

Network

January 2011

‘produced for Reps, Activists and interested parties’
The views expressed in this publication are not necessarily the views of the Motorcycle
Action Group (MAG UK)

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Please, Guys, the email to send material for Network to is:- AnneGaleMAG@aol.com

Hi Everyone,

This edition is, as usual at this time of the year, light on the ground. But then I think you all have better things to do with your time during January than read Network!

In Bristol there seem to be more and more 20mph zones appearing. I'm noticing a new one practically every day en route to work. Often, there is no contest as to whether these are warranted when they apply i.e. schools

I disapprove of what you say, but I will defend to the death your right to say it. ~Voltaire

and the like or residential areas, however, some seem to be in the most unlikely places. How long before the whole City is 20mph? Of course, in the rush hour you're not likely to reach 20, however, outside that time I'm sure there is a good argument against a continuous 20mph on pollution grounds alone. Experts out there might like to look into this!

Check out 'Know Your Traffic Signs' in this edition - no 'Bikes in Bus Lanes' signage is mentioned. Naughty.

I see the US are set for a "Mobile in-car Switch-off". Regular readers of

this publication will know my feelings on mobile phones/driving so my personal view is quite simply, bring it on in Blighty.

Under the main heading of "From The House" further on there is an extremely interesting, albeit short exchange between Lord Stoddart and Earl Attlee on the ECs 'plans' for PTWs!

Well, Guys, wishing you all a happy, healthy 2011 with lots of riding - free and safely, of course, take care, Anne

Plans to trial a new, single, on-road motorcycle test were published 20 December 2010 by Road Safety Minister Mike Penning.

The report from the motorcycle test review is the result of work the Department has undertaken with motorcycle groups, training organisations and others since June 2010.

Mike Penning said:

"I want to make sure that we have a test which prepares bikers properly for the road so the motorcycle test review is a top priority for me.

"My goal has always been a single, on-road test which is rigorous and reflects real-life conditions. By working with the motorcycle training industry and others we have identified a set of changes which have the potential to deliver this.

"It is also my aim that these changes will open up the test to those living in areas which are poorly served by the current network of off road test centres.

"I am grateful to all those who have given their time and expertise to the review and the focus will now be on starting trials of these proposals."

The test is currently carried out in two parts, one on-road and one off-road.

The report suggests a new hazard avoidance manoeuvre which – subject to further trialling - could be carried out on the road.

There is also a proposal which will be given further consideration, that slow manoeuvres such as slalom, figure of eight, and U turn could be examined at training centres by delegated examiners ahead of the main test.

The next step will be to hold wider trials, with test-level candidates, in the new year. This process will be followed by public consultation on the proposed changes.

The Department for Transport hopes, subject to further work on safety, cost and value for money, that there would be a phased introduction of on-road testing moving to general adoption of the new test by the end of 2011 or early 2012. This will include on-road testing in priority areas which are poorly served by the current network of off road test centres.

Nich and Paddy have been closely involved in the Ministerial Review – they say the final proposals are due to be released by the of the month but we still have some tough battles to win if the test is going to be more accessible and affordable...

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DfT Publishes 'Know Your Traffic Signs'

The Department for Transport's 'Know your traffic signs' booklet is now available on Directgov. www.direct.gov.uk/en/TravelAndTransport/Knowyourtrafficsigns

Why know your traffic signs?

"Traffic signs play a vital role in directing, informing and controlling road users' behaviour in an effort to make the roads as safe as possible for everyone. This makes a knowledge of traffic signs essential. Not just for new drivers or riders needing to pass their theory test, but for all road users, including experienced professional drivers."

Keeping up to date

"We live in times of change. Society, technology and the economy all play their part in changing the way we travel. New road signs conveying new messages and in new formats are introduced from time to time, so drivers or riders who passed their driving test a few years ago need to keep up to date or run the risk of failing to understand or comply with recently introduced signs. Having experience is all very well, but it's not enough if your knowledge is out of date."

Only problem is that they have omitted the 'Bikes in Bus Lanes' sign which would seem a little silly because even if you don't ride a PTW, every road user will, eventually, come across this sign. Crazy because authorities/councils who, quite legally, have decided to make the bus lane access permanent are using non standard signs and, presumably, this could be challenged? Any chance any of you chaps at Central office can point out this oversight?

AND

New Safety Ratings for Motorcycle Helmets Published by Road Safety Minister Mike Penning Ahead of the Motorcycle Show in Birmingham.

An extra 16 motorcycle helmets have been rated by SHARP - the Department for Transport's Safety Helmet Assessment and Rating Programme - taking the total number of ratings published to 218.

Mike Penning said:

"We estimate that 50 deaths could be prevented each year if all riders wore the safest helmets available. That is why I am delighted to be announcing new SHARP ratings today ahead of my visit to the Motorcycle Show next week. I urge anyone going to the show who is thinking about buying a new helmet to visit the SHARP stand to find out more. By making sure that motorcyclists have access to the best safety information, promoting further training and safe riding, and reminding drivers to look out for bikers I hope that we can improve safety for motorcyclists and reduce the number of tragedies we see on the roads each year."

All helmets must meet minimum legal safety standards but the SHARP scheme uses a wider range of tests to provide riders with more information on how much protection a helmet can provide in a crash. The objective advice, which includes important guidance on how to select a good fitting helmet, will help riders to choose the safest helmet suitable for them. The SHARP tests - which award ratings of between one and five stars - showed that the safety performance of helmets can vary by as much as 70%. With helmets across a wide price range scoring highly all riders should be able to find a high performing helmet in a size and style that fits them and at a price they want to pay.

AND

New Road Safety Evaluation Website Launched

A free website to help road safety practitioners evaluate their education, training and publicity activities was launched today by the Royal Society for the Prevention of Accidents and the Department for Transport.

At the heart of the Road Safety Evaluation website is E-valu-it - an interactive tool that helps practitioners define exactly what they are doing and why, allows them to design and carry out their evaluation, and promotes the publication and sharing of results.

The site – www.roadsafetyevaluation.com - also includes background information and guidance about evaluation.

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Transport Select Committee: Time to strengthen police enforcement of drink-drive limit

In its first report to the new parliament, the Transport Committee is calling on ministers to strengthen police enforcement of the drink-drive limit. They also call on ministers to retain the current 12-month mandatory disqualification minimum penalty. This is the headline 'guidance' on the Transport Select Committee page on the parliamentary website. <http://www.parliament.uk/business/committees/committees-a-z/commons-select/transport-committee/news/120210-dddreport/>

However, PACTS have focussed on one of the conclusions which (they say) suggests that the limit should be lowered to zero and that 46% of UK drivers would support it according to the RAC. <http://www.pacts.org.uk/select-commitees.php?id=26>

The actual report says

38. In the long term, the Government should aim for an "effectively zero" limit of 20mg/100ml but we acknowledge that this is too great a step at this stage. There is little evidence to suggest the public would support such a drastic, immediate, change in the law.

39. We believe that any reduction in the legal drink drive limit should only occur after an extensive Government education campaign, run in conjunction with the pub, restaurant and hospitality industries, about drink strengths and their effect on the body. In doing so, the Government should look to learn from experiences in other countries which have successfully implemented a reduction in the drink drive limit to either 50mg/100ml or 20mg/100ml.

RIDE scheme changes behaviour

96% of bikers who attended the National RIDE Scheme say that it will help them ride more safely, according to evaluation of the course.

The National RIDE Scheme is a one-day course that involves presentations by instructors and group discussions about the risks riders face on the road. It can be offered to riders as an alternative to prosecution for some speeding offences and to riders whose behaviour attracts the attention of the police.

The course, which is delivered by ANDISP (Association of National Driver Improvement Scheme Providers) is designed to increase awareness of riding behaviour and engender a positive and responsible approach to motorcycling. It encourages riders to examine their attitudes and motivations, their approach to risk and their beliefs surrounding inappropriate riding behaviour. The course employs a mix of information exchange, demonstrations and group discussion.

The report, Evaluation of the National Ride Scheme, was commissioned by Road Safety GB, Lancashire County Council Road Safety Group and Transport for London.

Overall, respondents were positive about the course. 96% said it provided them with information and knowledge to help them ride more safely; 95% said they are confident that they can apply what they have learned; 80% agreed or strongly agreed that the course helped them to identify their own bad riding habits; 75% said they had acquired new skills that will help them become a safer rider; and 82% said the course will change their riding.

<http://www.roadsafetygb.org.uk/news/1336.html>

http://www.direct.gov.uk/en/Motoring/DriverLicensing/EndorsementsAndDisqualifications/DG_178859

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TIME TO STOP SCORES OF ROAD DEATHS, RoSPA URGES MPS (as at 2nd December)

Time is ticking for Members of Parliament to help stop scores of people dying on UK roads by simply backing the call for clock change.

The Royal Society for the Prevention of Accidents is urging all politicians to show their support tomorrow during a critical Commons vote on lighter evenings.

By saying "aye" to Rebecca Harris MP's Private Members' Bill, our elected representatives could help to make the UK's most vulnerable road users much safer.

Figures cited by the Department for Transport show that by providing an extra hour of evening daylight, about 80 lives would be saved and at least 200 serious injuries prevented each year on our roads.

If passed, the Bill would lead to an audit of the potential benefits of Single/Double Summer Time (GMT+1 in winter, GMT+2 in summer) - which, in turn, could lead to a three-year trial.

Opinion polls suggest that the majority of British people support the move to SDST. This is true even in Scotland, where recent research established a conclusive case for clock change north of the border.

RoSPA, which has been campaigning on this issue for decades, joined 10:10's Lighter Later coalition in March. Since then, the cause has attracted tens of thousands of supporters.

For more information www.rosipa.com/about/currentcampaigns/lighter-evenings/

Nich has been trying to find out if any of the groups behind this campaign have assessed the likely effects on riders, more on this if any of them bother to reply..!

Motorcycle Monthly reports:-

Riders Must Insure or SORN Bikes Under New DVLA Rules

Riders are being warned to insure or SORN their bikes, even if laying them up over winter, or they run the risk of having their machines seized or destroyed.

Database (MID) the DVLA is launching the continuous insurance scheme early next year. This will introduce new penalties for riders who have not declared their bike as being off the road – through a Statutory Off Road Notice (SORN) – or are uninsured.

The scheme will see letters being sent to registered keepers who, if they take no action, will then face a range of penalties. These start from a £100 fine to prosecution and fining of up to £1000, with the ultimate sanction being the seizing and destruction of their bike.

The reason for this new scheme is that the DVLA are trying to crack down on the estimated 1.5 million uninsured riders and drivers who cost the UK more than £500m a year – and add around £30 to every motor insurance premium.

Riders can check if their bikes (and their correct details) are recorded on the MID database by going to

www.askMID.com

If they are not up-to-date, the relevant insurance provider must be contacted and given the correct details, as it will prevent riders being contacted in error by the DVLA or incorrectly stopped by the police.

Simon Jackson, commercial director at Carole Nash, also says that bikers who complete a SORN declaration should also consider insurance against theft. "Nearly half of our theft claims occur between November and April, even though we actually cover fewer machines over winter. Most thefts are also from garages, car ports or driveways, so, keeping a bike off the road is certainly no guarantee that it's safe from thieves," he says.

Visordown

USA Set for Mobile in-car Switch-off?

Plans are underway in the USA to prevent the ever-increasing problem of drivers using their mobile phones while on the move, which include a new, hi-tech scrambling system that could disable mobiles while in a moving vehicle.

Recent reports have revealed almost 5,500 people were killed and 500,000 more were injured in distracted driving-related crashes.

[one of my real pet hates – I wish they'd do it here]

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From the House

Motor Vehicles: Testing

Mrs Ellman: To ask the Secretary of State for Transport (1) what plans he has for the future of the MOT test; and if he will make a statement; (2) what plans he has to review the effectiveness of the MOT test system.

Mike Penning [*holding answer s 13 and 18 October 2010*]: I intend to review the MOT test scheme, using the latest information available. However, the Department for Transport has no specific proposals at this stage and no preconceptions about the outcome. The aim of the review will be to strike the right balance between vehicle safety and the burden imposed on motorists by MOT test requirements.

I expect to make an announcement about the timing and scope of the review in due course and there will be an opportunity for anyone with an interest to contribute to the debate.

Driving: EU Action

Stephen Barclay: To ask the Secretary of State for Transport what steps his Department has taken to increase the level of information-sharing between the Driver and Vehicle Licensing Agency and its counterpart organisations in Europe to reduce the number of vehicle offences committed by EU drivers without UK licences.

Mike Penning: The Driver and Vehicle Licensing Agency (DVLA) shares information with EU member states when registering imported vehicles and exchanging driving licences. This helps prevent stolen vehicles from being registered in other member states and allows the validity of driving licences to be confirmed prior to exchange. From January 2013, member states will be required to exchange information on driving licences they have issued, exchanged, replaced, renewed or revoked.

Roads: Safety

Jim Fitzpatrick: To ask the Secretary of State for Transport if he will bring forward proposals to introduce an annual road safety day.

Mike Penning: Road casualties are a crucial concern throughout the year, but there may be advantage in having an annual road safety day in providing a focus for attention and joint communications activities across groups. Therefore the possibility of an annual road safety day will be considered as part of the work on a future road safety strategy.

Roads: Accidents

Gavin Shuker: To ask the Secretary of State for Transport what assessment he has made of the potential combined effect of reductions in the level of the road safety grant and of the ending of funding from his Department for speed cameras on the level of road traffic (a) accidents and (b) deaths.

Mike Penning: No such assessment has been made.

The Government continues to provide substantial funding for local authorities. The Government are clear that local government needs increased flexibility to take decisions locally to deliver the solutions that suit them best. Through lifting restrictions on how local government spends its money by removing ring-fences, local authorities are now free to determine their priorities and to make decisions about where savings are found. I would expect that road safety will remain a priority for them. Fixed camera operation remains an option for local authorities who remain free to invest in new cameras using their own resources.

And interestingly on 23rd November:-

European Commission: Motor Cycles

Lord Stoddart of Swindon: To ask Her Majesty's Government what assessment they have made of proposals by the European Commission concerning motor cycles, including roadside spot checks, insurance and an overhaul of MoT test procedure.[HL4157]

Earl Attlee: The European Commission has not made any proposals of this nature.

Methinks Earl Attlee may have got that answer wrong – wish he was right!!!

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Roads: Safety

Jim Fitzpatrick: To ask the Secretary of State for Transport whether he plans to update the 10-year Road Safety Strategy; and if he will make a statement.

Mike Penning: The UK already has some of the safest roads in the world, but the coalition is considering how to make them even safer. We will produce a new strategic framework for road safety that sets out the Government's vision for road safety, national measures, and how we will work with others to achieve this. We will be discussing this with stakeholders and intend to publish a strategy early next year.

Speed Limits: Rural Areas

Stephen Phillips: To ask the Secretary of State for Transport whether his Department plans to take steps to (a) amend the way in which speed limits for rural roads are set and (b) ensure that the mean speed for vehicles using rural roads is not taken into account in setting appropriate speed limits for those roads.

Mike Penning: The Department for Transport has no plans to change the way in which speed limits for rural roads are set. Nor are there plans to move away from using mean speeds as the method of indicating an appropriate speed limit.

Local authorities are responsible for setting local speed limits. The Department provides them with guidance, "DfT Circular 01/2006-Setting Local Speed Limits", which ensures speed limits are appropriately and consistently set. The guidance recommends local authorities use mean speeds to determine the appropriate speed limit.

Road Safety (Financial Penalty Deposit) (Appropriate Amount) (Amendment) Order 2010

Considered in Grand Committee

Moved By Earl Attlee

That the Grand Committee do report to the House that it has considered the Road Safety (Financial Penalty Deposit) (Appropriate Amount) (Amendment) Order 2010.

Finally, the changes in this order will reduce from £120 to £60 the financial penalty deposit amount for insufficient tyre tread depth on a motorcycle tyre. This change is necessary in order to mirror a similar change in the fixed penalty level for this offence which will be made under the Fixed Penalty (Amendment) Order 2010.

The reason for the reduction in the fixed penalty level for this offence, and consequently for the reduction in the deposit amount for this offence, is that the penalty level was inadvertently increased to £120 in April 2009, and the action being taken now is simply to restore the penalty to its former level. The reason why the fixed penalty and deposit levels for this offence were unintentionally increased in 2009 was due to the fact that such a large number of legislative changes were needed when the financial penalty deposits scheme was introduced and a small error occurred.

Reply from Lord Davies of Oldham: My Lords, neither have I, but I am going to speak at slightly greater length than the noble Lord, Lord Bradshaw, if only to congratulate the Minister on the lucid way in which he presented the order. He deserves a larger audience when the Government are for once doing good things. I commend him on what he is doing and I am sorry that he has a limited response here today. He has wholehearted support on my part and, so far as I can detect from the brief remarks of the noble Lord, Lord Bradshaw, he has 100 per cent from him too.

I appreciate the particular and gentle way in which the Minister indicated that there had been an error with regard to motorcycles in 2009. I am glad that that has been corrected, not least because those in the motorbike community sometime feel that they are hard pressed even to the point of being victimised because they travel on two wheels. We all know from the incidence of accidents that it is a more hazardous form of travel. Therefore, at times motor cyclists are prone to considerable criticism for the accident rate, particularly since, as we know, a very small number are guilty of offending against speed limits in ways that cannot possibly be condoned. I am therefore glad that, on this occasion, we are indicating that fair is fair and making sure that the minor error that occurred in 2009 is put right.

Please note that the above article was very long so I have picked out that only relating to motorcycles, Ed

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RAC Foundation

Speed Cameras - The Evidence

Eight hundred more people could be killed or seriously injured each year on Britain's roads if all the fixed and mobile speed cameras operational before the road safety grant was cut this summer were to be decommissioned.

The true scale of the benefits of speed cameras are detailed in a new report by Professor Richard Allsop of University College London for the RAC Foundation. In light of the findings the RAC Foundation is sending a copy of the report to every highway authority in the country as they consider how best to spend their reduced road safety budgets.

Professor Allsop says speed cameras have offered continuing road safety benefits since their widespread introduction between 2001 and 2005.

These benefits, Professor Allsop concludes, are not just to be found at camera sites but across the wider road network.

He also points out that a large majority of the public have consistently backed the use of cameras. And he dispels the myth that penalties generated by cameras are a significant source of revenue, showing that in 2007 just £4 out of every £60 raised in penalties was net income to the Treasury and there was no surplus for local authorities or the police.

Scottish Parliament - Business Bulletin - Motions and Amendments

John Scott: Double Summer Time

That the Parliament notes that consideration is to be given by the UK Government to moving Britain's clocks forward by one hour; believes that such a move would be detrimental to Scotland, in particular raising concerns over road safety in the early morning and the safety of children walking to school, and could have a negative effect on businesses in Ayr and throughout Scotland, including the construction and agricultural sectors, and does not believe that there is a good case for changing the current system.

Supported by: Alasdair Allan*, Stewart Maxwell*, Mike Pringle*, Bill Aitken*, John Lamont*, Rob Gibson*, Joe FitzPatrick*, Jamie McGrigor*, Stuart McMillan*, Margaret Mitchell*, Christine Grahame*, Willie Coffey*, Murdo Fraser*, Gil Paterson*

Remember in the last issue I printed a MAG UK Press Release on the Stolen Piaggio:-

Stolen Piaggio Zip 50 SP - Update



The bike was found but look at it. Wanton vandalism. Commiserations to the once proud owner of this machine. Bike Thieves are real scumbags.

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European Transport Safety Council

EU Transport Ministers Clinch Deal to Save Lives on Europe's Roads

ETSC strongly welcomes the conclusions on a political agreement on road safety and the Cross Border Enforcement Directive adopted at today's Transport Council by EU Transport Ministers.

The main objective of the new Directive is to introduce a system of exchanging information to enable the follow up of road safety related traffic offences committed by non-resident drivers. The swift adoption of the Directive would introduce equal treatment of foreign and resident drivers and most important, save lives on Europe's roads. In their conclusions Ministers also endorsed the new target to reduce road traffic deaths by 50% by 2020.

ETSC supports the new Directive as it would result in higher levels of safety through enforcement. Enforcement is a means to prevent collisions from happening by way of persuading drivers to comply with the safety rules. Deterrence is based on giving drivers the feeling that they run too high a risk of being caught when breaking the rules.

This Directive in its current form will reduce the current annual death figure of 35,000 on Europe's roads. Moreover the Directive would ensure that the principle of fair and equal treatment will be applied also to non-residents who at present are acting with impunity and escaping punishment whilst travelling abroad. This also undermines the credibility of the existing enforcement system in countries where the national law is respected by residents but not by visitors.

Ministers also adopted conclusions in response to the European Commission's "Road Safety Policy Orientations 2011-2020". Ministers stressed that the level of road deaths and injuries are unacceptably high and aim towards the long-term "zero-vision" for European road transport safety. They also encouraged employers to prepare road safety action plans to reduce road traffic collisions occurring whilst driving for work. Moreover they gave their support to new technical solutions to counters problems such as speeding and drink/drug driving.

As set out in ETSC's Response to the 2020 Strategy, ETSC would much welcome these additional measures especially to tackle the three main killers of speeding, drink driving and non use of seat belts.

"Road safety is a matter affecting all EU citizens in their daily life. ETSC continues to give its strong support to the new Cross Border Enforcement Directive. With the swift adoption of this legislation and other road safety actions today the EU Presidency and Transport Ministers honour the renewed target of halving road deaths by 2020" said, Antonio Avenoso, ETSC Executive Director.

For more information please contact ETSC Communications Officer Ilyas Daoud at Ilyas.Daoud@etsc.eu, or Director of Policy Ellen Townsend at ellen.townsend@etsc.eu, tel. +32 (0)2 230.41.06 , fax +32 (0)2 230.42.15

Institute of Advanced Motorists

Safer Doesn't Necessarily Mean Slower, says IAM

Advanced Training & Rider Performance, a new report launched today by the IAM, has shown that the organisation's advanced system of riding really does deliver sustainable benefits in anticipation, better road positioning and swift but safe progress in a wide range of road environments.

One of the first systematic motorcycle simulator studies into rider behaviour, the research was undertaken by the Centre for Motorcycle Ergonomics & Rider Human Factors at the University of Nottingham. The study was designed to ascertain whether or not riders who have passed the IAM (Institute of Advanced Motorists) Advanced Riding Test, ride differently to those that haven't taken this further training. The findings demonstrated clearly that IAM riders took up safer road positions and kept to urban speed limits, but actually made better progress through bends than non IAM-trained riders and beginners.

Neil Greig, IAM Director of Policy and Research, said: "We work to promote safer riding, and we educate riders to maintain momentum and progress where possible. So we were pleased to learn that IAM-trained riders adopted the safest road position to deal with hazards while still managing to achieve the quickest time through tight and medium bends. The evidence shows that it was due to their approach and positioning up to and through the bends. Non IAM-trained riders tended to approach faster but then had to overcompensate for the error, slowing while in the bend itself, where the machine is at its least stable.

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“The IAM riders also rode closer to the centre line on the left hand bend than the other two groups, and further away from the centre line on right hand bends. This positioning extends the riders’ line of vision as far as possible around the bend, giving earlier awareness of hazards that could be lurking around the corner, as well as making them more visible to oncoming traffic.”

‘Road-side furniture’ near to the side of the road on bends caused a big psychological effect. The average speed of all riders reduced when barriers or trees were in close proximity to the road. When there was road-side furniture adjacent to the right side of the road on a left-hand bend all rider groups rode further away from the centre line, thus moving away from the perceived danger. Even so, IAM-trained riders positioned themselves significantly closer to the centre line. This demonstrates that they didn’t give up too much of their position to the apparent threat of a solid object, but maintained a good riding style to tackle the bend.

IAM riders again appeared to have the greatest awareness of the risks in a more urban environment. In the 40mph zone their riding style was more defensive than the other groups; they rode closer to the centre line when approaching a side road on the left than the Novice riders, and more slowly than the Experienced riders. This placed them as far from potential hazards as possible and better prepared them to stop if necessary. IAM riders also tended to display lower speeds and applied greater brake pressure than the other groups.

Mr Greig continued: “IAM riders also appear to have a more responsible attitude towards their riding. Participants in the study took a hazard perception task, and the IAM riders were quicker to identify hazards and were more likely to blame poor rider behaviour for the situation than non-IAM riders, strongly suggesting that their riding attitude is more defensive.”

AROUND THE COUNTRY

Cornwall Campaign Inspired by Shiny Side Up

Inspired by the Shiny Side Up Partnership’s Think Bike stickers, Cornwall’s road safety team has commissioned its own version.

The stickers are colour-matched to the DfT’s THINK! branding and carry a URL which leads to collision avoidance information for drivers and riders.

The stickers are being offered free to members of the public via Cornwall Council’s website, and the artwork is available to other authorities for a small fee.

Over the summer of 2010 Cornwall’s road safety team also ran an awareness raising campaign which linked into the DfT’s national ‘Think Bike. Think Biker’ campaign.

Both of these Cornwall campaigns are seeking to personalise bikers in the eyes of the non-riding public.

[Click here](#) or contact [John Macneill](#), project co-ordinator, for more information.

AND

Peak District National Park Authority

Views Invited on Proposed “green lane” Restrictions

The Peak District National Park Authority wants to hear people’s views on a proposed temporary ban that would stop 4x4s and trail-bikes using a picturesque “green lane.”

The Authority has launched a six-week consultation on its first proposed Experimental Traffic Order, which would exclude motorised traffic from Chapel Gate, a 3km track which skirts Rushup Edge, a high ridge between Chapel-en-le-Friith and Edale.

The trial would last for 18 months, giving time for repairs and recovery, and for the Authority to assess its success in conserving the national park landscape. After that it may decide to make the ban permanent, or to extend the trial, or to discontinue it.

Rights of way manager Mike Rhodes said: “Chapel Gate is officially classified by the Highway Authority as a Byway Open to All Traffic (BOAT), which makes it a legal route for 4x4s and trail-bikes. But it is now in a shocking state, with deep ruts, erosion and water damage.

“We have taken advice from the independent Peak District Local Access Forum which recommended temporary restrictions as a last resort after other options had been explored. The Authority has the power to make such orders to

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conserve the natural beauty and tranquillity of the landscape, and we believe that the conservation issues may outweigh the route's recreational use by 4x4s and trail-bikes."

The Authority is seeking responses from a wide range of organisations, including the Peak District Vehicle User Group which represents responsible 4x4 and trail-bike riders, as well as the Ramblers, Friends of the Peak District, the British Horse Society, Cyclists Touring Club, Byways and Bridleways Trust, Country Land and Business Association, parish and district councils, highways authorities and emergency services.

Anyone interested may respond by January 28 - details are available on www.peakdistrict.gov.uk/chapelgate or call 01629 816200. A decision is expected shortly afterwards in the light of the feedback.

The Authority, police and Peak District Vehicle User Group co-operate on Operation Blackbrook, an information and enforcement campaign persuading 4x4 and trail-bike riders to act responsibly and keep to legal tracks - visit www.peakdistrict.gov.uk/vehicles or www.treadlightly-uk.org

F E M A

FEMA

Electric Epic at Environmental Conference in Oslo

Electric Epic 2011, [the first solo trip around the world on an electric motorcycle](#), was represented at [ZERO10](#), one of Europe's largest climate conferences. Held in Oslo, the event is organised by the environmental organisation ZERO, a partner to the Electric Epic project. The number of prominent supporters rises.

The annual climate conference of the Norwegian environmental foundation ZERO has grown to become one of Europe's largest and most important. Among the speakers of the so called ZERO10 there were Norwegian Prime Minister Jens Stoltenberg, the rock icon and environmental campaigner Sir Bob Geldof, as well as the head of the Intergovernmental Panel on Climate Change (IPCC), Dr. Rajendra Pachauri.

"Following FEMA and the Norwegian rider organisation NMCU, the environmental foundation ZERO is another important partner for [Electric Epic](#)" says Tormod Amlien. Tormod, a Norwegian engineer, is foreseen to go around the world on his own, riding on an electric motorcycle provided by Mavizen. Such a project has never been undertaken before.

Promotion of both: environmental protection and motorcycling

"Electric Epic will show that riding motorcycles and having fun do not have to be ruled out by environmental arguments" Tormod highlights, "and besides environmental aspects Electric Epic holds the potential to improve the image of motorcycling all over the world". For many people in the many countries he will ride through on his 16.000 miles trip, it will be the very first time that they see an electric vehicle.

While the Mavizen developed especially for Electric Epic is still under construction, the deal for a TV production has been signed already and the departure of the ride is scheduled for early May. Now the identification of financial partners is becoming a priority. Therefore, for Electric Epic the ZERO conference in Oslo was seen as a welcome opportunity to meet potential sponsors such as major Norwegian clean energy producers.

Ground-breaking projects require high level support

"Without organisations like NMCU and FEMA it would be hard to make Electric Epic happen. But individual support is also crucial. There is for example Hans Petter Strifeldt, former FEMA President, who is in charge of finding the money and tie up all the loose ends" says Tormod and continues: "I am impressed by all the goodwill and the amount of engagement we have experienced so far. It is inspiring and shows that we are doing something important, both for motorcycling and for the environment."

At the ZERO conference, the Norwegian Minister of the Environment signalled his support for Electric Epic.

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EVENTS

Saturday, January 22, 2011 - Unwanted MCC Club Birthday Party

Organiser: Unwanted Mcc

Unwanted Mcc's 11th Birthday bash. Food available, free camping, disabled friendly. overnight loos. Top Gear Sounds Rock Disco and band "BIGLIX". Mag affiliated.

Location: The Rockbar. Shobnall Sports & Social Club. Shobnall Rd, Burton on Trent, Staffs, De14 2BB

Web: <http://www.unwantedmcc.co.uk>

Wednesday, January 26, 2011 - Wakefield MAG 7th Post Christmas Auction

Organiser: Wakefield MAG

7th Post Christmas Auction. Bring your unwanted Christmas Presents and we'll raffle them off for the MAG Fighting Fund

Location: 8:00pm at the Grey Horse Hotel, 221 Kirkgate, Wakefield, West Yorkshire, WF1 1JG

Web: <http://wakefield.mag-uk.org>

Friday, January 28, 2011 - Sunday, January 30, 2011 - Mad Cow Rally

Organiser: Bury St Edmunds and District Motorcycle Action Group

BSE MAG Mad Cow Rally in aid of the MAG fighting fund. 28th-30th January At the British Sugar Sports and Social Club Bury St Edmunds. All the usual rally fun with live music both nights . For those who dont want to camp we have a local bike friendly B&B £12 prebook £16 on the gate. Phone Herb on 01284 724273 for details and tickets.

Location: The British Sugar Sports and Social Club, British Sugar Hollow Road Bury St Edmunds Suffolk IP32 7BB

Enquiries: Herb - Tel: 01284 724273

Web: <http://Face book B.S.E Mad Cows>

Saturday, January 29, 2011 - Bromsgrove MAG Party - Now CANCELLED, Apologies.

Organiser: Bromsgrove MAG

Saturday, January 29, 2011 - Sunday, January 30, 2011 - 35th Birthday bash

Organiser: East Yorkshire MAG

Celebrate with us, entrance is free, Band (Alma Boobies) + cheap beer, see you all there.

Location: Lady Le Gros, Beverley, HU17 9HT, 8.30-late

Web: <http://east-yorks.mag-uk.org/events.html>

Saturday, January 29, 2011 - Sunday, January 30, 2011 - Help4Harry fundraiser

Organiser: Redditch and district bikers

Harry is 2 and needs an operation in the states to help him be able to sit up and maybe even walk. He was born 9 weeks early with a bleed on the brain leaving him with Cerebral Palsey. We are raising money to help towards the £40,000.00 he requires. The groups involved so far are South Birmingham MAG, Boring Old Fartz MCC, Double Drats MCC and Disfellowshipped BC There will be Bands, rock disco, free camping, 24 hour pub toilets, good pub food and 100% of door money will go to help Harry £5.00 entry. Please note this is not a MAG event but the joint effort of the local biking community.

Location: The Moat House, Alcester Road, Kings Coughton, Warks, B49 5QF

Web: <http://www.help4harry.co.uk>

Sunday, January 30, 2011 - AGM Western Region. CHANGE OF VENUE

Organiser: MAG Western Region

Regional AGM hosted by Gloucester MAG. Bring your Membership cards, no card, no vote! Please note change of venue to allow improved disabled access.

Location: The Double Gloucester, 82-84 Cheltenham Road, Gloucester, GL2 OLX. NEW VENUE.

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Tuesday, February 1, 2011 - Colchester MAG AGM**Organiser:** Colchester MAG*Annual General Meeting All welcome Election of committee - Remember you MAG Membership Card. No card, no vote.***Location:** Cherry Tree PH Mersea Road Colchester**Web:** <http://www.colchestermag.co.uk>**Friday, February 4, 2011 - Sunday, February 6, 2011 - The 25th Frozen Nuts Rally 2011****Organiser:** Dangermouse Rally Club*4th to 6th February. Same site, live bands and rock disco. Tickets are £12 pre book or £15 on the gate send cheques to: PO Box 582, Enoch House, Scotia Business Park, Stoke on Trent, ST6 4RG. Alternatively contact Orko on: 07960451573 or Bones: 07990500688 or Rich: 07812580337. Friday night band - Disturbin the Peace / Saturday night band - Crysis. Good food and ale on site, with local stalls and food vans. Children under 14 and dogs must be supervised by a responsible adult at all times.***Location:** Bignall End Cricket Club, Boon Hill, Bignall End, Stoke On Trent, ST7 8LA**Web:** <http://www.dmrc.co.uk>**Saturday, February 5, 2011 - Fred Hill Run****Organiser:** Thames Valley MAG*Annual memorial run into Oxford. Depart 1200pm.***Location:** Depart Chieveley Services, J13 M4, 1200pm.**Enquiries:** Any queries, please call Rob - 07905 003585**Saturday, February 5, 2011 - Thames Valley Regional AGM****Organiser:** Thames Valley MAG*3pm. Follows Fred Hill Run. All members from region welcome. Please remember to bring your current MAG Membership card. No card - no vote.***Location:** H Cafe. Berinsfield, Oxfordshire, OX10 7LY**Enquiries:** Any queries, please call Rob - 07905 003585**Sunday, February 6, 2011 - Fred Hill Memorial Run****Organiser:** MAG Cornwall.*Ride around Cornwall to remember Fred Hill, finishing at Truro War Memorial for laying of flowers and explanatory poster.***Location:** 10am Smokey Joes cafe near Blackwater Cornwall.**Sunday, February 6, 2011 - The 7th Annual Fred Hill Memorial run****Organiser:** North West MAG*Details of run, dependant on weather. Leaving at 1.30pm. All riders welcome.***Location:** Sir Charles Napier Pub Tontine Street, Blackburn, Lancs.**Enquiries:** Contact Bill on 07754891485**Web:** <http://north-west-region.mag-uk.org/>**Sunday, February 6, 2011 - Annual Fred Hill Memorial Run****Organiser:** West Midlands MAG*Ride in to the National Motorcycle Museum, Just off junction 6 of the M42***Location:** Meet at the Museum (1pm) or ride with us from Bewell head Club, Bromsgrove B61 8HY (12 noon) or the park Inn, Woodsetton DY14 4LN (11am)**Web:** <http://west-midlands-region.mag-uk.org>

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Saturday, February 19, 2011 - East Anglia Regional AGM**Organiser:** East Anglia MAG*Regional AGM Arrive from 14:00 for a 14:15 start Remember your Membership card - no card, no vote.***Location:** 11 Short Drive, Manea, Nr. March, Cambridgeshire PE15 0GF**Web:** <http://east-anglia-region.mag-uk.org>**Saturday, February 19, 2011 - Burton MAG AGM****Organiser:** Burton on Trent MAG*Annual A.G.M. Remember your MAG membership card. No card, no vote.***Location:** The Rockbar, Shobnall Sports & Social Club, Burton on Trent, Staffs, DE14 2BB, at 8pm**Monday, February 21, 2011 - Whitehaven M.A.G. AGM****Organiser:** Whitehaven M.A.G.*Local AGM in West Cumbria area. 8pm prompt. Remember your current MAG membership card - no card, no vote.***Location:** The Haven Club, Cleator Moor Rd, Whitehaven, CA28 8TX**Web:** <http://www.cumbriamag.co.uk>**Saturday, March 5, 2011 - West Midlands Regional Annual General Meeting.****Organiser:** West Midlands M.A.G.*A.G.M. Arranged to Follow Black Country MAG's A.G.M.. Black Country A.G.M. 12 noon West Mids A.G.M. 1pm**Remember your MAG membership card. No card, no vote.***Location:** The Park Inn, Woodsetton, Dudley, DY1 4LN 1pm**Web:** <http://west-midlands-region.mag-uk.org>**Tuesday, March 8, 2011 - West Oxfordshire MAG AGM****Organiser:** West Oxon MAG*Everyone welcome. Arrive for 8.30pm, meeting to start at 9pm prompt. Please remember your current MAG membership card. No card, no vote.***Location:** The New Inn, Corn Street, Witney, Oxfordshire, OX28 6AU.**Thursday, March 10, 2011 - East Yorkshire MAG AGM****Organiser:** East Yorkshire MAG*Annual general meeting, for East Yorkshire, start time 8.30pm. Bring your valid membership card to vote***Location:** Lady Le Gros, Beverley, HU17 9HT**SATURDAY APRIL 9, 2011****MOTORCYCLE ACTION GROUP (UK) ANNUAL GROUP CONFERENCE****Beverley Rugby Club
155 Norwood, Beverley, East Yorkshire HU17 9HT.**

Doors Open 9.30AM

Conference starts at 10.30 prompt

Thanks to East Yorks MAG for providing FREE tree Tea and Coffee plus sandwich on arrival, FREE lunch, FREE Camping and FREE evening entertainment for all AGC delegates and MAG members

Camping Friday and Saturday night at the Rugby Club MUST be booked in advance by the 3rd of April (full English breakfast can also be booked for campers)

CONTACT: East Yorkshire Rep: Kev Davison on 01482 863237 or email him on k5vda@yahoo.co.uk

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