



January 2018 Network

A networking tool for Activists and other interested parties

| | |
|--|--------------|
| Editorial | 2 |
| MAG Press Releases: Vacancy for Director of Campaigns and Political Engagement. MAG looks back at 2017 – a year of action and progress. | 3-4 |
| FEMA. Electric riding made easier in Benelux. Swedish electric bikers get a bonus. | 4-6 |
| Paris – Riders give pursuit against bad drivers | 6 |
| Government Petitions you may wish to access | 6 |
| Advert for Minute Taker | 7 |
| Around GB – London: 2wheels London website re-launched. Mayor launches ultra low emissions zone expansion consultation. West Country/Wales: Severn Bridge transfers into public ownership. Newcastle: A1 plans to improve Newcastle journeys. | 8-14 |
| Highways England outlines ‘intelligent network’ of the future | 14-15 |
| Highway code changes | 15-16 |
| Contacts | 16-17 |

EDITORIAL

Well, as usual this time of year this is an extremely trimmed down version of your Activists paper. People's time & minds are taken up with other things and motorcycling, politically, seems to come extremely low on the agenda. It'll perk up, of course, as the New Year becomes established, it always does.

The most excellent news to hit the headlines just prior to the festive season is the fact that 10 of what I can only refer to as 'utter scumbags' were jailed for a combined period of 110 years for motorcycle enabled crime.

At an average of 11 years each I don't feel its nearly enough. However, as I believe its the first prosecution of its kind, I guess its a start.

Please don't forget we have two vacancies to be filled. One, of course, to fill the void made by the lovely Leon Mannings when he retired last year and another for a Minute Taker for NC meetings and Annual Group Conference. Jane has been trying to find someone to fill her shoes for a while now so I'm going to place the Ad again.

Like 'em or loath 'em, it appears electric vehicles are a thing of the future and I've included two articles from FEMA which gives an insight into just how much further forward Europe appears on this road when it comes to the incentives given to riders.

In conclusion:-

Wishing all of you safe riding in 2018 with peace and good health throughout.

AG

Copy for the February edition to aine@mag-uk.org by 25th January with subject heading 'Network'

[Acknowledgements:- George Legg. FEMA. Anyone else I've forgotten]

MAG PRESS RELEASES

Vacancy For Director of Campaigns & Political Engagement

MAG seeks to employ an individual who is passionate about driving forward the agenda for riders of all motorcycles, scooters and trikes, and about representing the views of MAG and its membership. You will be a driven, principled and proactive individual able to succeed in a challenging role, confident dealing with those in authority and able to absorb information quickly and respond to it in a timely manner.

You will identify opportunities for engagement, and provide written and verbal representation both within the organisation and to external professional bodies, including Government.

Although based around a 35-hour working week, you will have a flexible approach to working hours as the role necessitates some evening and weekend work.

This role requires you to travel so access to own transport is essential.

You will work independently and as part of our small, dedicated team and there is a requirement to attend our Honiley central office on a regular basis.

For full job description and additional details, email central-office@mag-uk.org.

Closing date for applications: Friday 12th January 2018 no later than 5.00 pm.
Applicants should provide a CV and covering letter.

Applicants selected for interview will be informed no later than Friday 26th January 2018. Interviews to be held on Friday 9th February 2018 at our Honiley office

MAG looks back at 2017: a year of action and progress

MAG Chair, Selina Lavender, says she is delighted by how much progress MAG has made in recent years. 'MAG perhaps used to focus more on the 'fun' aspects like rallies and demonstrations but in more recent times it has become increasingly focussed on a professional dialogue. It looks like this change is delivering a lot more clout than we've had previously, which is very good news for MAG.'

Selina believes that this professional approach, along with investment in political and industry relationships, is paying dividends. 'Our political unit spends a great deal of time in meetings, and although that may not look as exciting as attending rallies or demos, the truth is we generate more of an impact by sitting inside the Home Office than we do by demonstrating outside it. That's why our presence on the Home Office Task Group, which has been set up to tackle moped-enabled crime, is so important. They've got the resources and we've got the specialist knowledge: it's a good combination.'

MAG has also been effective at generating new activity around the country. MAG's team in the North West achieved a superb result by helping the restart of a motorcycle show at Blackpool's Winter Gardens. Meanwhile, in Northern Ireland, Regional Rep Martyn Boyd and his team had a membership surge and are busy getting ready for next

year's Motorcycle Show in February 2018. Elsewhere, MAG Cumbria has recruited half the MPs in the entire region.

'We've also got much better at appearing in the media regarding biking issues. Down in the South East, Steve Mallett has become a bit of a star, with regular appearances on the BBC. Colin Brown is doing the same in the West Midlands - and that's all set to increase around the country next year. It's partly about how we share best practice these days and I was delighted with the training weekend we held in York in November. It's all about making sure we operate professionally without having to work everything out from scratch every time.'

MAG has great expectations for 2018. 'There's a lot to worry about, from illogical pollution charges through to the implications of Brexit for riders' rights. But that's why we're here – to fix problems. It's been a great team effort by staff and volunteers throughout 2017 and we're looking forward to building on this during 2018.'

FEMA

Electric Riding Made Easier In The Benelux. by *Wim Taal* - December 7, 2017

Using an electric motorcycle on longer distances in Europe has come a step closer. The governments of Belgium, Luxembourg and the Netherlands signed a declaration on borderless access to e-mobility services within the Benelux.

The ambitions are:

- That publicly accessible charging infrastructure in the Benelux is easily accessible for all EV drivers within the Benelux, in a non-discriminatory way;
- That electric vehicle drivers are able to pay for charging sessions on ad hoc basis or by using their own e-mobility service contract;
- That charging tariffs are transparent and fair for all consumers.

Further they want to harmonize the infrastructure within the Benelux, have good information about charging points, facilitate cross-border deployment of e-mobility services and charging infrastructure, have price transparency, cost-effectiveness and non-discriminatory accessibility and work together at EU-level, for example by coordinated implementation of EU directives on the deployment of charging infrastructure, and to support a European plan of action regarding the guarantee of cross-border access to charging infrastructure and the e-mobility market of services.

The governments didn't give a time-line and stress that this is a political intent only. Nevertheless, this is an important step towards a useable infrastructure for electric motorcycles which can be a boost for the sale and use of electric motorcycles.



'FEMA sees a future for electric motorcycles and motorcycles with an internal combustion engine side by side'

FEMA's General Secretary Dolf Willigers comments: "This is a good thing for the transition towards more electric motorcycles. FEMA supports this development, because we see a future for electric motorcycles and motorcycles with an internal combustion engine side by side. This means we need a good infrastructure for both electric and gasoline fuelled motorcycles."

Swedish Electric Bikers Get A Bonus

The Swedish government has announced a scheme to financially support people that buy an electric bicycle, moped or motorcycle.

The rules for the government's 'electricity premiums' are ready and decided. In the coming three years 35 million Euros will be handed out annually among those who have bought electric motorcycles, electric mopeds or electric bicycles.

The regulation on contributions to private individuals for the purchase of electric bikes, mopeds or motorcycles will come into force on 1 February 2018. The premium is maximum 1,000 Euro (only once per person).

When the Swedish government presented the proposal for the first time, motorcycles were excluded. Swedish FEMA member **SMC** talked to the ministry and sent in a proposal which also included motorcycles. The proposal from SMC gave results. When the proposal was amended Friday 15th December 2017, it included not only electric bicycles and electric mopeds but also electric motorcycles. For SMC, the decision is a success.



"SMC is satisfied that the government listened to our arguments and included motorcycles in the scheme. And it is also really good to

hear that the minister of environment Karolina Skog sees electric motorcycles as a part of the solution to reduce congestion and emissions”, says Maria Nordqvist, political secretary at SMC.

Paris seems to be the ‘happening’ place for hit n runs and riders in pursuit.

In the 2nd clip – no messing, once the rider finds the police, guns straight out for the offending driver.

This one's rather good too where the same rider chased a car driver who had taken out a motorcyclist.

<https://www.youtube.com/watch?v=NXVOciEeBF8>

Santa chases hit-and-run driver through Paris
(VIDEO)<https://www.rt.com/news/414076-santa-bike-hit-run/>

Here is a link to the Government petitions website which anyone is allowed to access. The list below, sent in by a MAG member, may be of interest or not – the choice is yours:-

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

Several petitions are apparently aligned with MAG policy, yet have received little support so far. Getting to 100,000 signatures is a tall order, but publicising their existence through MAG and The Road could at least lift them up the leader board and make them look more respectable, it's an unexploited lobbying avenue.

There is a huge list of petitions, the search feature for keywords helps.

Make motorcycle awareness part of the theory test
4,748 signatures.

Demand For Tougher Action Against Moped Crime
2,338 signatures.

Fairer road fund licence rates for motorcycles.
233 signatures.

Cap Insurance Prices For People Under 25.
43 signatures.

Law to reward public if they get proof of a driver illegally using mobile phone.
87 signatures.

Police required by law to pursue suspects not wearing a helmet
80 signatures.

Make it legal for motorcyclists to ride without a helmet on
8 signatures.

Minute-taker/Administrator for NC meetings and AGCs

MAG requires an experienced Minute-taker to take accurate Minutes of its National Committee meetings, which take place on the second Saturday of February, April, June, August, October and December near Warwick. In addition, they will provide a small amount of administrative support in relation to the meetings and Minute the Annual Group Conference, which takes place at the end of September.

Responsible for: None

Responsible to: National Committee

Main duties:

1. Send out timely reminders for Reports prior to each NC meeting and collate the Reports for inclusion in the Minutes.
2. Maintain an Attendance List for each NC meeting, including apologies for absence.
3. Generate an Agenda for each NC meeting, taking into account AOB items.
4. Provide accurate, timely Action Points identified during meetings immediately following each NC meeting.
5. Provide accurate, timely Minutes of all NC meetings.
6. Provide accurate, timely Minutes of Annual Group Conferences.

This is a volunteer role but it is envisaged that commitment will be given to attending all meetings.

If you feel that you have the right skill set for this role and would like to know more, feel free to contact The Lady Rootveg for an informal chat. Contact 01205 357417 after 6.30 pm or email nrlo@mag-uk.org

AROUND GB

London

2Wheels London website re-launched

A website that provides information to help powered two wheeler (P2W) riders stay safe on London's roads has been re-launched.

The website is part of the 2Wheels London project which works in close partnership with London boroughs and businesses across the Capital to provide PTW riders with useful safety information and advice.

The practical, common-sense advice on the new 2Wheels London website covers a range of topics including wearing the right gear, understanding the rules of the road and P2W maintenance.

There is also a page giving advice to help riders deal with the specific challenges of riding a P2W in London.

The website also provides information and links to training on offer to improve the skills of the Capital's riders including Bike-Safe London, Biker Down! and three new free-to-attend courses recently launched by Transport for London – Preparing for your CBT, Beyond CBT: Skills for Delivery Riders, and 1-2-1 Motorcycle Skills.

The site also gives information for employers who can sign up for a 'toolkit' to help keep their employees safer when riding on London's roads.

2Wheels London includes a regular blog, written by enthusiasts, covering a wide range of relevant topics for riders.

The first blog, 'a rough guide to retro scooters', looks at how riders can enjoy the pleasures of owning retro-styled scooter 'without having to resort to oily fingers and roadside maintenance on a damp Monday night on the way home from work'

2wheels: <http://www.2wheelslondon.com/>

And

Mayor launches Ultra-Low Emission Zone expansion consultation

30 November 2017

- Mayor proposes ULEZ standards would also apply London-wide to buses, coaches and lorries from 26 October 2020
- Mayor proposes expansion of ULEZ up to North and South circular roads for all vehicles from 25 October 2021
- Mayor wants public's views on these actions to lower toxic polluting emissions

The Mayor of London today launched a new public consultation on the next phase of his hard-hitting plans to tackle London's toxic air, reduce filthy emissions and protect the public from harmful pollution by expanding the Ultra-Low Emission Zone (ULEZ).

The ULEZ standards would be applied London-wide for buses, coaches and lorries from 26 October 2020 and for cars, vans and motorbikes (with limited exemptions) up to the North and South circular roads from 25 October 2021.

The Mayor is determined to help thousands more Londoners breathe cleaner air and is delivering a series of measures to protect public health and dramatically reduce car emissions from older more polluting vehicles.

The Mayor recently delivered the first phase of these plans by introducing the new weekday (7am – 6pm Monday -Friday) £10 Toxicity Charge (T-Charge) in central London for the oldest vehicles. This runs alongside and on top of the £11.50 Congestion Charge (C-Charge).

From 8th April 2019, the Mayor is introducing the second phase of his plans - ULEZ, 17 months earlier than planned. It will replace the T-Charge and cover the same central area, alongside and on top of the congestion charge, but it will operate 24 hours a day, seven days a week, 365 days a year.

The daily charge for non-compliant vehicles will increase from £10 to £12.50 (for cars, vans and motorbikes) and £100 (for buses, coaches and lorries). Now the Mayor has set out his ambitious plans for the third phase that will deliver the health benefits of ULEZ to millions more Londoners by extending the Ultra-Low Emission Zone in 2021. This could affect 100,000 cars a day, 35,000 vans a day and 3,000 lorries a day.

Drivers of non-compliant cars, vans and motorbikes would pay the same £12.50 daily fee as the central London ULEZ seven days a week. Drivers of non-compliant lorries, coaches and buses would pay £100 a day.

Diesel vehicles that do not meet the Euro 6 standard and most petrol vehicles that do not meet the Euro 4 standard will have to take action or pay, making the ULEZ the tightest emission standard adopted in any major world city. The area covered by the expanded ULEZ would include all roads up to a limit of the North and South circular roads, but not the North and South circular roads themselves.

The benefits of the expanded ULEZ include:

- Approximately 100,000 people will no longer live in areas exceeding legal limits, which is a reduction of nearly 80 per cent in 2021
- 43 per cent fewer road kilometres would exceed legal pollution limits in 2020 and 64 per cent fewer in 2021
- 71 per cent reduction in schools in high pollution areas in 2021 – reducing exposure of school children to harmful emissions that can reduce their lung development
- In outer London there would be a 28 per cent reduction in NOx road transport emissions, and in inner London there would be around a 31 per cent reduction in NOx road transport emissions in 2021.

Sadiq has already strengthened the ULEZ standards to include a particulate matter standard after recent health data revealed that every part of London exceeds recommended World Health Organisation air quality guidelines for PM2.5.

This follows the publication of his draft London Environment Strategy which sets out ambitious plans to meet these guidelines by 2030.

The Mayor is doing everything in his power to tackle London's toxic air, including cleaning up the bus fleet, creating 12 Low Emission Bus Zones, phasing out diesel taxis, funding 50 schools air quality audits, setting tighter standards for construction machinery and introducing air quality alerts. He has also created a Cleaner Vehicle Checker so Londoners can check the real-world emissions of cars and vans before buying them.

The Mayor now needs the Government to step up and match his ambition by putting in place a national vehicle scrappage fund to help people replace vehicles affected by the proposals, or to switch to cleaner alternatives.

The Mayor of London, Sadiq Khan said: "I am determined to take the bold action needed to protect the public from London's poisonous, deadly air. I can't ignore the shameful fact that London's air is so toxic it harms children's lungs, exacerbates chronic illness and contributes to thousands of premature deaths each year.

"Following the successful introduction of the T-Charge, and confirmation of the central London ULEZ, I am moving ahead with the next stage of my plan to expand the Ultra-Low Emission Zone up to the busy north and south circular roads.

"I want Londoners to let me know what they think about my plans to clean up our lethal air.

"I'm doing everything in my power to turn around air pollution in London but I urgently need the Government to wake up to the scale of the challenge. Instead of blocking London from accessing the new National Clean Air Fund, they should be delivering a diesel scrappage scheme to get the filthiest cars off our roads. The Government's own data shows that roughly 40 per cent of the UK's roads exceeding legal pollution limits are located in the capital. Drivers need help switching to cleaner vehicles and greener alternatives and the whole of London needs a government which takes responsibility for this toxic air quality crisis."

Alex Williams, TfL, Director of City Planning, said: "The Mayor has set out his vision for how harmful emissions will be dramatically reduced in the capital and we are working full speed to deliver his ambitious agenda. The successful introduction of the T-Charge, the greening of the bus fleet and the bringing forward of the date for the central London ULEZ to April 2019 are all clear demonstrations of our intent to clean up London's dangerously polluted air. The plan to expand the ULEZ up to the North and South circular is the next step change needed towards bringing the city's air within legal limits. We look forward to Londoners helping us shape these proposals through the consultation."

Bridget Fox, Sustainable Transport Campaigner, Campaign for Better Transport said: "This is a welcome move by the Mayor. This consultation takes us closer to a comprehensive expanded Ultra-Low Emission Zone. For too long, Londoners have endured lethal and illegal levels of air pollution, much of it from diesel vehicles. We believe all Londoners deserve clean air at the earliest opportunity and we urge the Mayor to continue implementing measures that will benefit millions of people.

"Restrictions on the most polluting vehicles are only part of the solution though. We need fewer cars not just newer cars. That means continued investment in a comprehensive network of high quality public transport across the capital, and better cycling and walking facilities. This will help deliver a healthy, prosperous future for all Londoners."

Notes to editors

1, To view the consultation visit: <https://consultations.tfl.gov.uk/environment/air-quality-consultation-ph...>

West Country/Wales

Severn bridges transfer to public ownership draws closer

<https://www.gov.uk/government/news/severn-bridges-transfer-to-public-ownership-draws-closer>

Severn bridges transfer to public ownership draws closer

People travelling over the Severn bridges will soon benefit from cheaper journeys as the bridges return to public ownership early next year.

On Monday 8 January 2018 the responsibility for the operations, maintenance and vehicle charges for the bridges will be managed and run by Highways England, the Government-owned company which looks after England's strategic network of motorways and major A-roads.

At the same time all vehicle charges will be exempt from VAT, reducing the overall charge for individual crossings from £6.70 to £5.60.

Clive Perkin, Highways England Divisional Director of Strategy and Planning, explained:

We want to remind drivers that when Highways England takes over management of the bridges, prices will be reduced as they will no longer be subject to VAT.

This is good news for private vehicle drivers as this is the first step in the Government's commitment to abolishing the bridge tolls by the end of 2018. Today we are setting out how people can prepay for their crossings when the change takes place.

UK Government Secretary of State for Wales Alun Cairns said:

Our decision to abolish the Severn tolls sends a powerful message to businesses, commuters and tourists that the UK Government is committed to strengthening the Welsh economy.

By strengthening the links between communities in south Wales and south-west England, we will transform the joint economic prospects of both regions, creating a growth corridor stretching from Cardiff through Newport to Bristol.

I want to ensure that visitors and investors know what Wales has to offer and I want the world to know our nation is open for business.

Holders of TAGs – the prepayment system that allows regular travellers to cross without stopping to pay manually – have been informed of the new arrangements by letter this week.

Drivers paying by direct debit will not need to take any action – their accounts and balances will be transferred automatically and their payments adjusted to reflect the new charges.

Those who pay by top-up with a Trip TAG through online banking will need to update their payment details to Highways England's account from 8 January 2018. Account holders will still be able to pay through the website or phone.

After 8 January the crossings will operate as normal with just a few small changes to signs at the toll plazas.

Staff currently employed with Severn Crossing PLC have all been offered employment with Highways England.

Details of the changes and actions necessary are set out in the letters and are also available on the [Severn Bridges website](#). TAG holders with any queries can also contact the TAG helpline on 01454 633 522.

Background information

Severn Bridges (M4 and M48) monthly charges after 8 January 2018:

Category 1: £5.60, with the Season/Shared TAG at £98.56 (20% discount based on 22 trips per month).

Category 2: £11.20, with the Season/Shared TAG at £197.12 (20% discount based on 22 trips per month).

Category 3: £16.70, with the Season/Shared TAG at £330.66 (10% discount based on 22 trips per month).

| Vehicle Category | Current daily toll charges | Daily charges after 8 January 2018 |
|---|-----------------------------------|---|
| Category 1 (Cars and other vehicles up to 9 seats) | £6.70 | £5.60 |
| Category 2 (Goods vehicles up to 3.5 tonnes, small buses) | £13.40 | £11.20 |
| Category 3 (Goods vehicles over 3.5 tonnes, large buses) | £20.00 | £16.70 |

General enquiries

Members of the public should contact the Highways England customer contact centre on 0300 123 5000.

Newcastle

A1 plans to improve Newcastle journeys

The A1 between Scotswood and North Brunton will be upgraded to provide better journeys for motorists, Highways England has announced today (8th December).

The plans to upgrade the road will improve safety while supporting economic growth in the region.

The Highways England plans will improve journeys through Newcastle by adding an extra lane along a 5-mile stretch of the existing dual carriageway from Scotswood, just after the River Tyne, up to North Brunton.

Around 750 people came along to the public information events, including residents, community groups, local businesses, and councillors.

Questionnaires were filled out by 272 people with 73% of respondents agreeing there is a need for improvements.

Highways England project manager Charlotte Taylor said:

This is an exciting scheme that will help improve motorists' journeys and cut congestion near Newcastle.

As part of this scheme we have held a number of public engagement events, including ones for residents living near Birchfield Gardens about the possibility of closing the access road and we have concluded that the access road will remain open.

There are a number of options for the design of the access road and these will now be developed along with the rest of the scheme and further engagement will take place next year.

The overall improvements will provide additional capacity, improve journey times and safety while supporting economic growth in the region.

Further information events will be held in autumn 2018 towards the end of preliminary design stage. Work is expected to start by March 2020.

For more information please [visit the scheme website](#), where a copy of the scheme announcement brochure can be found.

People who would like a hard copy of the announcement brochure can pick one up from reception at the following venues:

- Lemington Resource Centre

- Outer West Community Centre
- Blakelaw Community Centre
- Kingston Park Community Centre
- Fawdon Community Centre
- Team Valley Retail Park, Axis Building
- Washington Services
- Great Park Community Centre
- Gosforth Library and Learning Centre
- Denton Burn Community Association
- Scotswood Centre
- City Library, Charles Avison Building

General enquiries

Members of the public should contact the Highways England customer contact centre on 0300 123 5000.

Highways England outlines 'intelligent network' of the future

Cars of the future could be programmed to spot potholes and automatically transmit the information to Highways England, according to the government agency.

In a new report published today (13 Dec), Highways England says an 'intelligent network coupled with connected vehicles' would 'improve how efficiently roads are maintained' and at the same time improve safety.

The Strategic Road Network Initial Report outlines eight aspirations for the period 2020-25, including a focus on maintenance and renewals, building the smart motorway spine of the network and the roll out of 'expressways' which, according to Highways England, will 'provide many of the benefits of a motorway performance road without the conventional costs'.

With regard to maintenance, Highways England is currently funding a pilot project by the Nottingham Transport Engineering Centre to create 'self-healing roads'.

Laboratory tests and pilot trials show that mixing capsules of oil into the asphalt used for resurfacing has the potential to increase the lifespan of roads by at least a third.

When cracks start to appear in the road, the capsules split open and release the oil, which in turn softens the asphalt and helps it bind together again.

The system, which Highways England says has the potential to reduce the cost of repairs by £260m a year, will now be tested on sections of road as maintenance work is carried out.

In another development, Highways England says drones could also be used to report back on incidents on its network, in a bid to improve response times.

Jim O'Sullivan, Highways England chief executive, said: "Because people's journeys are important to us we are setting out our high level aspirations which will help ensure the network continues to drive economic growth, jobs and prosperity, and keeps traffic moving today, and into the future."

Chris Grayling, transport secretary, added: "This Government is making people's journeys better, faster and safer to give people better access to jobs, schools and their community."

"We are planning to spend more than ever before to upgrade England's motorways and major A roads from 2020 through to 2025."

The DfT has also launched a consultation into the Highways England report, which will run until 7 February 2018.

The results of the consultation will be used to help develop the next Road Investment Strategy, which the Government is expected to publish in 2019.

Gov.uk: <https://www.gov.uk/government/news/highways-englands-intelligent-network-of-the-future>

Highways England:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/666857/Strategic_Road_Network_Initial_Report_Overview.pdf

DfT Consultation: <https://www.gov.uk/government/consultations/shaping-the-future-of-englands-strategic-roads-ris2>

Highway Code changes would improve motorway safety

The AA has written to road safety minister Jesse Norman MP proposing three 'potentially life-saving changes' to the Highway Code in an effort to improve safety on motorways.

The first change centres around what to do in the event of a breakdown on a smart motorway where there is no hard shoulder.

The AA points out that at present the Highway Code only considers breakdowns on motorways with a continuous hard shoulder, but with more than 500 miles of smart motorway currently in use, the motoring organisation says the Highway Code 'clearly needs to advise drivers what to do in the event of a breakdown where stopping on the hard shoulder isn't an option'.

The second proposed rule change is designed to improve response times for emergency services, by requiring drivers to create an 'emergency corridor' in stationary traffic to allow emergency services access to incidents where there is no continuous hard shoulder.

This is already a legal requirement in some European countries and was supported by more than two thirds (71%) of AA members in a recent AA-Populus poll.

The third proposed change would see the introduction of a 'slow down and move over' rule when passing broken down vehicles on motorways, to help protect breakdown, recovery and emergency services operatives working on the hard shoulder.

The motoring organisation says these changes 'reflect progress in vehicle and road design'.

Edmund King, AA president said: “Eight out of 10 drivers (79%) say that motorways are more dangerous now compared to four years ago simply because of the removal of the hard shoulder.

“More than a decade on since the introduction of smart motorways, we see these changes to the Highway Code as a necessary step to try help save lives and improve safety and driver confidence when people use motorways.

“From next year, new drivers will be allowed to take lessons on motorways. We believe these changes would help them understand the different types of motorway they could come across before they even drive on them.

“Safety is of paramount importance on all of our roads, and we look forward to the minister taking these important points on board to enhance road safety.”

AA: <https://www.theaa.com/about-us/newsroom/slow-down-and-move-over>

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