



# February 2019 Network

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

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For the March edition please submit copy to:- [aine@mag-uk.org](mailto:aine@mag-uk.org). Subject heading:-  
Network by 25<sup>th</sup> February.

**[Acknowledgments:- George Legg. Lembit Opik. Colin Brown. Tracey Smith. Philip Green.  
Plus anyone else I've forgotten.]**

## Editorial

*Its official - I really hate winter! Just putting that out there. Never used to, rode all year round but, you know, as you get older well, things happen.*

*Aside from that, on to the more pleasant things in my life like producing Network!*

*By the length of the report from the dynamic duo that is Lembit and Colin it looks as though its going to be just as busy on the riders rights front as ever.*

*Almost at the end of this edition I've reproduced an article by GEM on the use of mobile phones whilst driving. Its well know to those of you who've been reading Network for a while that this is one of my pet hates so when i read this "and 52% not concerned about the impact of getting caught". These people are insane. With all the advertising there's been, deaths caused, the dangers it poses to everyone, not only vulnerable road users like us - a thousand pound fine and 2 year ban on first conviction is ok by me. That, of course, is my own personal view.*

*Catch you in March. Ride free and safe, AG*

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## Campaigns Report from the Political Unit that is Lembit Opik and Colin Brown

**It's 2019, and while the year is new, to quote Led Zeppelin, the song remains the same. MAG's Political Unit, Colin Brown and Lembit Opik share the latest from the campaigning front**

### **Transport for London engages with MAG in run up to Ultra Low Emissions Zone**

As the Ultra Low Emissions Zone (ULEZ) looms over London, MAG is working hard to secure the necessary exemptions for older motorcycles in the capital. The problem lies in the category of machines aged 10-40 years. These don't necessarily have a 'Certificate of Conformity' (CoC) – which can prove that the emissions from these vehicles are below that specified in the ULEZ conditions.

At time of writing, we're waiting for confirmation of the date for our meeting with the relevant officers at the Transport for London offices. This is key to the continuation of our negotiations, which commenced last year with the Mayor Sadiq Khan himself. Lembit has described his assessment of the chances of progress as quite high: 'it's hard to see any logical reason for the Mayor and his team to resist this engagement and the proposals we're making for an exemption. After all, the commuting fleet of motorbikes make an un-measurable amount of emissions and in net terms reduce them. Anyone who shifts from four wheels to two is cutting their eco-footprint and that's got to be something which the Mayor would wish to encourage.

MAG has also reached out to many manufacturers to establish what each one can offer in terms of assistance with the relevant documentation that can help get a specific exemption for older machines. You'll find information on this process on MAG's website for the following makes: Honda, BMW, Kawasaki, Suzuki, Yamaha, Harley Davidson, KTM, Lexmoto, Aprilia, Husqvarna, Moto Guzzi, Piaggio, Royal Enfield, Triumph, Norton, Gilera, Vespa.

If you can't get the Certificate of Conformity, because your bike's too old and hasn't got one, another option is to get it tested professionally. If it comes in below the levels of emissions in the ULEZ rules, you should also be able to get an exemption. Please keep us posted on your progress, because we may be able to get 'class exemptions' if consistent patterns emerge in the testing data.

ULEZ is set to be a very problematic for the Mayor if many people are caught off-guard by the new and high charge of £12.50. We're doing our best to protect riders from the ULEZ charging fallout.

### **Keeping track of air quality threats and opportunities**

We now have a document on MAG Wikki that covers the state of play on air quality round the country.

[https://wiki.mag-uk.org/images/8/86/Clean\\_air\\_zone\\_NEWS.pdf](https://wiki.mag-uk.org/images/8/86/Clean_air_zone_NEWS.pdf)

We will do all that we can to keep it up to date on a monthly basis as things progress (it was out of date within days of being published). We will need your help on this. Check to see if your local authority, nearest town or city is mentioned. If not there is possibly nothing happening, but let us know if you hear anything locally. If you see an authority listed with "No news" that means there will be something going on because they were on the list issued by DEFRA as having to do something, we just have not been able to get the information yet.

Remember that Air Quality is not just a threat, it can be an opportunity to promote motorcycling as a solution, so, if there are no plans to charge motorcycles, there is an open invitation to engage on the front foot with promotion of the solution.

Please let us know if you have any word of proposed emissions zones in your area. We want to keep an accurate picture of what's going on nationwide and we can help to challenge anything which irrationally attacks motorcycling.

### **United Nations and MAG to work together**

MAG is set to work closely with the United Nations Environment Department, following contact with their policy making team. The aim is to promote a more integrated approach towards the role of powered two wheelers in regard to the eco-targets of the UN. This is a very important development because of the influence which the UN's guidance has globally on transport policy.

Lembit has been in contact with the UN for some months. Their response constitutes a significant advance in the potential status of the motorcycling community in the UN's policy evolution.

The UN response stated to Lembit: 'As you accurately stated in your letter, motorcycles could provide a short-term and immediate way to reduce emissions now.' It adds: 'We are delighted to hear of your interest in working with the United Nations on this important initiative and look forward to working with you as well.'

The next step will be for the UN and MAG to meet to set terms of reference for the collaboration. The outcome should be globally important. It helps politicians embrace modal shift towards powered two wheelers as an environmentally intelligent element in transport strategies internationally.

This will have implications for local campaigning. You can use the quote from the UN in meetings now, and we hope to have further supportive joint policy statements for you in the next couple of months.

### **Vision Zero, common sense, and MAG**

Following the expression of concerns by MAG over the 'Vision Zero' agenda – which, literally, implies the achievement of zero deaths or serious injuries on the UK's roads, MAG has commenced serious discussions with London policy makers on the matter.

There are some signs that more senior officers recognise the goal of ZERO killed or seriously injured (KSI) road casualties as an aspiration, rather than a literal target. MAG has agreed to outline its position and share it with TfL (Transport for London) prior to formal talks.

It is regarded as very important to get a sensible debate going on this. Cyclists experience a higher KSI rate per kilometre than motorcyclists, so there are huge potential contradictions in the application of Vision Zero to one mode of transport and not to another. In fact, as long as the authorities promote cycling, they cannot realistically pretend they are going to preside over a net reduction in injuries and deaths, because they're asking people to move away from comparatively safer modes like cars.

With patient engagement, MAG may be able to help have a wise approach towards road safety. In this environment, the risk of forcible banning or discouragement of some higher risk travel options, like cycling and motorcycling, recedes. It's worth noting that a literal interpretation of Vision Zero would also require the banning of walking, which also has a non-zero KSI rate. It would appear prudent to move away from a purist policy that would require all travel to be banned, for the sake of an otherwise unachievable target.

Please let us know when you hear or read anything about road safety which doesn't sound right to you. We are creating a portfolio of evidence of what's being said that's right - and also of the rubbish which is being stated. MAG will work with anyone to have a coherent safety agenda, and that means standing up against the nonsense locally as well as nationally.

### **Particulate Matter in the Underground? Don't worry about it!**

A dramatic further illustration of the Orwellian 'double-think' surrounding the current dash for clean air was reported in the Guardian newspaper. In a Guardian article entitled 'Report sparks concerns over poor air quality on London Underground,' it is revealed that pollution in tube stations 30 times higher than beside busy roads in the capital!

The Committee on the Medical Effects of Air Pollutants (COMEAP) warned Transport for London (TfL): 'Given that there is strong evidence that both long- and short-term exposure to particle pollutants in ambient air are harmful to health, it is likely that there is some health risk.'

In some places, tests recorded an average 492 micrograms per cubic metre ( $\mu\text{g}/\text{m}^3$ ) of air, compared with an average of 16  $\mu\text{g}/\text{m}^3$  from a roadside monitoring site in the capital. Passengers are exposed to the same concentration of particulates in an hour on the tube as they are during a full day above ground in ambient London air, the committee found.

Incomprehensibly, Professor Frank Kelly, who Chairs COMEAP, said people should continue to use the tube given the relatively short time spent underground and lack of evidence of harmful effects. He stated: "We've got all this information about the health impacts of the particles above the surface. Below ground, we know we have a higher mass but of a different type – we don't yet have the research into the level of the toxicity, and hence the health risk...passengers should just use the tube as usual until we have better understanding of the risks."

This directly contradicts the sensationalist warnings we get from clean air campaigners about roadside pollution, where it is simply assumed that the particulate matter is bad for you. Now we learn that 30 times higher levels aren't anything to worry about. If proof were needed about evidence of the selectivity of shrill warnings about air quality, this is it. MAG long ago highlighted this contradiction between 'bad' tube air and 'better' roadside air. It looks like others are finally catching up. Over time, a serious re-adjustment to the air quality debate will inevitably have to follow. This matters to riders, because until that re-adjustment happens, anyone using a petrol-engined vehicle runs the risk of being banned by the prejudicial policies directed against motor vehicles which, as we can see, have no consistent basis in logic. Until now, the song has remained the same. But, in order to avoid potential court action on the basis of discrimination against road users, that song WILL soon have to change.

Have any politicians or campaigners said anything ridiculous or contradictory about health and air pollution in your area? Let us know. We'll ask them to explain their claims, or work with us to improve their understanding of the scientific realities.

### **Bus Lane Resistance**

There are ongoing bus lane access battles that we know of around the country, including in West Yorkshire, West Midlands and Cambridge. These battles often become bogged down in an unwillingness by civil servants to take action or in some cases even have a discussion. In these cases there is nothing like a bit of political pressure via elected councillors. We ask all members in areas not yet having bus lane access to contact their local councillors. You voted for these people and they are there to serve you. Explain that you personally want access to bus lanes and ask them to do something about it. If you find your councillor is supportive let us know, we can provide all the data, arguments and evidence to help support the councillor in requesting that access is considered in your area.

### **Bike Theft**

There is now a National Vehicle Crime working group set up by the Minister for Policing, Nick Hurd. We have not been given access to this group, but are doing all we can from the outside to ensure that it is productive in terms of bike theft and does not focus solely on car theft. We continue to be willing to work with any police force to tackle the issue and are exploring all opportunities as they emerge. If there is an initiative in your area that you think we can add value or support to, please get in touch.

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## **MAG PRESS RELEASES**

### **MAG, ULEZ and exemption of older motorcycles**

Update on: Honda, BMW, Kawasaki, Suzuki, Yamaha, Harley Davidson, KTM, Lexmoto, Aprilia, Husqvarna, Moto Guzzi, Piaggio, Royal Enfield, Triumph, Norton, Gilera, Vespa.

The Motorcycle Action Group (MAG) has been working to exempt as many motorcycles as possible from the high Ultra Low Emissions Zone (ULEZ) charges being introduced in London in April 2019. In a series of releases, MAG is outlining the progress made with manufacturers in helping you to avoid charges, by proving your motorcycle is compliant with the emissions levels that have been set.

Following a productive meeting with the Mayor of London, Sadiq Khan, regarding motorcycles in the Capital, MAG is engaged in seeking information from manufacturers which will help you secure an exemption for your motorcycle. MAG's Director of Communications & Public Affairs, Lembit Öpik, explains: 'we have agreed with the Mayor that those motorcycles which achieve the emissions standards set for the ULEZ charge should be exempt. It's common sense and eminently fair to do this.

'There are two ways to achieve that exemption: a Certificate of Conformity, showing that your machine produces less NOx than the upper permissible limit; or a specific test of your machine providing evidence that this is the case. We're working with manufacturers to see what needs to be done to get a Certificate of Conformity (COC) and we'll share that information as we get it.

MAG is also working to seek a simple, long-term solution that avoids any punitive toxic tax for motorbikes and scooters. The current proposal, which MAG is opposing, would add

£12.50 to a daily commute for many, increasing the cost of the journey by over 1,000%.

We'll keep you posted on manufacturers as we get more information from them.

Contact MAG at 01926 844 064 or [central-office@mag-uk.org](mailto:central-office@mag-uk.org)

ENDS

How to get Certificate of ULEZ exemption link: [https://wiki.mag-uk.org/images/f/fd/How\\_to\\_get\\_Certificate\\_of\\_ULEZ\\_exemption.pdf](https://wiki.mag-uk.org/images/f/fd/How_to_get_Certificate_of_ULEZ_exemption.pdf)

Honda, BMW, Kawasaki, Suzuki, Yamaha, Harley Davidson, KTM, Lexmoto, Aprilia, Husqvarna, Moto Guzzi, Piaggio, Royal Enfield, Triumph, Norton, Gilera, Vespa.

### **How 'NICE' is advice on road planning?** (This version 2019 01 08)

The Motorcycle Action Group (MAG) questions why a health group is venturing into the complex world of road planning - and perhaps missing the point of our roads.

MAG has expressed surprise that the National Institute for Health and Care Excellence (NICE) has issued guidance on road planning, even though it has no publicly known experience in highways design and operation. This follows advice from NICE that to keep Britain healthy the roads should be reprioritised for fitness activity.

Lembit Öpik, MAG's Director of Communications & Public Affairs, says: 'NICE says road planning should explicitly prioritise cycling and walking, in preference to private vehicles with engines. They say this will make us healthier by reducing obesity, diabetes and other conditions. Deprioritising powered vehicles in deference to economically insignificant methods of travel, namely unpowered methods, seems unwise. What proportion of us will walk many miles to work, cycle to hospital appointments or pedal to official engagements? It's just not realistic to think anything more than a small proportion of journeys will be made on foot or by bicycle. This otherwise respected body seems to be offering policy far outside its area of expertise.'

MAG's Director of Campaigns & Political Engagement, Colin Brown, highlights a further confusion: 'my analysis indicates that in London, where the policy they propose has been partly implemented with hundreds of millions of Pounds invested in cycle road space, motorcycle accidents have gone up. We predicted this would happen - a direct result of restricted road space for powered vehicles caused by the prioritisation to protect cyclists, even at the cost of other road users' welfare. How can NICE defend steps which damage the health of other road users to favour cyclists? Considerably more bikers die in London than cyclists. Why is the possible link between these deaths and infrastructure changes to favour cycling being ignored?

'There's a principle too,' continues Colin. 'Transport's key mission is to move people and freight, not to improve public health. As a secondary benefit, that's fine, but we can't let it undermine the primary purpose of the road network. There are many ways to get healthy,

but without powered road transport we can't effectively convey people and goods around the country. Anyone is free to cycle or go jogging in a park. But we utilise motorcycles, cars and HGVs – in other words, we use roads - for a main purpose that's nothing to do with health. Push bikes as a mode of transport deserve consideration; but as 'get fit' devices they deserve no particular priority on the highway because that's not what we built roads for. It's not right to redeploy highways for health at the cost of mainstream traffic.'

MAG asks NICE to show why they want to compromise the transport system, with health harms to other road users which the pro-cycling policy causes, or to rethink this policy.

### **MAG praises MP's hard line against dangerous drivers.** (This version: 2019 01 10)

The Motorcycle Action Group (MAG) has welcomed the tough position expressed by Conservative MP Peter Heaton-Jones regarding the sentencing of dangerous drivers.

MAG's Regional Representative in the South West, Tracy Smith, has received a welcome boost to the campaign for justice against potential killer drivers, whose actions risk the safety of other road users - including motorcyclists.

Mr Peter Heaton-Jones, the Conservative Member of Parliament for North Devon, has confirmed that he backs changes which increase the possible sentences for causing death. Mr Heaton-Jones stated: 'The maximum penalty for causing death by dangerous driving and causing death by careless driving under the influence of drink or drugs will both be increased from fourteen years to life.' Mr Heaton-Jones added; 'these tougher sentences come after an overwhelming response to a consultation, which revealed substantial backing for the plans from a wide range of people including victims, bereaved families and road safety experts.' He confirmed that that a new offence of causing serious injury by careless driving will also be created.

Tracy is pleased to see this development: 'having to discuss all this is only necessary because of the actions of a small number of irresponsible killer drivers who aren't fit to share the road space with anyone. They deserve the prospect of life imprisonment for killing bikers and other road users through their criminal behaviour. MAG welcomes Mr Heaton-Jones's support for those who face the tragedy of stolen lives, as a result of these dangerous drivers. Nobody wants to suffer this horrible situation, and I hope that these stiffer sentences act as a deterrent to chancing such wilfully irresponsible behaviour in the first place.'

The response Tracy has received proves the value of contacting your MP for support for bikers who suffer harm from bad driving by others. Public opinion got the law changed in the first place, and will continue to help get justice for the victims of such reckless driving.

### **Help us catch a potential road killer.** (This version: 2019 01 18 )

MAG is offering up to £1,000 to catch a potential road killer.

MAG has announced a £1,000 reward for information leading to the successful prosecution



of the individual responsible for a 'hit & run' incident near the Squires Café Bar in North Yorkshire, where a car driver left a seriously injured motorcyclist, Matthew Ramsden, lying on the road with his damaged motorcycle.

The incident occurred in Sherburn-in-Elmet. Police say that Matthew was travelling along the B1222, near Peckfield, on Sunday 6 January at around 4.40pm, when he collided with a car at the junction with the A63. The driver did not stop at the scene.

Castleford-based firm, West Riding Personal Financial Solutions, has also put up £1,000 for information leading to a prosecution. Police believe the car to be a silver saloon - possibly a VW or a Skoda - and it suffered severe rear bumper damage as a result of the collision. Yorkshire MAG Representative Richard 'Manny' Manton describes this latest incident as a 'line in the sand.' He says: 'the guilty driver showed no respect for the biker's life or property – and also decided to evade the law instead of fulfilling a basic moral and legal responsibility as a road user.'

Manny continues: 'we're offering up to one thousand pounds for information leading to a successful prosecution because MAG isn't going to stand by and tolerate blatant criminality on the highways of Yorkshire - or any other part of Britain. If you know who did this, and you don't speak up, you're protecting someone who can't be trusted by you or anyone else. Help us get justice – and potentially pick up a thousand pounds for yourself. This offender isn't fit to be on the roads. If they are not found, they can do it again - to you or someone you love.'

Please contact MAG on 01926 844 064 with any information. You can speak to us in confidence. We won't reveal your identity – we just want the identity of a law-breaker too cowardly to stay at the scene of a serious accident where someone could have died.

You can visit this site to get further police information about the incident:

<https://northyorkshire.police.uk/news/hit-run-appeal-b1222/>

Contact MAG at 01926 844 064 or [central-office@mag-uk.org](mailto:central-office@mag-uk.org)

## **MAG to work with the United Nations on transport policy**

(This version: 2019 01 18)

The Motorcycle Action Group (MAG) will be working in partnership with the United Nations on motorcycling's role in global transport policy.

MAG has received communication from the United Nations Environment Department, expressing their eagerness to work with the Motorcycle Action Group on promoting modal shift towards powered two and three wheelers.

This landmark development was announced in a reply to MAG's Director of Communications & Public Affairs, Lembit Öpik: 'As our understanding of the environmental agenda has deepened, we have inevitably found ourselves having to contact higher authorities,' explains Lembit. 'Our constant aim has been to ensure that motorcycles are being treated as part of

the solution to reducing congestion and pollution – as well as cost – for private journeys. I approached the United Nations because they are so influential in terms of environmental strategies. We have made a real breakthrough – and we’re clearly speaking to the right people there. This development is of global importance for motorcycling and its role in transport planning.’

The letter, received from the UN, states: ‘As you accurately stated in your letter, motorcycles could provide a short-term and immediate way to reduce emissions now.’ It adds: ‘We are delighted to hear of your interest in working with the United Nations on this important initiative and look forward to working with you as well.’

MAG’s next step is to engage with the UN Air Quality and Mobility Unit, to establish terms of reference for the collaboration. ‘I believe this is the most significant development for motorcycles in relation to environmental policies in recent history,’ adds Lembit. ‘What we do now will have implications for motorcycling across the planet.’

‘It shows that diligent activity can lead to internationally significant partnerships. It is an exciting prospect to be working with the UN. It’s a win for them, the environment and all road users the world over. I’m pleased to be able to share such good news so early in 2019.’

Contact MAG at 01926 844 064 or [central-office@mag-uk.org](mailto:central-office@mag-uk.org)

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Hi there,

My name is Tracy Smith and some folks may already know I am the current National Reps Liaison Officer having been handed the baton from Jane Carrot via the September 2018 AGC.

What's my MAG provenance? you may well ask..I have been involved in MAG for about 25 years. I have been a Regional Rep 3 times and currently hold the post for the South West Region as well as group treasurer for the North Devon Group.

I am sending a monthly email to the reps across the organisation, with which I am attempting to ensure that all the groups have the same MAG documents and the same access to information while being available as a point of information. I have already sent

out the up to date reps handbook, the updated constitution, the group rules, GDPR form, where to advertise your MAG events with MAG Ltd and the latest one was a New Year greeting and reminder to have a sort out of any outdated MAG paraphernalia. IE leaflets and old magazines etc. Hopefully the reps will mention this as its a good time to ensure we are all up to date.

While the emails are going to your reps, other officers are welcome to contact me if they feel I may be able to help them.

I know all groups are different and all have their own strengths. But I am sure we can all learn from others too so never be afraid to share a good idea either.

I hope I can be of service  
Tracy

**Tracy Smith**  
**South West Regional Representative &**  
**National Reps Liaison Officer**  
**Motorcycle Action Group Ltd**  
**0844 248 0174**

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## **Authorities adopting 'risk-based' approach to potholes**

Analysis by the RAC Foundation shows that local highway authorities are increasingly adopting a 'risk-based' approach to fixing potholes.

Based on data received from 190 of the 207 local highway authorities in Britain, the RAC Foundation says 75% (142) had already moved to a risk-based approach by autumn 2018: <https://www.racfoundation.org/media-centre/potholes-does-size-matter>

A further 15 (8%) said they were about to move to the new system or were reviewing their existing practices.

The 'risk-based' approach is recommended as best practice by the UK Roads Liaison Group, a collaboration of both national and local government.

Under this approach, councils not only take into consideration the size, width and depth of a pothole – but also the type of road, the volume of traffic the road carries and the mix of road users.

The RAC Foundation analysis also shows almost all authorities still set minimum investigation levels – based on depth and width measurements – below which they won't assess potholes, nor assign response times based on the dangers they pose.

While 37 local highway authorities said they would investigate when a pothole was between 20-30mm deep, 26 others said the depth had to be at least 50mm or more.

Steve Gooding, director of the RAC Foundation, said: “It is good to see that the vast majority of local highway authorities are adopting the best practice ‘risk-based’ approach recommended by the UK Roads Liaison Group, which is putting the risk to road users front and centre alongside the potential for a defect to develop into a bigger structural problem.

“The total number of potholes being filled in might still be limited by a shortage of funding, but this approach at least means those that are most dangerous are fixed first.”

In terms of repair times, the analysis reveals the quickest-acting councils in Great Britain aim to fill in the most severe potholes in their roads within minutes.

Cumbria, Flintshire and South Lanarkshire aim to act ‘immediately’ to repair potholes that pose the greatest risk to the state of the road and the safety of drivers and riders.

The most common response time to the most urgent problems is two hours, with 79 councils looking to patch up the road within this period.

At the other end of the scale it can take some councils three or more days to intervene.

Steve Gooding added: “It is understandable that large rural authorities set themselves longer response times, simply as a result of having to travel further to effect repairs, but motorists might still be surprised to see such a wide variation across the country.

“Those particularly vulnerable to potholes – cyclists and motorcyclists – might ask whether the speed of pothole investigation should be based solely on the risk to users.”

RAC Foundation: What is a Pot Hole: [https://www.racfoundation.org/wp-content/uploads/What\\_is\\_a\\_pothole\\_final\\_Makwana\\_December\\_2018.pdf](https://www.racfoundation.org/wp-content/uploads/What_is_a_pothole_final_Makwana_December_2018.pdf)

RAC Foundation: Table - road defect response times by council: [https://www.racfoundation.org/wp-content/uploads/Council\\_road\\_defect\\_intervention\\_times\\_and\\_pothole\\_sizes\\_December\\_2018.pdf](https://www.racfoundation.org/wp-content/uploads/Council_road_defect_intervention_times_and_pothole_sizes_December_2018.pdf)

***And, here is:-***

LGA responds to pothole report by RAC Foundation

<https://www.local.gov.uk/about/news/lga-responds-pothole-report-rac-foundation>

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***I received this bit from Philip Green – much appreciated – there is an added piece from Lembit at the end:-***

“I’ve checked on the GOV website and it says that the Dartford Crossing is free for bikes - the article could be interpreted otherwise? The new Mersey Gateway is (currently) free for bikes, however, when the old Runcorn Bridge renovation is finished, rumour has it that both crossings will be one-way -whether they will both be free is something we need to keep an eye on.”

Also,

“Hi Anne,

This is the "response" I got about charges on the Silver Jubilee Bridge - I will keep an eye out closer to when it reopens, in 2020.

From : contactus@merseyflow.co.uk  
Date : 05/01/2019 - 12:02 (GMTST)  
Subject : Re: CaseNumber: #C-271-259479#

Dear Sir or Madam Thank you for contacting merseyflow. With regards to your recent email relating to road user charge information for the Silver Jubilee Bridge. We are currently unable to clarify any details. This information will be released closer to the time of opening and you can keep checking our website at <https://www.merseyflow.co.uk/> for any further update. Should you require further assistance, please do not hesitate to contact us on 01928 878 878. Our opening times are Monday to Friday 8am – 8pm, weekends and bank holidays 9am – 6pm. Alternatively, come along to our walk-in centre, situated at 9 Howard Court, Manor Park, Runcorn, WA7 1SJ. Our walk-in centre is open Monday to Friday 9am - 7pm. Weekends and Bank Holidays 9am - 6pm.  
Yours sincerely, The Merseyflow Customer Service Team

*Below is a response from Lembut to the first para above from Philip.*

“Many thanks for this.

I don't know if we should ask because it could prompt consideration of something they're not considering.

I suggest we wait for any such consultation.

***Lembit Öpik***

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**Colin has reviewed this and his comments are below:-**

Interesting new report from RAC Foundation

[https://www.racfoundation.org/wp-content/uploads/Stars\\_or\\_standards\\_a\\_review\\_of\\_motorcycle\\_protective\\_clothing\\_Liz\\_de\\_Rome\\_December\\_2018.pdf](https://www.racfoundation.org/wp-content/uploads/Stars_or_standards_a_review_of_motorcycle_protective_clothing_Liz_de_Rome_December_2018.pdf)

Having briefly reviewed it I believe it meets our standards with respect to educate don't legislate given the below text from the conclusions:

“The objectives of the scheme are to reduce the prevalence of injuries by increasing the usage and effectiveness of the PPE available by enabling riders to make well-informed purchasing decisions, and encouraging industry to provide garments that are suitable for use in hot conditions. Consultations have indicated that engaging the market would be more productive and cost-effective than regulation for achieving these goals.”

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## **Scotland:- Consultations**

Scotland: Consultation: Transportation Noise Action Plan

<https://consult.gov.scot/transport-scotland/transportation-noise-action-plan-2019-2023/>

Scotland: Consultation: Motorsports On Closed Public Roads

<https://consult.gov.scot/transport-scotland/motorsports-on-closed-public-roads/>

### **Sites you may wish to visit:**

Guidance: Motorcycles that can be used for motorcycle riding tests (updated 31 December 2018)

<https://www.gov.uk/government/publications/list-of-motorcycles-that-can-be-used-for-riding-tests>

Form: Appeal a Motorcycle Single Vehicle Approval (MSVA) decision (updated 28 December 2018)

<https://www.gov.uk/government/publications/msva-appeal-application-form-msva-17>

RSGB: Survey respondents back call to increase fines for speeding motorists

<http://roadsafetygb.org.uk/news/survey-respondents-back-call-to-increase-fines-for-speeding-motorists/>

GEM: Clean your plate before every journey and avoid a £1000 fine, urges GEM

<https://blog.motoringassist.com/news/clean-your-plate-before-every-journey-and-avoid-a-1000-fine-urges-gem/>

Research at DVLA

<https://www.gov.uk/government/organisations/driver-and-vehicle-licensing-agency/about/research>

## **Motorcycles, mopeds and more. Transport for London**

Motorcycles need to meet minimum emission standards when travelling in the Ultra Low Emission Zone (ULEZ) or be subject to a charge.

Vehicles included are:

- Motorcycles
- Mopeds
- Motorised tricycles
- Quadricycles (L category)

### **Minimum emission standards**

All vehicles will need to meet Euro 3 emissions standards.

The ULEZ will be enforced based on the declared emissions of the vehicle rather than the age - but generally speaking Euro 3 engines as those registered with the DVLA after July 2007.

## Charges (if ULEZ standards not met)

We would prefer vehicle owners to use vehicles that meet the new emissions standards rather than pay a daily charge.

- Daily charge - ULEZ (Low): £12.50
- Penalty charge: £160 (reduced to £80 if paid within 14 days)

These are in addition to any Congestion Charges that apply. (Motorcycles etc are not subject to the Low Emission Zone (LEZ).)

## How to pay

- Register for Auto Pay (£10 admin charge per vehicle) - this will be expanded to include ULEZ payments. Already have Auto Pay? Then you don't need to do anything
- Pay online on this website from 8 April 2019
- Download the free official TfL app and pay from 8 April 2019
- Pay by phone
- UK: 0343 222 2222 (TfL call charges) (<https://tfl.gov.uk/corporate/terms-and-conditions/tfl-call-charges> )
- International:+44 20 7649 9122
- Textphone: 020 7649 9123 (if you have impaired hearing)

AutoPay: <https://tfl.gov.uk/modes/driving/congestion-charge/auto-pay>

## Your options

If your vehicle does not meet the required ULEZ standards you can:

Walk, cycle or use our public transport network

- This includes our Night Tube, Night Bus and Night Overground services
- Visit our journey planner tool: <https://tfl.gov.uk/plan-a-journey/>

## Take advantage of our fares freeze and off-peak fares

- Use our Hopper fare to take unlimited bus or tram journeys within one hour for £1.50. Find out more about the Hopper fare: <https://tfl.gov.uk/campaign/hopper-fare>
- Travel off peak anywhere between Zones 2 and 6 for £1.50. Find out more about fares
- Night services on the Tube and London Overground are off peak
- If you're planning a night out, travel from Zones 2-9 in to Zone 1 during the rush hour from £2.40. When is off peak? <https://tfl.gov.uk/fares/find-fares/tube-and-rail-fares#on-this-page-2>

## Upgrade to a second-hand vehicle that meets ULEZ standards

- Nearly all motorcycles produced since 2007 meet the ULEZ standards
- Check your vehicle registration document to find your vehicle's Euro emission standard or NOx emissions. If these are not listed on the vehicle registration document then use our vehicle checker: <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/check-your-vehicle>

The date when your vehicle was first registered with the DVLA is in section B of the document. You can check the date with Gov.uk's vehicle enquiry service.

## Pay the daily charge



- You'll be able to pay any ULEZ, LEZ and/or Congestion Charges that apply online, all at the same time

### **Go electric**

- Electric motorcycles emit no NOx or CO2 from the tailpipe. More information about electric vehicles, including a list of those eligible for a grant, is on Gov.uk's page on plug-in grants : <https://vehicleenquiry.service.gov.uk/>

### **See if you qualify for a discount or exemption**

- Check on the Discounts & exemptions page: <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/discounts-and-exemptions>

### **Questions about ULEZ?**

If you need urgent advice about the ULEZ, or disagree with information supplied by our vehicle checker, you can make an enquiry and attach supporting evidence:

<https://tfl.gov.uk/modes/driving/cc-contact-us-make-an-enquiry-wizard-37743>

### **ULEZ boundary expansion**

From October 2021 the ULEZ will expand to the North and South Circular Roads. All motorcycles within the expanded zone will need to meet the ULEZ emissions standards or pay a daily charge.

Find out more about this and other planned changes for the ULEZ and the Low Emission Zone from 2020: <https://tfl.gov.uk/modes/driving/low-emission-zone/lez--ulez-changes-2020-2021>

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## **MEPs back new road and vehicle safety rules**

ETSC: January 10, 2019

New EU rules covering road infrastructure safety and minimum vehicle safety standards moved a step closer today, following approval by a key committee of MEPs in the European Parliament. The European Transport Safety Council welcomed the progress and is calling for the EU to reach a final deal on both pieces of legislation as soon as possible.

The European Parliament's Transport committee voted to approve an update to rules governing road infrastructure safety management. The existing requirements ensure governments carry out regular road safety audits, identify high-risk sites and prioritise safety when building new roads but the rules only apply to major European roads known collectively as the Trans-European Transport Network (TEN-T).

The European Commission proposed an update in May that would extend the rules to all motorways, all "primary roads" and all non-urban roads that receive EU funding. ETSC and other organisations have been calling for all main urban and rural roads to be covered, as many more people die in collisions on these types of roads than on motorways.

MEPs did not choose to extend the scope that far, but their backing of the Commission's proposal to cover primary roads offers considerably higher potential safety benefits than that of the EU Member State transport ministers. At a meeting in December, transport ministers said it should be up to Member States to decide which primary roads are covered. ETSC fears that that would leave open the possibility that some countries would propose the bare minimum, or only roads that already meet high safety standards.



The European Commission also proposed in May that performance standards for road signs and road markings across Europe should be developed. MEPs agreed, again taking a stronger position than national transport ministers who effectively dismissed the idea. A high standard and consistency of road signs and road markings across Europe could be an important issue for higher levels of automation, when cars increasingly take away control from the driver under certain circumstances.

MEPs also want to see minimum road safety requirements for vulnerable road users such as pedestrians and cyclists. The existing legislation, which mainly covers motorways, does not make special provision for these groups.

The final shape of the rules will only be decided following a vote by the full European Parliament and final negotiations with transport ministers.

#### Safer cars, vans, buses and lorries

The Transport committee also voted in support of a wide-ranging package of new vehicle safety measures today. The update to the EU's General Safety Regulation for motor vehicles was proposed by the European Commission in May and includes a number of new mandatory technologies such as Automated Emergency Braking (AEB) and an overridable form of Intelligent Speed Assistance (ISA), to help drivers keep within the speed limit. MEPs backed the proposals, though they requested an additional two years for Intelligent Speed Assistance systems to be made mandatory.

In a positive move, MEPs said that the new rules should be fast-tracked, with implementation to start two years after adoption of the rules, rather than the three years proposed by the European Commission. In addition MEPs requested that eCall, an automated emergency calling system fitted to all new cars and vans in the EU, should also be fitted to lorries and buses in the future.

Because vehicle regulations are part of EU single market legislation – the Parliament's Internal Market (IMCO) committee will take the lead role in defining the final vehicle safety rules – starting with a vote next month. ETSC is urging the IMCO committee to back the original timeframe for the introduction of ISA technology, not least because the technology is already widely available. For example, the new Ford Focus is fitted as standard with ISA, across all models in the range.

Ellen Townsend, Policy Director of the European Transport Safety Council said: "MEPs deserve praise for backing a strong package of road infrastructure and vehicle safety legislation today. We hope the final package that ends up being agreed will make a significant contribution to reducing the 500 deaths on European roads each week, and that pressure to weaken the rules is strongly resisted during the upcoming negotiations."

ETSC: <https://etsc.eu/meps-back-new-road-and-vehicle-safety-rules/>

Notes to editors:

Joint Statement (ECF, ERF, ETF, ETSC, TISPOL) on Revision of Road Infrastructure Safety Management Directive: <https://etsc.eu/joint-statement-on-revision-of-the-road-infrastructure-safety-management-directive-2008-96/>

ETSC Position Paper: Revision of the Road Infrastructure Safety Management Directive: <https://etsc.eu/position-paper-the-revision-of-the-road-infrastructure-safety-management-directive-2008-96-and-tunnel-safety-directive-2004-54/>

ETSC Position Paper: Review of the General Safety Regulation: <https://etsc.eu/position-paper-revision-of-the-general-safety-regulation/>

Last Night the EU Saved My Life: ETSC's campaign in support of new vehicle safety measures: <https://etsc.eu/last-night-the-eu-saved-my-life/>

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***If you're travelling in Sussex – be warned:-***

**'Don't speed on green', motorists warned**



New technology has been introduced in Sussex in an effort to reduce speeding offences at traffic lights.

The 'speed on green' cameras aim to tackle the problem of drivers speeding up in order to 'beat the red light'.

The portable cameras, which work in the same way as traditional speed cameras, are designed to be used at locations controlled by traffic lights and which have red light cameras already in use.

They have been funded by Brighton and Hove City Council, who made the first camera operational on 7 January in an area with a 'history of collisions and speeding'.

The initial trial, carried out by the Sussex Safer Roads Partnership (SSRP), took place on a 30mph road and resulted in more than 175 potential offences being detected – with speeds as high as 50mph recorded.

While the cameras are currently only being used at one location, the SSRP says the ultimate aim is to have all traffic lights across Sussex capable of detecting 'speed on green offences'.

Gill Mitchell, lead councillor for transport at Brighton and Hove City Council, said: "I have no doubt that these new speed on green cameras will be a great aid to road safety in Brighton and Hove and will greatly enhance road safety at a number of traffic light controlled junctions where serious injury crashes have occurred."

Sussex Police: <https://news.sussex.police.uk/news/first-speed-on-green-camera-goes-live-in-brighton-and-hove-349181>

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## **2018 Powered Two Wheeler Market**

MCIA: 10th January 2019

In a year that has seen turbulence across several retail sectors, the Powered Two Wheeler (PTW) market bucked the trend by finishing 2018 slightly ahead of 2017, as more people

took advantage of motorcycles and scooters to beat congestion on their daily commute, improve air quality and enjoy their journeys. The strongest growth was seen in the 51-500cc segments, which comprises among others, space efficient, zero and low-emission machines, ideal for medium-distance commuting and congestion-busting local deliveries.

The MCIA believes that increased consideration of PTWs and other Powered Light Vehicles within Government transport and road planning would tempt many drivers away from their single-occupancy cars, especially where walking, cycling and public transport are not viable alternatives. The overall PTW market topped-out at 105,816 registrations, made up of 81,263 motorcycles and 24,553 scooters.

A more detailed breakdown of 2018 PTW registrations can be found at: [http://www.mcia.co.uk/sub/Press\\_Stats](http://www.mcia.co.uk/sub/Press_Stats)

Notes for Editors: The MCIA is the Trade Association representing the Powered Light Vehicle (PLV) Industry. PLVs can be defined as lightweight, two, three and four-wheeled machines, typically powered by zero or low-emission motors. Also known as L-Category vehicles, they are an answer to the congestion and air quality challenges created by personal and goods transportation. For more information about the work of the MCIA and Powered Light Vehicles, please email Nick Broomhall, Communications Manager, or call 07950 168714

MCIA: <http://www.mcia.co.uk/index.php>

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## FEMA

### **Motorcyclists and the European Commission have a top meeting**

FEMA news by WimTaal - January 16, 2019

If you want to talk about improving road safety for European motorcyclist, the best place to be is the European Commission. So that is where FEMA went.



A FEMA team had a top meeting with Matthew Baldwin, the recently appointed Deputy Director-General for Mobility and Transport and European coordinator for road safety and sustainable mobility. Also present from the Commission were Fotiniloannidou and Casto Lopez Benitez from the European Commission's Unit Road Safety.

From left to right: Casto Lopez Benitez, Matthew Baldwin, DolfWilligers, Fotiniloannidou and Jesper Christensen. (Photography by WimTaal)

On the agenda were the Road Infrastructure Safety Management (RISM) Directive, the General Safety Regulation (GSR) and Pedestrian Safety Regulation (PSR), Intelligent Speed Assistance (ISA), the Third Driving Licence Directive (3DLD), post licence training and some smaller issues.

The atmosphere of the meeting was excellent, not in the least because FEMA fully supports the European Commission in the issues of the Road Infrastructure Safety Management Directive (RISM), the General Safety Regulation and Pedestrian Safety Regulation, although with respect to the RISM Directive there was a question about the possibility of different speed limits for motorcycles and cars. FEMA explained to the European Commission that this is not a good idea and possibly even dangerous for motorcyclists. Asked for motorcyclists' main needs in safer road infrastructure, we mentioned safer barriers, obstacle free roadsides and enough grip on the roads as the main needs. We also promised to provide the Commission with a full list of needs.

On the issue of Intelligent Speed Assistance, we agreed that we are open for discussion about this, as long as the control of the speed is with the rider. Here the views of the European Commission and FEMA didn't differ. This will be worked out later.

About the Third Driving Licence Directive, we explained that the current system, especially the staged access to the full A licence, is not a success and leads to higher costs for new riders. It leads to more accidents of riders without a licence at all. It also leads to people finding ways to circumnavigate the three stages, which cannot have been the intention. FEMA explained that if a staged access system needs to be in place, we need a simpler system with less tests. We all agreed that post licence training can be beneficial to road safety if done well, but the focus should in general be on the riders' abilities to ride safe in traffic. Also, post licence trainings should not come at the expense of good initial training.

The European Commission also expressed the wish for good cooperation inside the motorcycle world, but more importantly also for good cooperation between motorcyclists' organizations with other organisations of vulnerable road users, such as pedestrians and cyclists. Of course, FEMA already has regular contact with the European Cyclists Federation (ECF) about common views and interests; on a small scale we already do cooperate with the ECF.

Present at the meeting were:

Matthew Baldwin – Deputy Director-General for Mobility and Transport and European coordinator for road safety and sustainable mobility

Fotiniloannidou – Head of Unit Road Safety

Casto Lopez Benitez – Senior Policy Officer of Unit Road Safety

Jesper Christensen – General Secretary SMC (FEMA's largest member organization)

DolfWilligers – General Secretary FEMA

WimTaal – Communications Officer FEMA

FEMA: <http://www.fema-online.eu/website/index.php/2019/01/16/motorcyclists-european-commission-top-meeting/>

## Pedestrians, Cyclists And Motorcyclists Together Call For Safer Roads In Europe

by *Wim Taal* - January 25, 2019



The International Federation of Pedestrians (IFP), the European Cyclists' Federation (ECF) and the Federation of European Motorcyclists' Associations (FEMA) welcome the initiative of EU institutions to improve the safety of vulnerable road users as a part of revision of the directive 2008/96/EC on Road Infrastructure Safety Management (RISM). We furthermore call on the Council of the EU and the European Commission to take on board the amendments proposed by the European Parliament's Committee on Transport and Tourism (TRAN) that can further improve the directive.

The current RISM directive defines procedures that were supposed to ensure the safety of road users on the trans-European road infrastructure but were focused nearly exclusive on the safety of car-occupants. This is one of the reasons why fatalities among pedestrians and cyclists have decreased at a lower rate – by respectively 13% and 1.4% between 2010 and 2016, compared to 20% for car occupants. In 2017, vulnerable road users accounted for almost half of the road victims in the EU.

In May 2018 the European Commission published a proposal to revise the directive. To address the safety of pedestrians, cyclists and motorcyclists, a new article 6b was included in the proposal, stating that "Member States shall ensure that the needs of vulnerable road users are taken into account in the implementation of the [directive] procedures". We applaud the fact that both the Council and the Parliament agreed with this addition.

The TRAN Committee report adopted on January 10th 2019 also added the following key points to the Commission proposal:

- The Commission should develop quality requirements for the needs of vulnerable road users.
- The Commission should develop minimum requirements for training curricula for road safety auditors and include pedestrian and cycling infrastructure in them.
- Member States should periodically report on how they are improving protection of vulnerable road users.

We consider the above as key elements to ensure EU funding is not spent on building infrastructure that is unsafe for pedestrians, cyclists or motorcyclists. New motorways should

not cut off cycle paths, pedestrians should have a sufficient density of safe crossings, motorcyclists should not be confronted with unsafe barriers – this sounds obvious, but unfortunately is not yet a reality across the whole EU.

January 23rd 2019 marked the start of interinstitutional dialogue between the Parliament, the Council and the Commission on the revision of the directive. We call on the Council and the Commission to accept the amendments proposed by the TRAN Committee regarding the safety of vulnerable road users. It would be a significant step towards fulfilment of the commitments made by 28 Member States in Malta in 2017, to actively engage in halving road deaths by 2020 on European roads, and by EU transport and environment ministers in Graz in 2018, to take account of vulnerable road users in the amendment of the RISM directive.

*Geert van Waeg – President*

*International Federation of Pedestrians*

*Adam Bodor – Advocacy and EuroVelo Director*

*European Cyclists' Federation*

*Dolf Willigers – General Secretary*

*Federation of European Motorcyclists' Associations*

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### **'Total nonsense' that speeding is 'victimless crime' – IAM RoadSmart**

IAM RoadSmart is backing a national crackdown on speeding, saying there is 'clear evidence that speed kills'.

The two-week speed enforcement campaign (14-27 January) is being coordinated by the National Police Chiefs' Council (NPCC).

Forces participating include Warwickshire Police and West Mercia Police, who are urging motorists to 'stay safe and keep speeds down' as part of a joint operation.

The campaign is also being supported by IAM RoadSmart, who says many people see speeding as a 'victimless crime'.

Neil Greig, IAM RoadSmart director of policy and research, said: "Many people see speeding as a victimless crime – that is total nonsense.

"Many drivers think they can easily handle the speed they drive, and assume their skills are great enough to handle an emergency.

"We at IAM RoadSmart would like to ask those people to take a long, hard look at their attitudes and stop kidding themselves they are always safe."

Government statistics for 2017 show 'exceeding speed limit' as a contributory factor in 203 road deaths and 1,212 serious injuries.

In addition, 'travelling too fast for conditions' was a factor in 136 fatalities and 1,327 serious injuries.



Chief constable Anthony Bangham, NPCC lead for roads policing, said: “Driving or riding at safe speeds is a key theme of the National Roads Policing Strategy and the speed campaign during January means police forces across the UK will focus on those who are travelling too fast on our roads, putting themselves and others at risk by doing so.

“Respecting the speed limit is fundamental to reducing danger on our roads. Enforcing those limits falls to the police and officers will be doing just that to ensure all road users remain as safe as possible.”

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## **Leave your phone alone while driving**

Posted on January 21st, 2019 by GEM Motoring Assist

GEM Motoring Assist is urging every driver to accept that using a mobile phone while at the wheel is not only illegal but also far too risky.

The current penalty of a £200 fine with six penalty points was introduced on 1 March 2017. But figures released by the Department for Transport reveal there are still unacceptably high levels of illegal phone use among drivers, with 37% of drivers believing the chance of getting caught is minimal, and 52% not concerned about the impact of getting caught.

GEM road safety officer Neil Worth says holding and using any device while in control of a car is a potentially lethal distraction. He appeals for all drivers to understand the unacceptable level of risk that goes with using a phone while at the wheel.

“Being distracted while driving – whether by something inside the car, something outside the car, something inside your head or an action that’s not connected with the primary task of driving – is a major cause of crashes and road deaths,” he says. “Using a hand-held phone while driving is a serious offence. But using any mobile device, even in hands-free mode, is a potentially lethal distraction, first of all because of the physical tasks – such as keying in characters on your phone or scrolling through information.

“It’s also mentally distracting. You only have 100 per cent concentration. So if you allow yourself to take part in a conversation or try to read and respond to data on your phone, you’re seriously reducing your ability to focus on the journey, on the road ahead and on the hazards that may be developing.

“The good news is that every driver can take responsible steps to leave their phone alone and to minimise all other distractions on a journey.

“You wouldn’t do it on your driving test, you wouldn’t do it with a police officer watching... so ask yourself is there anything that makes it any less risky or foolish just because the police aren’t there? The answer is no. It is irresponsible and puts not only your own safety at risk, but the safety of those who happen to be sharing the road space with you.

“By never using your phone on journeys, you will not only be staying legal, you will also be giving yourself the very best chance to react early to hazards – a vital part of keeping yourself safe.”

GEM has a number of simple tips regarding mobile phones and driving:

1. You're allowed to use a mobile phone when you are safely parked, with the engine off and the handbrake on.
2. Please do not pick up your phone in any other driving situation, including when you're stationary at traffic lights or queuing in traffic.
3. The only exception to this is if it's an emergency and it would be unsafe or impractical to stop, in which case you may call 999.
4. Don't assume that using a hands-free kit means you have dealt with the risk. You are still allowing yourself to be distracted from the task of safe driving, and you could still be prosecuted for not being in control (an offence that carries a £100 fine and three penalty points).
5. Take a few minutes before a journey to make important calls or to check voice messages and emails. Work together with friends, family, colleagues and work contacts to remove the expectation that we should all be available, all the time.
6. Plan journeys to build in breaks from driving, where you can call, text or email or interact with social media in a safe environment.

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