

# Network

**August 2014**

A networking tool for Activists and other interested parties

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## **Editorial**

*As you know there is a DEMO on 23<sup>rd</sup> August highlighting the injustice of sentencing for drivers guilty of causing fatal accidents. Panorama, on 22<sup>nd</sup> July, covered exactly this issue. Its not only those who've caused an accident killing a rider that often get away with a slap on the wrist but appears justice is far too often not served for causing a fatal accident.*

*Remember Brian Hampton, who caused the death of 16 year old Jade Clark? He was sentenced to 6 years, which included 4 years for perverting the course of Justice! That's unbelievable and is merely one example. Others, which are a matter of public record, highlight a mere slap on the wrist.*

*More often than not, sadly, the CPS will go for the lesser offence of 'causing death by careless driving' which, since January 2012, offers a maximum sentence of 5 years. However, 'causing death by dangerous driving' or 'causing death by careless driving under the influence' carries maximum sentence of 14 years imprisonment. Why, then, does it appear that life is so cheap?*

*Please refer to the MAG website and your local/regional web-sites for the London and other Cities Demo arrangements.*

*Whilst on the MAG stand at the Calne Bike Show we were able to hear first hand from two visiting Aussie Bikers of exactly how bad it is for riders in Queensland. They quoted figures of terms of imprisonment which seem ridiculous but which I don't want to quote here as I haven't been able to research them. However, 'not being allowed to meet in groups more than two', 'all patch clubs, including veterans' - all this seems a bit excessive. It was really great to speak first hand with these guys and we wished them all the luck with turning this around. I understand it is being challenged in the High Court. When they mentioned that 'there was an election next year', we reiterated our 'Bikers are Voters' campaign.*

*One of their fears was that other states might follow what seems to us the extremely draconian and unnecessary legislation adopted by Queensland. They did say they wished there was a Motorcycle **Action** Group in Australia.*

*MAG Steve O'Kane, Acting Regional Rep for Northern Ireland, and Lembit attended the Belfast Motor Show over the weekend of 26/27<sup>th</sup> July and were extremely proud to be part of the FIRST of this kind of show in six years. A massive amount interest was shown in the MAG stand and the organisation's activities.*

*Ride free, AG*

Please submit material for Network to: [AnneGaleMAG@aol.com](mailto:AnneGaleMAG@aol.com). Subject heading:  
Network

**Acknowledgments: George Legg. Trevor Baird. Steve O'Kane. Sarah Travis. Oliver Rose. Dave Hammond. Plus anyone else I've forgotten.**

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## MAG Notices/Press Releases

### MAG National Demo – Saturday 23 August 2014

#### **How much is a life worth?**

Every day, a motorcyclist is killed or seriously injured on the road due to the actions of a driver who didn't pay attention, or even look out into the road. Nine times out of ten, the driver receives a pitiful sentence for careless driving after pleading guilty, or worse still, nothing more than a driving ban; meanwhile, a family loses someone who cannot be replaced.

**Sorry mate, I didn't see you!**...is the most common excuse for a driver when a rider has been knocked off. It doesn't matter if the rider is wearing hi-viz, with headlights on or not. It's time that this changed!

The purpose of the demo is to raise awareness on the theme that too many riders are being knocked from their bikes; that drivers are being mildly punished or getting off free, and that we – every day – see that the errors of other road users are putting our lives at risk, while we are being popularly held up to blame. This year there have been even more deaths than usual, and it's our perception that the majority are due to driver errors and poor planning/maintenance. Our best political lobbying efforts on key issues have received lip-service and duplicitous underhandedness so it is time for action.

The demos will take place in at least nine cities, including London, Glasgow and Belfast. An event will be created on the MAG Facebook page shortly and more information will be available from this page and the MAG website in the next few days. Also, your Regional Reps will have more details in due course (other cities are being confirmed as we speak). These will not be the usual demos you've seen from MAG recently. Every year, thousands of bikes gather in Brussels to protest at the EU parliament's scant disregard for riders' rights. (at the demo attended by MAG Chairman John Mitchell in 2012, over 7,000 bikes parked along the Rue de la Loi, outside the EU Parliament HQ) and it wasn't a silent protest. It's time us Brits took a leaf out of their book.

Now you see us! August 23, 2014  
The Motorcycle Action Group – [www.mag-uk.org](http://www.mag-uk.org)

### **Bikers – an endangered species**

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The Motorcycle Action Group (MAG) is deeply concerned by the dramatic fall in popularity of motorcycles among the young. According to DVSA data, just 353 young people in the 16 to 17-year-old age range took their A1 practical tests in 2013/14, plummeting dramatically from 3294 who took the test in the previous 2012/13 period, a decline of almost 90%.

The news confirms MAG's worst concerns about the effects of the cost, complexity and availability of the current motorcycle test. For years MAG has been in discussion with the government agencies responsible for determining the style and content of the test but has had to contend with extreme obstinacy from some parties within the Driving Standards Agency. Given the obvious benefits economically and environmentally that motorcycles can offer; it is irresponsible to discourage people from taking advantage of this transport mode. Motorcycles offer economic use of road space both when parked and when moving and can address the financial and mobility challenges of many people. Like bicycles, motorcycles are single-track vehicles and therefore enjoy the logic of geometry in utilizing spaces that are not available to twin track vehicles. They are part of an elegant solution to 21st century resource issues.

MAG calls on The Government to rethink its policy toward powered two wheelers and switch from discouraging to encouraging their use through a more reasonable licensing regime.

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Please be aware that further to a vote at this years AGC, membership prices will increase as follows:

**Membership subscriptions for The Motorcycle Action Group Ltd from 1<sup>st</sup> August 2014:**

Individual Membership £27.00 per annum  
Joint Membership £40.50 per annum  
Individual Life Membership £405.00  
Joint Life Membership £594.00  
Additional Child (under 16) £5.00 per annum

**Discounts:**

Renewals by Direct Debit: Individual Members £25.00 per annum / Joint Members £37.50 per annum (Also applies to new members completing a Direct Debit form for future payments at time of signing up)  
Under 26's £5.00 discount for first year  
Affiliated Members £5.00 discount for first year

Note: Historic Standing Orders remain at Individual Members £25.00 per annum / Joint Members £37.50 per annum.

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**Here is a message from The Chairman with a link to motorcycle guidelines from the Institute of Highway Engineers (IHE) which would help in negotiations with authorities:**

Can folk please shout about these guidelines (which Dave so kindly sent us a link to) to your regions and if possible, onto all Facebook pages. The reason being is that they are rather good ammunition when going up against councils and their stupid schemes.

<http://www.motorcycleguidelines.org.uk/the-guidelines/introduction/1-1-summary/>

They'd not been updated since 2005 (when my former Deputy RR, Tony Carter was involved in their creation). I spoke to the Chief Exec of the IHE last year but he didn't know when they'd been done.

And, more on this from Trevor Baird:-

**IHE launches new motorcycling guidelines website**

The Institute of Highway Engineers (IHE) launched in June 2014 the revised motorcycling guidelines in a brand new multi-platform website.

The award winning guidelines have been updated from the 2005 version and set out practical guidance for transportation professionals on providing a safer environment for motorcycles, mopeds and scooters.

IHE Past President and Motorcycling champion Tony Sharp said, "The new, updated version of IHE's motorcycling guidelines reflects both changes in policy and advances in technology and knowledge since 2005."

"It aims to give industry professionals greater awareness of the specific safety needs of powered two-wheelers and looks at effective ways to improve rider safety."

"Although there have been several improvements to casualty rates over the last decade, riders are roughly 35 times more likely to be killed and over 50 times more likely to be seriously injured in a reported road collision than car occupants."

"Raising awareness of the specific safety requirements for motorcyclists among professionals is crucial and IHE's Motorcycling Guidelines are a step in that direction."

The IHE Guidelines have been cited as best practice both domestically and internationally and were awarded the Prince Michael International Road Safety Award in 2005.

The new website was sponsored by the Institute of Highway Engineers, Motorcycle Industry Association Great Britain (MCIA), Department for Transport and Institute of Advanced Motorcyclists.

**MAG**

Did your local authority support the original guidelines back in 2005 and through their then Local Transport Plans (LTPs) for the inclusion of Powered Two Wheelers (PTW,) don't you just hate that description!

In Northern Ireland the Roads Service has adopted the Institute of Highway Engineers (IHE) Motorcycling Guidelines for new roads and whenever upgrading existing parts of the network.

Any other MAG Regions or Group out there know if their authorities have.....

Might be time for a reminder to contact them and ask if they have or will now adopt the Motorcycling Guidelines as a core transport policy and adoption for new roads, whenever upgrading existing parts or in repairs of the road network that they are responsible for.

What are your thoughts on that?

Visit the new IHE website at: [www.motorcycleguidelines.org.uk](http://www.motorcycleguidelines.org.uk)

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## **A word from our newly elected Clubs Liaison Officer – Oliver Rose - Membership drive**

It is a longstanding goal of MAG to have far more members for reasons so obvious I shan't list them.

The biggest biker club in this country with the possible exception of the Vintage Club is HOG with 16,000 members. If MAG could recruit half of all HOG members we would double our membership and the knock on benefits to MAG would be unprecedented.

I have all the email addresses of the HOG chapter presidents but sending out impersonal emails to them all produces a response so miserable I've wondered if there is something wrong with my email.

What we need to do is establish a personal contact in each HOG chapter who will be the MAG liaison for that chapter. It doesn't necessarily have to be the chapter magazine editor or chapter website controller although obviously these people would be ideal. What we do need is someone in each chapter who can be contacted to ask if an article or offer from MAG can be featured in that chapter magazine / website. It might be information about a demo, it might be a Press Release, it might be a persuasive article about the benefit of MAG membership. We need to get MAG into the forums of every individual HOG chapter to try and convert these people to MAG membership. I know people in Chelsea and Fulham HOG and am now a member of Bridgewater HOG but that leaves 34 other chapters that we need to improve our links with.

I gave a talk to Western HOG recently and on a show of hands learned that of 50 people in the room, 17 were already MAG members. Obviously that percentage can not be typical of the whole of HOG or more than half of MAG's membership would be HOG members and I don't believe that to be the case. I do think this is a constituency that is more likely than any

other to be receptive to the MAG ideology and we need to work on it.

Ideally if you have a Harley rider in your group he or she might be the best conduit to work on this but it's not essential.

I can provide brief advice if anyone feels up to making presentations to HOG chapters but the first thing we need is to establish a contact in each chapter. If you can do this then please let our Clubs Officer Oliver Rose know.

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I'd also add that I'd love to hear from you if you're a member of a similar organisation - Riders Association of Triumph springs to mind as the most obvious candidate, but I'm sure there are others out there. Thanks, Oliver

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## **A new campaign from The Government: Motorcycle safety campaign aims to make drivers THINK!**

From: [Department for Transport](#) and [Robert Goodwill MP](#)  
History: Published 21 July 2014  
Part of: [Making roads safer](#) and [Transport](#)

The 'Didn't See' radio campaign has been launched by THINK! to encourage drivers to take longer to look for motorcyclists.



A [THINK! radio campaign has been launched](#) to encourage drivers to take longer to look for motorcyclists after figures revealed that 30 bikers are killed or injured every day at junctions, Road Safety Minister Robert Goodwill has announced.

Launching today (21 July 2014), the 'Didn't See' campaign will run for 4 weeks on national radio with the aim of reducing the number of motorcyclist and driver collisions on our roads.

Research for THINK! has shown that drivers believe the majority of motorcycle accidents happen because of bikers breaking the speed limit – but statistics actually show around half of motorcyclist accidents, where the rider is killed or seriously hurt, occur at junctions, with drivers failing to look properly being the most common cause.

THINK! will also be launching a new campaign this summer encouraging motorcyclists to undertake further training and to ride defensively to help improve their safety on the roads.

<https://www.gov.uk/government/news/motorcycle-safety-campaign-aim-to-make-drivers-think>

**THINK! Campaign at:** <http://think.direct.gov.uk/motorcycles.html>

If you are on Facebook you can follow the discussion on the MAG Facebook page –which as “spilled” over into the MAG National Justice/Rider Awareness Demonstration – Now you see us! - <https://www.facebook.com/pages/Motorcycle-Action-Group/179141508124>

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If anyone is interested in this seminar please go to the website:

**The future of Local Parking Enforcement on 23<sup>rd</sup> September, central London.**

<http://www.publicpolicyexchange.co.uk/events/EI23-PPE.php>.

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### **Filtering .....**

Although practiced, always appears to be a bit of a grey area, particularly in the case of an accident where Solicitors often have to cite previous cases which have been judged in favour of the rider. Therefore, it was refreshing to see a Country tackling the problem head on as Australia has in New South Wales setting down parameters – makes you wonder if its something we should think of taking up:

From the 1st July 2014 motorcycle lane filtering will be made legal in NSW with strict conditions:

- Motorcyclists must only lane filter when travelling less than 30 km/h
- Motorcyclists can lane filter through stationary and slow moving traffic
- Motorcyclists caught moving between traffic at over 30km/h face heavy fines and three demerit points under a new offence called ‘lane splitting ’
- It will be illegal for motorcyclists to lane filter:
  - next to the kerb
  - next to parked vehicles
  - in school zones
- Motorcyclists should always look out for pedestrians and cyclists
- Motorcyclists should not lane filter around heavy vehicles and buses
- Only fully licensed motorcyclists are allowed to lane filter
- Motorcyclists must only lane filter when it’s safe



- Motorcyclists must comply with all existing road rules when lane filtering. This includes stopping before the stop line at a red traffic light or stop sign, never in front or over it.

**Dave Hammond, Eastern Rep, has pointed this out just in case anyone you know hasn't had their recall yet:**

**Vehicle safety recalls: June 2014**

For further information on any of these recalls, [visit the DVSA recalls database](#) or contact your local dealership.

DVSA reference number	Make and model	Issue
RM/2014/017	KTM - 690 Enduro R and 690 SMC-R	Possible loss of rear brake

<http://content.govdelivery.com/accounts/UKVOSA/bulletins/c46703>

*An interesting piece written by Sarah Travis and submitted by Northern Ireland Acting Rep Steve O'Kane*

### **The Day I Died**

At the recent Belfast Motor Show, I was given an opportunity to take part in a simulated collision where there is a motorcyclist fatality, naturally I jumped at the chance and willingly signed myself up with maybe just a wee notion of an upcoming Oscar in my future too?

Lembit had taken part in the simulation on Saturday, so drawing on his experience we worked on how to make the simulation more realistic, which then lead on to us having an idea of filming the incident using my helmet camera for MAG to use in future. The filming went well, we tried various ideas out and we certainly entertained show attendees who witnessed a crazed woman in a MAG t-shirt and an Arai helmet running into the side of a crashed car then throwing herself on the ground, all while Lembit Opik sits in said car trying to act shocked each time she did this. Pretty sure there is bound to be footage of it somewhere on You Tube, but in the meantime watch this space, we are hoping you you'll hear more about this in the near future.

Typically, the good old Norn Irish weather didn't let us down and the rain poured down! We received a safety briefing before the display and what would happen to each of us taking part was thoroughly explained. We then got into place, with me lying alongside the vehicle, the driver and passenger inside the vehicle and the simulation began. The story line involved a car hitting a motorcycle, the motorcyclist is fatality injured in the collision, the passenger sustains serious injuries including the possible loss of a limb and the driver is shaken, but generally unhurt. They played a staged 999 distress call made by a member of the public about the collision and then you heard the operator requesting the emergency services to attend the scene. The driver is breathalysed and found to be over the legal alcohol limit and is immediately arrested by the police and taken away from the scene. The ambulance service attend to the motorcyclist who is pronounced dead on scene, then placed into a body

bag and removed from the scene. The ambulance service also attend to the passenger of the vehicle and the fire service are required to cut the passenger from the vehicle before the ambulance service can remove him from the scene. The story plays out that the driver is taken to court and receives a 14 year jail sentence.

As I am sure Lembit will agree, it is a very surreal experience to go through. You are hearing all this play out around you, but of course with you being dead in the story you can't react to it, I found it chilling to lie staring up through my dark visor at the grey sky with the rain bouncing off it and realising that this was most likely the last thing the motorcyclist in this collision would have seen. It was the last thing I saw too as once my helmet was removed I had to keep my eyes closed throughout and let me tell you having rain bounce off your face and not react to it is more difficult than it sounds, as is not reacting to the cheeky pair of paramedics jokes and I can't help but think that surely this is all worthy of an Oscar, right?

The simulation was well received on both occasions and upset some people, which at the risk of sounding cruel, I personally thought was in some ways a good thing as it is proof that the message got through and if it has caused even one person to become more aware of their actions while using the roads it was in itself a complete success! Certainly the four of us that took part as being in the collision over the two days didn't bank on how it would affect us, with more than one of us emotionally breaking down a while after the simulation once the reality of being in that type of situation had set in, yes, believe it or not I was one of them and it is something that will stay with me forever!

I would also like to point out that the real unsung heroes here are the ambulance, police and fire service men and women. I spent a bit of time with them before (and after) the display, I heard some of their stories of incidents they had attended and to say that they were shocking is an understatement. The real eye opener for me was that these people are facing these traumatic situations on our roads and yet they say this one was caused by the driver not looking properly, he admitted he was speeding, she knew she was going too fast for the weather conditions, etc literally a second of inattention or carelessness causing the death or serious injury of someone and all preventable by merely taking that second look just to be sure or using common sense! The fact that the people from these three different services can work seamlessly together in these situations is admirable and I did find an all new level of respect for them all when it was explained to me that their own trauma of both seeing and working in these sorts of collisions never really leaves them once their shift is over, it's something they adapt to and basically learn to live with, I can't imagine what that must be like!?

I would finally like to thank the paramedics and fire officers for helping Lembit and myself out by strategically placing helmet cams and their equipment for our filming, I will naturally thank you all personally in my Oscar acceptance speech and you're all invited to the after-party! ;-)

Sarah T

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## **Around GB**

### **Transport for London (TfL) asks Londoners to 'Share the Road'**

Share The Road - Transport for London - for all road users and all ages!

"It's all too easy to get wound up on the road. But what if we let it go instead?"

Breathe in. Breathe out. It's time to move on."

That's what the safety ad from TfL is saying and by highlighting the conflicts that can occur between people, the advert looks to make people think of their actions and therefore look out for others when travelling around the city. **View the ad on You Tube - [http://youtu.be/4ppR5\\_jLGs](http://youtu.be/4ppR5_jLGs)**

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### **Government re-shuffle means a change at Department for Transport (DfT)**

The recent government cabinet reshuffle sees some new faces at the DfT.

Gone is Stephen Hammond as Parliamentary under Secretary of State for Transport, replaced by Claire Perry, who has been the MP for Devizes since 2010.

Appointed to an additional post at the DfT of minister of state for transport is John Hayes, who has been MP for South Holland and the The Deepings since 1997.

Without looking a bit more in-depth to what knowledge they bring to their "new jobs" we can only say that perhaps they would be taking into consideration those constituents who have formed themselves into local/national pressure groups - lobby groups - charities - commercial organisations - other Governmental Departments - local government - forming and asking focus groups – advice from Civil Servant – Party policy and their own experiences.

When was the last time you sent a letter to your MP? You never know where they will end up!

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### **Motorcycle manoeuvre testing to remain off-road following review**

A thorough review of motorcycle testing has concluded that an off-road manoeuvre test is safer and cheaper, Road Safety Minister Stephen Hammond announced today (4 July 2013).

Currently, the motorcycle test is conducted in 2 parts – the first involves demonstrating specific manoeuvres off-road and the second is an on-road test.

The Motorcycle Test Review, which MAG was a stakeholder in, was commissioned to look at the feasibility of moving the off-road manoeuvres part of the test onto the road and has concluded that this would increase injuries and costs.

The government will therefore not implement a single-event on-road motorcycle test.

The Motorcycle Test Review explored whether the whole of the practical motorcycle test could be carried out on the road without jeopardising rider safety or test standards and without increasing costs. The research clearly shows that such a move would increase incidents and cost more money.

Research carried out for the review showed that an on-road manoeuvres test would lead to 17 times the number of serious incidents per year – especially as a result of the higher speed exercises. The research also showed it would increase the duration of the test which would result in higher costs for both candidates and the DSA.

**Full Article and Original Source:** <https://www.gov.uk/government/news/motorcycle-manoeuve-testing-to-remain-off-road-following-review>

### **Brake - The road safety charity- Rural Speed**

The issue of speed limits on rural roads has bubbled up from below the surface again, this time by Brake the road safety charity.

Brake are urging drivers to slow down on country roads this summer to enable families, walkers, cyclists and horse riders to enjoy great British countryside, as a survey reveals that a huge proportion treat them like racetracks. They state that, *“In fact, per mile travelled, country roads are the most dangerous for all types of road user, with car occupants almost twice as likely to be killed on a country road than an urban road, motorcyclists more than twice as likely, and cyclists more than three times as likely.”*

Brake are also calling on government to lower limits on rural roads to a maximum of 50mph, and require authorities to implement lower limits where there are particular risks. Brake say that this will cut crashes and empower people to enjoy the countryside.

As we have said this has bubbled up again so what did MAG have to say the last few times?

**November 1999:** While MAG would not welcome a blanket reduction of the 30 mph limit across urban areas, we believe that the principle of selectively imposing lower limits, as already introduced in some areas is entirely justified in the interests of saving life. However, lower limits must be realistic and enforceable, otherwise they will be ignored. MAG is not convinced that the current obsession with reducing speed limits on all roads will reduce risk exponentially and opposes a reduction of the national speed limit from 60 mph to 50 mph unless the need to do so is conclusive.

**June 2003:** Amendment/Clause to develop a Rural Road Speed Hierarchy through the Railways and Transport Safety Bill - there is not universal support for such a proposal that MAG had contacted the committee and expressed their worry about the clause. That the proposed 40 mph limits would not be appropriate for such occasions on rural roads and that they would be artificially low at other times, drivers could drive considerably faster, thus making them less likely to observe speed limits.

**July 2004:** MAG does not agree with a blanket speed limit of 50mph. There is little doubt that in certain circumstances, drivers need to reduce their speed on rural roads because of passing walkers, cyclists, horses etc. MAG believes that the proposed 50mph limit will still be too fast and not appropriate for these occasions, yet will be artificially low on other occasions and could have a detrimental effect on road safety.

**March 2009:** The proposal for a blanket 50mph limit on country roads represents the ascendancy of politics over reality. Accident analysis shows that a very small proportion of accidents are due to excess speed with carelessness and stupidity within speed limits being far bigger factors. MAG President Ian Mutch said :‘Cutting road accidents is a valid goal but those who simply propose ever lower limits have lost all sense of proportion. There is a balance to be struck between the reasonable expectations of the motoring public for mobility and motoring pleasure, and the interests of safety. The problem with those who crudely argue for ever lower limits is that they have no sympathy with those for whom the open road remains a source of pleasure.’

**MAG Position Statements pdf 261kb** - <http://www.network.mag-uk.org/documents/MAG%20Position%20Statements.pdf>

**The blast from the past - Speed - MAG's policy – 1999** - [http://www.network.mag-uk.org/november\\_99/speed.htm](http://www.network.mag-uk.org/november_99/speed.htm)

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## Road Safety GB

MAG is not a safety organisation however a lot of issues regarding motorcycles evolve around road safety.

So where do all the safety people hang out? Well they are attached to different organisations as experts and specialists and hang around government as advisors and write very important papers at Universities. There are motorcycle safety people out there who bring a perspective to our safety all of which we might not agree with.

However in the UK where do the road safety people “hang out”?

Well you can find them all at Road Safety GB.

*“Road Safety GB is a national road safety organisation that includes representatives from groups across the UK, such as local government road safety teams.*

*Road Safety GB aims to reduce the number and severity of road collisions (and therefore to reduce loss of life and personal injury) by raising awareness of road safety and safer road user behaviour with the road using public, through the provision of training, advice, information, leadership, research, publicity, informed comment and other services to relevant bodies (national and local) and to its members.*

*Road Safety GB works to develop a range of educational initiatives; many in partnership with other organisations and all widely publicised to encourage the national debate on road safety. Road Safety GB aims to inform public opinion by making available more information on the subject, working with other organisations to achieve shared goals.”*

They also run the Road Safety Knowledge Centre which contains examples of materials that have been submitted by local authority road safety teams and other organisations involved professionally in road safety from across the UK and there is a section on motorcycling.

So if you have more than a fleeting interest in Road Safety head over to Road Safety GB.

<http://www.roadsafetygb.org>

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## **New Chair of Road Safety Foundation**

Lord Whitty - Larry Whitty - has been appointed chairman of the Road Safety Foundation.

He said, "I am delighted to be taking on this role at this time," adding "As government moves to legislate so that road users are treated as customers, there is a pressing need to ensure the safety of the road infrastructure we pay for is independently measured and published to international norms. We should not be driving 5-star cars on 1- and 2-star roads."

How you might say so what! However here's a bit about Lord Whitty regarding motorcycles as the Chairman of the Advisory Group on Motorcycling (AGM) from 2001, which MAG sat on as a stakeholder.

Transport and environment minister Lord Whitty today (April 2001) welcomed the publication of the Interim Report of the Advisory Group on Motorcycling, and highlighted the substantial contribution that the group has made in assisting the government to develop its motorcycling policy.

Lord Whitty said: *'The government has long recognised that motorcycles have a role to play in a national transport strategy. Now, aided by the advisory group, our policies are reflecting motorcycling as an integrated form of transport and we have a better understanding of the needs of motorcyclists.'*

Lord Whitty continued: *"With the help of the advisory group, the government is focusing on some key issues for motorcycling. In particular, we are examining the impact of powered two-wheelers on congestion and are exploring their environmental effect. There can be little doubt that mopeds and small motorcycles can offer environmental benefits."*

*"We want local authorities to consider specific measures to assist motorcyclists in making integrated journeys, including parking, interchange facilities and appropriate road maintenance. We are also implementing a package of measures to improve the safety of motorcyclists."*

*"This interim report sets out how we are looking at motorcycling across a wide range of issues. We have made good progress. With the continued help of the Advisory Group - not least those who actually ride motorcycles - we will carry on developing our policies so that we take proper account of motorcycles for integrated transport."*

This report led to the publication in August 2004 Advisory Group on Motorcycling: Final Report to Government and finally in 2005 the Governments Motorcycle Strategy has motorcycling and government lost its way for a better understanding of the needs of motorcyclists.

[www.roadsafetyfoundation.org](http://www.roadsafetyfoundation.org)

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## NATIONAL ROAD VICTIM MONTH - Early Day Motion (EDM)289

That this House commends the national road safety charity RoadPeace for organising National Road Victim Month every August to remember those killed or injured on our roads; notes that August is a particularly poignant month since the first person ever killed in the UK by a car, Bridget Driscoll, died on 17 August 1896; further notes that there is an increased risk of children being injured or killed while on holiday from school and encourages increased caution; further notes that, according to Department for Transport figures for the year ending June 2013, there were 1,730 deaths and a further 21,800 serious injuries on UK roads; therefore supports the Secretary of State for Justice in launching a full review of all driving offences and penalties and announcing tougher punishments; and calls on the Government to go even further and suspend licences of those on bail for criminal driving offences, ensure driving bans do not run concurrently with prison sentences, and bring forward proposals to create a new offence for drug driving.

Does this fit in with the MAG National Justice/Rider Awareness Demonstration – Now you see us!

Would you encourage your MP to sign this EDM?

**Original Source :** <http://www.parliament.uk/edm/2014-15/289>

## HIGHWAYS AGENCY - Early Day Motion (EDM)241

That this House agrees with the findings of the Transport Select Committee, expressed in March 2014, that the case for the removal of the Highways Agency from the direct control of accountable Ministers has not been made; believes that the proposed changes of the status of the Highways Agency to a Government-owned company is the first step towards full privatisation and **will lead to road tolls, increased cost to the public and a detrimental impact on the environment and road safety**; regrets that the option to maintain the Highway Agency as Executive Agency of Department for Transport but with funding certainty was not even considered; further believes that these proposals are not driven by evidence but the ideological belief that the private sector is better than the public sector; and calls on the Government to accept that there is no desire amongst the British public for a costly privatised road network and that the Highways Agency, properly resourced and at arms length as it was originally intended to be, rather than a Government owned company, would be a considerably more efficient and cost-effective solution to delivering the aims of the infrastructure investment in the Strategic Roads Network.

Seems on the face of it one to get your MP to sign?

**Original Source:** <http://www.parliament.uk/edm/2014-15/241>

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## Tax Discs The End Of The Road!

The official announcement from the DVLA that from 1 October 2014, the paper tax disc will no longer need to be displayed on a vehicle windscreen.

Or in motorcycling terms, bolted to, with the risk of being stolen, from our bikes/trikes.

To drive or keep a vehicle on the road you will still need to get vehicle tax and DVLA will still send you a renewal reminder when your vehicle tax is due to expire. This applies to all types of vehicles including those that are exempt from payment of vehicle tax.

From 1 October, when you buy a vehicle, the vehicle tax will no longer be transferred with the vehicle. You will need to get new vehicle tax before you can use the vehicle.

From 1 October 2014 (5 October if setting up at a Post Office®), Direct Debit will be offered as an additional way to pay for vehicle tax. This will be available for customers who need to tax their vehicle from 1 November 2014 – with a charge for this facility - 5 per cent surcharge will apply to biannual and monthly payments,.

If you sell a vehicle after 1 October and you have notified DVLA, you will **automatically get a refund for any full calendar months** left on the vehicle tax. Also it will be no longer be possible to transfer the benefit of a vehicle licence (remaining tax) when there is a change of registered keeper.

This means that you cannot leave the tax on the vehicle for the next owner – a good point to clinch a private sale.

The onus is on the new registered keeper of the vehicle to apply for road tax.

There has been some “outrage” that the government will be able to cash in all the used part month road tax that people can’t claim back.

However the rules at present on refunds are: *You cannot get a refund if the tax disc has run out or it has less than one calendar month left on it.*

**Full Article and Original Source** - <https://www.gov.uk/government/news/vehicle-tax-changes>

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