have been turned off.

The RAC says the report "provides councils with an opportunity to do some intelligent thinking on street lighting".

Pete Williams, RAC head of external affairs, said: "This is an insightful report, although it is important to remember that only just over a third of councils in England and Wales provided data, a point that the researchers have noted.

"While the findings suggest that crime and road accidents have not increased as a result of unlit streets, what is not measured is the fear of crime, or fear of more accidents in these locations.

"This begs the question: are residents in those areas where lights have been switched off now less inclined to go out? This assertion is supported by an accompanying report from the London School of Hygiene and Tropical Medicine, which indicates residents are concerned when lights are switched off, and plunging the streets into darkness makes some people feel less safe – especially among older age groups.

"Rather than introducing a blanket 'switch off', we advocate local councils reviewing the lighting they have in place and making smart choices in order to maintain residents' sense of safety, while also saving money. This could mean fewer street lights in some areas, or a switch to LED technology that offers a better quality of light at a lower cost."

- See more at: <http://www.roadsafetygb.org.uk/news/4491.html#sthash.H5InobWr.dpuf>

:- http://jech.bmj.com/content/early/2015/07/08/jech-2015-206012.short?g=w_jech_ahead_tab

:- <http://www.thetimes.co.uk/tto/environment/article4068459.ece>

:- <https://www.theaa.com/newsroom/news-2014/street-lights-night-time-accidents.html>

Limited Edition - Blue Prostate cancer awareness MAG patch.



Following on from the success of the limited edition Pink Breast Cancer awareness MAG patches, Durham MAG undertook a short discussion and it was decided that it was time we did something for men's cancer, but which one?

I had a word with a friend who is a doctor that explained it like this- "All men will get Prostate Cancer if they live long enough, it's an age related cancer so at 10 years old 1:10 men already have it, by 30 years old it's 3:10, by 50 years old it's 5:10 and so on but if you're lucky it won't kill you. For 1:8 of men it will be serious. If you're over 50 your risk dramatically

increases, if your brother father or other male blood relative had it you're 2.5 times more likely to develop it and if you're Black it's a 1:4 chance.

Raising funds for anything is always difficult in the biker community, rallies every weekend, rock nights and ride outs. It was decided that the limited edition patches was the way to go as an alternative fund raiser. 50p from every sale goes directly to Prostate Cancer UK and there are only 500 patches.

Patches cost £3 each from your Regional Rep or at rallies or £4 by mail for post and packing for up to 2 patches, if you order more than 2 patches we'll sort something out.

We are not using PayPal as they would take their cut from the money we raise so if you want one please email: rep@nemag.org.uk, and details about the patches will be sent to you.

All the best, Dave Wigham. North East Regional Rep.

TISPOL coordinates European speed enforcement operation

Police officers across Europe conducted speed enforcement operations all last week as part of an annual campaign coordinated by TISPOL.

During the operation, police officers are using a number of speed detection methods across all types of roads.

TISPOL says the purpose of the operation is to "raise awareness of the dangers of speeding, and to remind drivers of the benefits for all road users of driving at speeds that are both legal and appropriate".

Aidan Reid, TISPOL president, said: "We urge all drivers to challenge their own attitude to speeding.

"Anyone who still believes that speeding is a trivial offence needs to think again. That's because excessive or inappropriate speed has a singularly devastating impact on the safety of road users, increasing both the risk of a crash and the severity of the consequences.

"It is estimated that speeding contributes to as many as one third of all crashes resulting in death, and is the most important contributory factor to road deaths and serious injuries (ETSC 2008).

"All across Europe this week, police officers will be ensuring that drivers respect the different speed limits. In cases where drivers choose to ignore these limits, officers will take appropriate steps to enforce the law."

A similar TISPOL operation in August 2014 saw a total of more than 580,000 detections in 28 countries across Europe.

- See more at: <https://www.tispol.org/news/articles/european-speed-enforcement-operation-runs-all-week>

Helmet rating scheme is important and useful

The SHARP safety rating scheme for motorcycle helmets is important and useful to consumers, but there is need for more promotion and to improve levels of knowledge and awareness of the scheme.

These are among the findings of a study into the effectiveness of SHARP, carried out by TRL on behalf of the DfT.

The SHARP safety helmet assessment and rating scheme is designed to help consumers make a more informed decision when choosing a helmet.

40% of the 573 motorcycle helmet consumers who participated in the study were not aware of the scheme. However, among those who were aware of it, almost 90% said it was either a very or quite important factor in their purchasing decision.

Good SHARP ratings are generally considered important to manufacturers, retailers and distributors, but some consumers held the view that it is not necessary to consider the SHARP rating when all helmets legally on sale in the UK meet minimum safety standards.

There is a commonly held view among the helmet industry and consumers that it takes too long for a helmet to be awarded a SHARP rating.

The report's conclusions include: more work to improve understanding of what SHARP does; more promotion of SHARP to increase consumer awareness of the scheme; and work with manufacturers to achieve faster testing.

- See more at: <http://www.trl.co.uk/reports-publications/trl-reports/report/?reportid=7021>

:- <http://sharp.direct.gov.uk/>

AROUND GB

New magazine launched to engage with Hertfordshire bikers

A new online magazine which includes safety messages for Hertfordshire motorcyclists has been launched and will be published twice a year.

The magazine, Hertfordshire Rider, has been created by First Car on behalf of the Hertfordshire Road Safety Partnership in a bid to target safety messages to bikers in an engaging way.

The launch issue leads with an interview with World Superbike racer and British champion Alex Lowes, and contains information on local motorbike clubs, the best new products riders can buy, insurance deals and tips on how to sharpen your riding skills.

The fully responsive web design means the magazine will work equally well on computers, tablets and mobile phones.

Terry Douris, Hertfordshire County Council's cabinet member for highways, said: "Bikers can be a very difficult group to reach and they don't tend to respond to traditional safety messages. That's why we've taken this approach, mixing important safety information with engaging localised content.

“Hopefully Hertfordshire Rider is, first and foremost, a good read while also getting a serious message across.”

Hertfordshire Road Safety Partnership

The Hertfordshire Road Safety Partnership brings together organisations working to make Hertfordshire’s roads safer including Hertfordshire County Council, Hertfordshire Fire and Rescue Service and Hertfordshire Police.

- See more at: http://www.hertsdirect.org/pressreleasesall/PR_18099

-: <http://www.hertfordshirerider.co.uk/articles/contents/>

And

WELLS Harbour is backtracking on its proposed ban on free bike parking after Visordown ran a story on it last week.

Harbour master Robert Smith says he has been persuaded by the bikers' arguments and confirmed he will seek to maintain the free bike parking on the quay.....

Read more: <http://www.visordown.com/motorcycle-news--general-news/wells-harbour-u-turn-over-bike-parking/28000.html#ixzz3jX3vT3YL>

<http://www.visordown.com/motorcycle-news--general-news/wells-harbour-u-turn-over-bike-parking/28000.html>

Bikers asked to share ‘tales of the road’

East Sussex Fire and Rescue Service has launched an online survey to help understand the experiences of bikers on the county’s roads.

The survey, launched to coincide with Bexhill Motofest on Sunday 26 July, aims to capture information from the perspective of the biker. It asks questions about how long people have been riding bikes, whether they have had a near miss or a road traffic collision, and what advice bikers would give to other road users.

Garry Alexander, from the Service’s intervention and incident reduction team, said: “We know we have a significant number of people on our roads who get on their bikes for work and pleasure. Far too often they are involved in road traffic collisions – sadly with serious consequences for the riders.

“We want to get a better understanding of what it is like for them on the roads. We hope this will raise awareness among all road users – after all we all share the road and want to get home safely.”

-: <http://www.esfrs.org/news/2015-news/tales-of-the-road/>

-: <https://www.surveymonkey.com/s/SZXNBHH>

-: <http://www.sussexsaferoads.gov.uk/>

MAG Central Office:

[MAG Ltd, PO Box 750, MAG Warwick CV34 9FU](#) Tel: 01926 844064 Fax: 01926 844065 Email: central-office@mag-uk.org

Executive Officer	Julie Sperling	central-office@mag-uk.org
Membership Administrator	Carol Ferrari	membership@mag-uk.org

Director of Communications & Public Affairs	Lembit Öpik	central-office@mag-uk.org
Transport & Policy Advisor	Leon Mannings	central-office@mag-uk.org
NATIONAL OFFICERS		
National Chairman	Selina Lavender	chair@mag-uk.org
National Vice-Chairman	Dave Hammond	vice-chair@mag-uk.org
National Finance Officer	<i>Position Vacant</i>	finance-officer@mag-uk.org
Network Co-Coordinator	Anne Gale	aine@mag-uk.org
President/ <i>TheROAD</i> Editor	Ian Mutch	theroad@mag-uk.org
National Reps Liaison Officer	Jane Carrott	nrlo@mag-uk.org
National Clubs Liaison Officer	Oliver Rose	clubs-officer@mag-uk.org
Events (Shows and Stands)	Position vacant	events@mag-uk.org
Director of TMAGL	Pete 'Veece' Davison	central-office@mag-uk.org
Director of TMAGL	Tony Cox	central-office@mag-uk.org
Director of TMAGL	Neil Liversidge	central-office@mag-uk.org
Director of TMAGL	Steve Wykes	central-office@mag-uk.org
Director of TMAGL	John Mitchell	central-office@mag-uk.org
Director of TMAGL	Paul Turner	central-office@mag-uk.org
Director of TMAGL	Selina Lavender	central-office@mag-uk.org
Regional Reps British Independent Islands	<i>Position Vacant</i>	british-independent-islands-region-rep@mag-uk.org
Cumbria	Michael Armstrong	cumbria-region-rep@mag-uk.org
East Anglia	Selina Lavender	east-anglia-region-rep@mag-uk.org
Lincolnshire	Alex Bridgwood	lincolnshire-region-rep@mag-uk.org
Eastern	Dave Hammond	eastern-region@mag-uk.org
East Midlands	<i>Position Vacant</i>	east-midlands-region-rep@mag-uk.org
Greater London	<i>Position Vacant</i>	greater-london-region-rep@mag-uk.org
Herts & Essex (acting)	Jon Metcalf	herts-essex-region-rep@mag-uk.org
North East	Dave Wigham	north-east-region-rep@mag-uk.org
Northern Ireland	<i>Position Vacant</i>	northern-ireland-region-rep@mag-uk.org
North Wales	Bill Hughes (Acting)	north-wales-region-rep@mag-uk.org
North West	Tony Cox	north-west-region-rep@mag-uk.org
Scotland	Steve Wykes	scotland-region-rep@mag-uk.org
South East		south-east-region-rep@mag-uk.org
Southern	Tim Peregrine	southern-region-rep@mag-uk.org
South Wales (acting)	Ian Williamson	south-wales-region-rep@mag-uk.org
South West	Tim Poole	south-west-region-rep@mag-uk.org
Thames Valley	Gareth Lewis	thames-valley-region-rep@mag-uk.org
Warwickshire	Roger Ford	warwickshire-region-rep@mag-uk.org
Western	Deb Rose	western-region-rep@mag-uk.org

West Midlands	Eddie Lowe	west-midlands-region-rep@mag-uk.org
Yorkshire	Oliver Rose	yorkshire-region-rep@mag-uk.org
OTHER CONTACTS		
MAP Ltd: Yorkshire region event organiser	Pete Walker	maphq@maphq.karoo.co.uk
Official MAG merchandise	Julie Sperling	events@mag-uk.org
The MAG Foundation – Trustee contact	Paul Turner	info@mag-foundation.org