

# Network



interested parties'

'produced for Reps, Activists and  
**November 2009**

The views expressed in this publication are not necessarily the views of the Motorcycle  
Action Group

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'Never in the field of human transport have so many been represented by so few' – F.O'C

# Editorial

I was pleased to see the following statement from the Parliamentary Under Secretary of State for Transport in a speech delivered on 6<sup>th</sup> October at the TISPOL Conference:-

"Better at communicating more effectively with road users through education and marketing". 'Education', of course, being the key word here. Motorcycling gets a mention as a 'mode of transport' - his speech has some interesting 'we've introduced' / 'we are planning' statements in it if you like that sort of MP rhetoric:- <http://www.dft.gov.uk/press/speeches/statements/speeches/tispolconference>.

Nich recently gave evidence about the new bike test at a hearing of the MPs Transport Select Committee - by all accounts MAG and the other bike groups did better than the Minister and DSA under cross-examination.

The front page of MAG's website now carries a great recruitment tool, either for individuals or at club presentations - if you have access to internet is this great video by Mutchie: <http://www.youtube.com/watch?v=IOt7ot-l2nE> He's done us proud.

**ACTION: New MAG groups are starting-up in many parts of the UK** - MAG Campaigns Co-ordinator Paddy Tyson has been helping a number of new groups to start up in recent weeks, if you want to see a MAG group in your town or city drop him an email: [paddy.tyson@mag-uk.org](mailto:paddy.tyson@mag-uk.org)

With the announcement that the PM may sell off the Dartford Crossing MAG UK got straight on the case by issuing a PR stating its position on ensuring free use for riders. Years back the work and demonstration MAG did on this paid dividends - 'paying with a £50 note & having to delve under numerous layers to get to the money' sparked the necessary negotiations to achieve our goal. If it has to be done again, then so be it.

Further on, in the boring stuff under 'Political' you'll find some statistics (sorry, please ignore if not interested) and I was surprised to see

that, even with the introduction on a large scale of Automatic Number Plate Readers, the number of drivers caught without insurance had only increased by 90,000 in a five year period. Driving without insurance causes misery for the innocent involved in accidents with the uninsured and I don't feel that a £200 fixed penalty initially is much of a deterrent.

**Very important** is your MP's support for a call in Parliament that more DSA Multi-Purpose Test Centres are needed, especially in rural areas. Unless riders can get a test, they can't get a licence and biking will die out. Ask your MP to sign Early Day Motion number 184. **Further details on PAGE 5...**

I was very sorry to receive the PR on 16<sup>th</sup> October that Buell are no more. I've always felt it was a superb complement to its sister HD range. Sad days.

Having been to the Weston Beach Race in some capacity for the past 20 years there are rumours this event is no more. Whilst I can understand it being cancelled on race day, after the multi-rider accident which stopped the race, due to emergency vehicle cover not being available; it would, surely, be a knee jerk reaction to never let it run again. Let's hope this is only rumour and common-sense prevails - one multi pile-up in its 27(I think) year history with a race fielding over 800 riders is hardly a reasonable reaction.

Meanwhile, a speedy recovery to those injured.

Ride Free, AG.

Those who deny freedom to others deserve it not for themselves. ~Abraham Lincoln

**Acknowledgments:- Drivers' Alliance webpage. George, the Troll, Legg. Nich Brown. Mutchie. Rowan Public Affairs. 'Dave'. Gary Butler & anyone I've forgotten.**

**Stop Press** - Last chance to beat unjust proposal to fleece innocent riders.

*Read on...*

'Never in the field of human transport have so many been represented by so few' - F.O'C

If you believe in

## **innocent until proven guilty**

*you're not going to be a happy bunny after reading this.*

### **Riders and drivers who face motoring convictions in the courts should pay up even if they win say ministers.**

Drivers who challenge motoring prosecutions should be made to pay their legal bills even if they win their case, ministers have said. The proposal would see successful defendants lose their century-old right to claim back their costs.

### **It costs around £1,500 to fight charges of speeding, illegal parking and other motoring offences and this cost would not be fully reimbursed even if a driver was found innocent of all charges.**

A change in the law would affect many of the 1.7million drivers a year who take their cases to court. Ministers are proposing that defendants lose their century-old right to claim back their legal costs.

Peter Roberts CEO of the Drivers' Alliance said "it is fundamentally wrong for the state to financially penalise innocent drivers who are simply seeking justice against a faulty conviction".

Edmund King, president of the AA, said: 'This is against the common law and against the common man. If you prove your innocence you shouldn't have to pay for it.'

Ian Kelcey, head of the Law Society's criminal law committee, called the scheme a disgrace. He added: 'This means that an awful lot of people will not be able to get a fair trial. They will not be able to get a proper defence.'

The proposal comes in a consultation paper published by Jack Straw's Ministry of Justice. It says those before magistrates on minor charges should defend themselves.

Lord Bach, a junior minister, likened those who use lawyers in lower courts to parents who pay for private education.

He said: 'Just as an individual who chooses to put their child through private education does not reclaim this cost from the education system, nor should public funding recompense those who

choose to pay privately for a lawyer when a publicly-funded alternative is available.'

The consultation paper is among a series aimed at cutting court costs and trimming the £2 billion-a-year legal aid budget. Currently a driver who wishes to challenge a minor motoring charge in a Magistrates court is denied legal aid unless they are on a very modest income but they can hire a lawyer privately and claim the cost back if the case is won.

Ministers want to withdraw this right, arguing that defendants do not need lawyers and can turn to court clerks for advice.

Under the proposals, Crown Court defendants will still be entitled to employ defence lawyers on legal aid, but if they hire their own specialist lawyers, ministers say they should not be able to claim the full cost back if they win.

If the principle of innocent until proven guilty is to be upheld in this country then it is imperative people who win a court case are not financially disadvantaged for defending themselves.

### **MAG Press Release on this very subject...**

#### **06-09-09. Bad losers**

The Motorcycle Action Group (MAG) is campaigning against a proposal to deny motorists the right to reclaim their full legal costs in cases where they successfully fight motoring prosecutions.

MAG President Ian Mutch said: 'This flies full in the face of any normal person's sense of justice. The attempt to deny costs to those who prove themselves innocent suggests that the Government are just bad losers. Perhaps if they focussed more on catching and punishing real criminals properly they would pay less attention to the soft options provided by Britain's motoring public.'

MAG is encouraging its 50, 000 members to sign the No 10 Downing St petition on this subject <http://petitions.number10.gov.uk/CostsRecovery/>

### **sign up before 9<sup>th</sup> November 2009 AG**

**This'll make you smile: Quote from an MP at a recent Party Conference "I hope that this isn't a political gimmick".**

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**Midlands Bus Lane Triumph - Birmingham City Council has announced it will open-up its bus lanes to bikes from next year. Not only that, it is recommending other local authorities to do the same.**

**MAG will continue to push for all the UKs bus lanes to allow bikes as a matter of course.**

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The Dept for Culture, Media and Sport (DCMS). is consulting on a **new process for electronic applications for licences under the Licences Act 2003**. MAG event organisers may have an interest in this if they are using premises licensed for the of alcohol on the premises, such as:

pubs, bars, nightclubs, hotels, guesthouses, private members' clubs e.g. sports, working means', and political clubs; village and community halls and schools; theatres, cinemas, and live music venues if also licensed for the sale of alcohol or the provision of late night refreshment; and premises providing late night refreshment, such as takeaways and restaurants.

You may want to check it out for yourself and **respond by 13<sup>th</sup> November latest**:- [http://www.culture.gov.uk/reference\\_library/consultations/6364.aspx](http://www.culture.gov.uk/reference_library/consultations/6364.aspx)

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## **MPs' hear MAG on New Test Fiasco**

Dateline: Wednesday 14<sup>th</sup> October 2009.

Place: House of Commons, Westminster

MPs today heard evidence from MAG and other members of the motorcycle community, in a wide-ranging enquiry in to the actions of the government and DSA regarding the new motorcycle test.

MAG General Secretary, Nich Brown, was asked to represent rider's interests and explain their concerns to the committee of MPs who oversee the workings of the Department for Transport and its executive agency the DSA.

The most common type of collision involving a bike is clear to see in official statistics; it is where a car pulls out on a bike at or near a junction. So, a test of new riders' ability to swerve is not a bad

idea in principle. What cannot be justified is a test that can only be taken at a few test sites, where some new riders must travel more than 100 miles, which costs far more than a car test and which is arguably not safe in itself.

Nich also raised the inconsistency between the bike test and the car test – new drivers are now being given a licence without any test of their ability to stop in an emergency

Rural areas of England, Scotland and Wales are particularly badly served by DSA test centres, with trainers reporting they have had to clock-up several hundred miles in repeat trips to far-flung test centres in order to get some riders through their test.

DSA also came under fire for failing to provide a booking system that works for either trainers or test candidates.

The DSA have yet to show any signs of having measured the effect of wet weather on tyre grip objectively. Although they have recorded a very low rate of crashes on the off-road test (roughly 1 in every 300) this still amounts to around 20 per month and the consequences can be severe.

MAG recognises that government and the DSA had a difficult job to do in deciding how to introduce the new test. However, the final outcome and the way it was arrived at makes us question whether the DSA should continue in its present form.

DSA's current role is too wide ranging and self-serving. It largely determines government policy on training and testing, it decides how all aspects of testing should be carried out and it increasingly decides how all training should be carried out. But as well as having this commanding role in setting policy and practice, it also has an absolute monopoly on delivering the driver and rider testing it deems we should have.

We may have had a far more imaginative, economical and safer test if the commercial aspects of training and testing were left to trainers and examiners. DSA could then concentrate on ensuring standards without getting embroiled in the property market, publishing and other commercial enterprises.

Although the TSC were keen to hear about DSAs plans to further shake-up rider training and testing when implementing the next EU Directive, we will have to wait for DSA to publish their proposals in the next few weeks.

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## **This EDM needs more MPs signatures – please contact yours and get it done.**

### **MOTORCYCLE TESTING CENTRES (EDM 184)**

That this House believes that the ability to arrange a motorcycle driving test at a convenient and accessible location is essential to the development of safe riding; notes that the Driving Standards Agency (DSA) is developing new off-road multi-purpose test centres to comply with the European Union legislation; expresses concern that despite the DSA's statement that no learner should be further than 20 miles or 45 minutes from a multi-purpose test centre there will be no facilities in Mid Wales, and the residents of Ceredigion will be forced to travel to Swansea or Shrewsbury which for many means further than the stated minimum; further expresses concern that inexperienced learner riders will be expected to travel long distances, potentially in poor weather conditions; and calls on the Government to ensure that safe and convenient testing is available to all learner riders.

AND, here's what one very unhappy MAG member had to say about his experiences of the test that has caused so much misery to a lot of people:-

...With two failed mod 1s 3kmh and 1kmh respectively too slow on the swerve test, both with no other faults, and the cancelled mod2 test which was pre booked and now lost. I have spent £980 for a £645 5 day DAS course which is a joke, I had no idea of this test farce when I booked my course If I had I wouldn't have bothered that's for sure. I have had bikes all my life and at 48 have just restored a 1979 RD 250E which was the bike I had whilst working as a trainee motorcycle mechanic aged 17, the idea was to do it up and sell it but now it's finished I wanted to ride it but as I have said If I knew it would cost me the best part of £1000 I wouldn't have bothered. This ridiculous test will most definitely increase the amount of motorcycle deaths and injuries because people just won't do it, and will ride with no training and insurance. I have now passed my third mod 1 but still feel I should have passed both the other tests especially the 1kmh which at 0.6 mph I have no way of checking this speed as bikes don't measure in mph in tenths.

Many thanks Gary Butler MAG member 128044

## **MAG acts to safeguard free river crossing**

MAG has contacted the government in the wake of news that the Dartford crossing will be sold to private enterprise. MAG is keen to ensure that free passage for motorcyclists will be assured after the new owners take control, and ideally that a bikes only bi-pass lane be introduced to expedite traffic flow at the toll area.

MAG sustained a campaign for several years in pursuit of free passage on the grounds that motorcycle use assists the aims of reducing traffic congestion and pollution. Additionally, the need to remove gloves and scuffle around for coins at the toll booths leads to delay and frustration for motorists stuck behind motorcycles at the booths. At the climax of the campaign a group of twenty riders turned up at the bridge and paid with fifty pound notes to make a point and provide a photo opportunity to gain publicity for the issue.

Subsequent amicable meetings with the tunnel authorities led to the removal of charges for motorcyclists.

Further information on any of MAG UK's Press Releases:

Ian Mutch 020 8556 6495 [theroad@mag-uk.org](mailto:theroad@mag-uk.org).  
Nich Brown: 01788 570066 [nich.brown@mag-uk.org](mailto:nich.brown@mag-uk.org).

*[Relative to this is a question recently asked of the Minister of State, Dept for Transport:- what is the "cost to the economy of time spent by vehicles waiting to cross the Dartford Crossing"?*

*"...This calculated the cost of delay at the Dartford Crossing at around £40 million per annum. The initial results of the study can be found at [www.dft.gov.uk/about/strategy/capacityrequirements/dartfordrivercrossing](http://www.dft.gov.uk/about/strategy/capacityrequirements/dartfordrivercrossing)" It is also interesting to note that the average wait for the crossing varies between 10 and 11 minutes dependent upon whether you are travelling North or Southbound.*

Seems to me it could be a good idea to scrap charges altogether – but, hey, that's just me!  
Ed]

## PROPOSALS TO INCREASE MAXIMUM MOT TEST FEES FROM APRIL 2010

Proposal to increase maximum MOT test fees by approximately 1.5% from 6 April 2010. The impact on test fees for bikes and trikes is shown below

	class I & II m/c (class I is less than 200cm <sup>3</sup> engine size)	class I & II motorcycles with sidecars	class III 3 wheeled vehicles up to 450kgs
current maximum fee	29.20	37.20	37.20
current max retained by garage	27.20	35.20	35.20
current VOSA fee	2.00	2.00	2.00
garage fee x 1.5 % inflation	0.41	0.53	0.53
proposed new garage max fee	27.61	35.73	35.73
proposed new VOSA fee	2.05	2.05	2.05
total new max garage fee + new VOSA fee	29.66	37.78	37.78
<b>proposed new 2010/11 total fee (rounded to nearest 5p)</b>	<b>29.65</b>	<b>37.80</b>	<b>37.80</b>
price increase for motorist	0.45	0.60	0.60
% increase in class fee	1.54	1.61	1.61

Copies of this consultation document online at: <http://www.dft.gov.uk/consultations/open/mottesfes/>

The DfT website says consultation closes 21st December 2010, but they probably mean 2009!

## DfT commissions study on motorcycle rear view mirrors

DfT is considering whether there is a need to improve the legislative standards for motorcycle mirrors and has commissioned Loughborough University to investigate riders' experiences of restricted rearward vision.

A survey of MAG members and other riders by the National Motorcycle Council found that 58% of the participants had an issue with the rear vision afforded by original equipment mirrors and that over 40% of riders had tried to improve rear vision by fitting other types of mirror or modifying existing mirrors.

Now MAG has been asked to help the researchers identify the relevant issues and their relative importance.

If you have any views or ideas about this, email them to [nich.brown@mag-uk.org](mailto:nich.brown@mag-uk.org)

## Driver distraction confirmed as first accident factor FEMA PR 8/10/09

Three out of four vehicle crashes are caused by drivers being distracted, according to a study by Heriot-Watt University in the United Kingdom. Sending text messages at the wheel and dealing with children in the vehicle have been identified as the two biggest causes of accidents.

Results from the study conducted in the United Kingdom showed that despite the risk of being fined, among the respondents 52% admitted using a mobile phone while driving, and 40% said they had written text messages at the wheel. Other technological devices such as MP3 players and satellite navigation systems were found to cause lapses in concentration and attention leading to accidents.

FEMA has been campaigning vigorously to increase awareness training for all road users, in order to decrease the number of distraction-related accidents. Failure from car drivers to see an incoming motorcyclist remains the largest cause of car/motorcycle accidents

## VEHICLE STATS.

The latest Vehicle Statistics can be found at: <http://www.dft.gov.uk/pgr/statistics/datatablespublications/vehicles/licensing/vehicelicensingstatistics2008>

And I've picked out the motorcycle related ones as follows:

- Overall, there were 34.2 million licensed vehicles registered in Great Britain at the end of 2008. This is an increase of almost 250 thousand vehicles, or 0.7%, on the number licensed at the end of 2007 but is less than half the increase seen in the previous year and the lowest year on year growth since 1995.
- The change in vehicle numbers, however, varied between different types of vehicle with licensed motorcycles increasing in number by 2.2% over the year.
- The average engine size of licensed cars and motorcycles appears to be stabilising. The mean engine capacity of all licensed motorcycle engines increased by just 0.5% in 2008 to 571cc.

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# Political Ramblings

The boring stuff

## OFF ROAD MOTORCYCLING IN WALES:

**Nick Bourne (Mid & West Wales):** "What encouragement and support is the Welsh Assembly Government providing to local authorities to promote **off-road motorcycling** by landowners in Wales?"

**Answer issued on 02 October 2009**

'The Welsh Assembly Government is not actively promoting off-road motorcycling in Wales because of the potentially damaging environmental effects this activity can cause. Our approach is based around encouraging better management of the activity, including effective enforcement where vehicles are being driven off-road illegally and a focus on routes and sites where off-road vehicles can be driven without damaging effects.

The Assembly Government issued guidance to the Police and to the local authorities on this matter in 2006. This guidance is being followed up in a variety of ways through practical projects at the local level supported by the Countryside Council for Wales and other partners.'

## DRIVING WITHOUT INSURANCE:

**Mr. Kemp:** To ask the Secretary of State for Justice how many convictions there were for the offence of driving without insurance in each of the last five years.

**Claire Ward:** The number of findings of guilt for using a motor vehicle uninsured against third party risks in England and Wales from 2003 to 2007 is shown in the following table.

An amendment to the Road Traffic Offenders Act 1988, s. 143 made driving a motor vehicle while uninsured against third party risks a fixed penalty offence as from 1 June 2003. Initially, offenders are, when appropriate, offered a £200 fixed penalty; this can be increased to a maximum of £5,000 if the matter goes to court.

2008 data will be available in the autumn of 2009.

*Number of findings of guilt for using a motor vehicle uninsured against third party risks at all courts, England and Wales, 2003 to 2007<sup>1,2,3</sup>*

	<i>Proceeded against</i>
2003	323,372
2004	322,816
2005	289,348
2006	267,673
2007	232,811

<sup>(1)</sup> Includes offences under the Road Traffic Act 1988 s. 143 (2).

<sup>(2)</sup> It is known that for some police force areas the reporting of court proceedings, in particular those relating to summary motoring offences, may be less than complete.

<sup>(3)</sup> Every effort is made to ensure that the figures presented are accurate and complete. However, it is important to note that these data have been extracted from large administrative data systems generated by the courts and police forces. As a consequence, care should be taken to ensure data collection processes and their limitations are taken into account when those data are used.

*Source:*

Office for Criminal Justice Reform—Evidence and Analysis unit.

**John Robertson:** To ask the Minister of State, Department for Transport what steps his Department plans to take to reduce the number of vehicles driven on public roads without valid insurance; and if he will make a statement.

**Paul Clark:** Regulations are being drafted to bring into force a new scheme of continuous enforcement of motor insurance.

This scheme will identify those potentially uninsured by regularly comparing vehicle registration data on the Driver and Vehicle Licensing Agency's (DVLA) database with the database of insured vehicles maintained by the Motor Insurers' Bureau. Vehicle keepers found to be without valid insurance will be subject to enforcement action by the DVLA.

## VOSA TRAFFIC OFFICERS' POWERS:

**Mr. Drew** To ask the Minister of State, Department for Transport what powers traffic

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officers have to(a)stop and(b)report speeding vehicles on motorways.

**Chris Mole** Under the provisions of Part 1 of the Traffic Management Act (2004), Highways Agency Traffic Officers have the power to stop and direct traffic and pedestrians. This is the same power as a police constable has under sections 35, 37 and 163(1) and (2) of the Road Traffic Act 1988.

Traffic Officers do not have an enforcement role and therefore do not stop vehicles for speeding. This responsibility remains with the police. Traffic Officers have a general instruction to report acts of a criminal nature to their control office for reporting to the police for possible prosecution. This is in line with their procedures for identifying when an incident should be police led.

### **MOTORCYCE DRIVING TESTS:**

**Mr. Cox:** To ask the Minister of State, Department for Transport what steps he is taking to ensure that adequate numbers of motorcycle practical test centres are available to those living in rural areas in the South West.

**Paul Clark:** The Driving Standards Agency (DSA) plans to offer the off-road practical motorcycling test from five Multi-Purpose Test Centres (MPTCs) in the south west: in Redruth, Taunton, Plymouth, Exeter, and Bristol. MPTCs are already fully operational in three of these areas, at Plymouth, Exeter and Bristol and DSA is in negotiation with private developers and local planning authorities regarding the provision at Taunton and Redruth.

In the meantime temporary Module 1 facilities have been provided at existing Vehicle and Operator Services Agency (VOSA) test stations in Camborne and Taunton. The operational requirements of VOSA and the need to avoid any conflict between motorcycle candidates and lorries mean that these two facilities are open for Module 1 testing only at weekends.

Damage to the tarmac at the VOSA site in Taunton has resulted in the temporary suspension of Module 1 testing there but we expect that testing will resume in mid-November 2009.

DSA offers the practical on-road part of the motorcycling test from eight driving test centres in addition to the three operational MPTCs. These

are at Barnstaple, Bodmin, Camborne, Launceston, Penzance, Taunton, Yeovil and Weston-Super-Mare.

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### **Speech to PACTS conference: Beyond 2010: The challenges ahead**

Paul Clark MP, Parliamentary Under Secretary of State for Transport

This link takes you to the full speech, if you wish, <http://www.dft.gov.uk/press/speechesstatements/speeches/pacts-conference> however, the relevant part concerning us as Riders goes like this:-

'Protecting motorcyclists was identified as key safety risk in our consultation document. But the feedback suggests that we don't propose action to address this risk. And driving for work wasn't specifically identified as a risk, but many felt it should have been. That said nobody seemed to be able to offer "magic solutions" to effectively target either of these groups.

Nevertheless, we have to remember that both driving for work and motorcycling take place within the mainstream of road use. The measures that we take in terms of education, engineering and enforcement help to improve the safety of both by default. But I believe we can certainly do more to communicate the actions that we're taking to improve safety for both these groups and I'm confident that we can improve the road safety record for both.'

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You would think that **Climate Change** would be the **ideal platform to promote the use of Powered Two Wheelers (PTWs)** - it seems not.

The results of public perception surveys with regard to the Act on Climate Change campaigns make interesting reading, especially the attitudes to changing behaviour. They include attitudes to transport; there was no question on changing to M/C or scooters, but it did ask if people had thought of changing to walking or cycling..... it appears that mostly they're not.

<http://www.dft.gov.uk/results?view=Filter&w=What%27s+new&df=19%2F09%2F09&dt=19%2F10%2F09&pg=1>

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## PERSONAL TRAVEL STATS

<http://www.dft.gov.uk/pgr/statistics/datatables/publications/regionaldata/516214/rtsliivetables>

There's not much on motorcycles – in fact, in some parts of the country looks like no one travels on a PTW!!

However, MCIA have shared some government stats they received showing 3% of all households have at least one bike (compared to 2% 10 years ago), 12% of men and 1% of women have a bike licence and that riders are covering more miles per year than they did a decade ago

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### **Good News for us in South Glos. – They actually think we're a 'priority vehicle'!**

#### **Proposed additional lanes on the A4174 Ring Road. South Gloucestershire Council**

South Gloucestershire Council has launched a consultation on proposals to add additional lanes to the A4174 Ring Road between Coldharbour Lane and the M32 junction.

The lanes will run in both the eastbound and westbound directions, the existing carriageway from Coldharbour Lane to the M32 junction will be widened to accommodate the new lanes.

**Although the number of lanes for general traffic will not be reduced, only buses, taxis, motorcycles and cyclists, HGVs and cars with two or more occupants will be permitted to use the proposed new lanes.**

The extra road space that is being proposed to accommodate **priority vehicles** will also free up room in the general traffic lanes, which will ensure that all road users benefit from these proposed improvements.

People are being invited to give their views on the proposals. To find out more information visit [www.southglos.gov.uk/consultation](http://www.southglos.gov.uk/consultation) or phone [01454 863640](tel:01454863640).

Deadline for comments is Monday 9 November.  
**Email: [stephen.knowlson@southglos.gov.uk](mailto:stephen.knowlson@southglos.gov.uk)**

## **'Forward Thinking' Councils in Hampshire and Warwickshire**

### **Mopeds loaned to young jobseekers to improve employment prospects**

Young people will soon be able to get on their bikes and find jobs thanks to a new moped loan scheme from **East Hampshire District Council and Hampshire County Council**.

Wheels to Work is aimed at giving 16-25-year-olds the means to travel to work, vocational training courses or interviews in the area.

Funded by EHDC and Hampshire CC the project will help those who have poor access to public transport, may not be able to afford their own car and have no other access to private transport.

The 50cc mopeds, with tax, insurance and MOT, can be loaned for any time between three and 12 months. The council-funded scheme has a fleet of twelve mopeds to cover the district, and each can be hired for a weekly charge of £12.

**And**

### **Parents Encouraged to Take Control of Young Riders**

Parents in **Warwickshire** urged to send their moped-riding kids on free training course.

Stephen Rumble, RSO, says: "A moped or motorcycle is a great way to get around because you no longer have to rely on parents for lifts or be constrained by public transport times.

"However, our behavioural studies suggest that many inexperienced riders quickly change from feeling nervous, cautious and vulnerable to being confident, cocky, believing they are invincible.

"The casualty stats for this age group would frighten any parent, but we are not trying to discourage the use of mopeds and motorcycles. Take Control is designed to help young riders develop new skills, temper any over-enthusiasm and improve their road safety awareness."

A number of local motorcycle dealerships are supporting and promoting the Take Control courses. The advanced instructors are available seven days a week and will usually take one or two motorcyclists per session.

For more information go to: [www.takecontroltraining.co.uk](http://www.takecontroltraining.co.uk)

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## AUSTRALIAN ROAD SAFETY VIDEO

The State Of Victoria wants to get across the message that motorcyclists come out second best in road smashes regardless of whether or not they are at fault.

<http://www.visordown.com/motorcycle-news-videos/video-australias-latest-bike-safety-campaign/8563.html>

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Fancy some rider training in Barcelona?

### **Honda Safety Institute Opens Doors. PR 23/9/2009. (Some translation lost detail but you get the drift)**

Honda's Safety Institute has opened its 1<sup>st</sup> centre in Europe at Santa Perpètua de Mogoda, in Barcelona, for the training of riders.

This modern facility takes up a surface of 25,000m<sup>2</sup>, including a building equipped with different classrooms. For practical lessons, there are three clearly defined areas: an asphalted track for multiple uses, a section with different coefficients of friction for the braking practice, an off-road track and area for trials.

These facilities are designed to cater for 15,000 attendants a year and have cost close to 4M Euro.

Practical and theory training is offered in the form of 7 different courses:-

**Special for kids:** The best way to learn and have fun.

**Road Safety:** Basic initiation course for 50cc scooter riding

**Validation of the B-A1 license:** Course for car drivers that want to ride 125cc scooter.

**Basic Defensive Riding:** Course for motorcycle riders with little experience.

**Medium Defensive Riding:** Specialized course for more experienced riders who wish to improve their riding technique.

**Advanced Defensive Riding:** Course designed for even more riders who wish to learn advanced riding techniques.

**Professionals:** Specific course for motorcycle professionals. Adapted to the necessities of each group.

Price 70 to 100 Euros, including use of the motorcycle and the complete rider's equipment necessary to participate in the course with the highest protection.

Yes, BMW really have done it again! **6 October 2009**



BMW MOTORRAD have released images of their new alternative-powered Concept C1-E. The machine is modelled on the design concept of the original BMW C1, which was first seen in 2000. Features on the new machine include: a stronger roll-bar, energy absorbing points and improved rider restraints. Powering the C1-E is an 27bhp electric motor that uses energy supplied by a plug-in 125 volt lithium-ion battery. The system is supplied by struggling US based company Vectrix.

*[I hated it first time round & time has not changed that feeling— Ed]*

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### **Remember the 'proposed' reduction to 50mph? You may be interested in the reply I received after signing the Petition (Ed):-**

"We the undersigned petition the Prime Minister to not reduce the national speed limit to 50mph."

**Details of Petition:**"Following the announcement that the government is planning to reduce the national speed limit to 50 miles per hour, we the undersigned oppose this, since it will make no difference to road deaths and the cut in carbon emissions is so insignificantly small it's laughable."

### **Read the Government's response:-**

Thank you for your e-petition.

The Government is not proposing to reduce the national speed limit.

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On 21st April the Government published a consultation on the new road safety strategy: A Safer Way: Consultation on Making Britain's roads the Safest in the World, which closed on 14 July. It sought views on the vision, targets and measures for improving road safety in Great Britain in the period from 2010.

Regarding single carriageway roads where the national speed limit applies, the Government propose to revise our existing guidance to highway authorities, recommending that lower limits are adopted where risks are relatively high and there is evidence that a lower limit would reduce casualties.

The Government believes that this targeted approach is the best way to ensure that speed limits are set at the appropriate level for each road.

The Government will announce the results of the consultation at the end of the year.

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## **THE LONDON PLAN – no mention of motorcycles or PTWs**

The Mayor of London has launched a consultation on an integrated economic, environmental, transport and social framework for the development of the capital over the next 20-25 years.

Nowhere could I find mention of motorcycles or powered two wheelers as an alternative; not even under the section entitled Policy 6.11 | Smoothing traffic flow and tackling congestion.

If you'd like to read all 200+ pages, the document can be found at:- [www.london.gov.uk/shaping-london/london-plan/](http://www.london.gov.uk/shaping-london/london-plan/)

*Maybe, as this is a consultation, someone in the area should get into discussions regarding the attributes of PTWs for tackling congestion.*

*Just a suggestion!! Ed.*

## **PARLIAMENT CONSIDERS PROPOSAL THAT COULD HAVE AN IMPACT ON ROAD SAFETY.**

### **EDM1746 – Dr Alasdair McDonnell**

that this House believes that there is compelling evidence to show that extending daylight saving time and creating an extra hour of daylight in the evening will bring significant environmental, economic and road safety benefits for all parts of the UK; recognises research conducted by Cambridge University showing that an extra hour of daylight will reduce carbon emissions by up to 2% by limiting the daily spike of energy consumption; notes the United States Energy Policy Act 2005 which has brought forward the date the clocks go back by 3 weeks resulting in a reduction in total US energy consumption; acknowledges research conducted by the Policy Studies Institute showing that an extra hour in the evening will extend the British tourist season by 35% creating between 60,000 and 80,000 jobs; recognises the NAO report that shows road accidents increase by 10% in the four weeks following the clocks changing in October and that 57% of all road accidents involving children happen between 3pm & 7pm in the evening; and calls on the Government to introduce a three year trial period in order to make better use of daylight hours and energy resources and assess the advantages of different systems including Single Double Summertime.

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**A REMINDER that information is being collated on the 3 campaigns highlighted in October edition. Here's a taster.**

### **Fuelling Foul Campaign**

Dear Editor,

This issue has been rumbling on for a long time. For what it's worth, my penny worth:

- 1) Few of us have three hands, the helmet once removed is vulnerable to theft and being dropped.
- 2) Having to remove your helmet on a hissing wet day is very uncomfortable and also dislodges ones ear-plugs. Not the end of the world but an unnecessary discomfort on your journey. The oil

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companies should state whether they wish to serve our section of the motoring public.

3) Whilst sympathetic to nervous staff I am sure that they can see the totally different body language of an old fart struggling to dismount his Beemer, compared to a young villain bent on robbery. With the latter, I am sure the robbery is taking place before anyone can blink and whilst they may be wearing crash helmets they may well have arrived at the blagging by car.

4) I have never been refused service because of the helmet, although a cashier grumbled a bit about it knowing perfectly well who was under all the clobber. The one time I was refused it was night window only in the morning. The cashier (very young) said he could not read my number plate. As the garage had just had an expensive re-fit, a camera at the other end of the forecourt might have been an idea?!

5) The oil companies and garage franchises should give the whole issue more thought and make decisions not based on knee-jerk. For those motorcyclists wanting only fuel and nothing from the shop, take the money through the night-window. We might not mind if the staff are a bit less nervous, and we do not have to drip on their floor!

Best wishes, Dave.

## EVENTS LIST

### NOV 2009

#### **Wednesday, 18 November 2009 - Group AGM**

Organiser: Weston & North Somerset MAG

The group AGM so bring your membership cards and have your say in how your group is run.

Location: Railway Inn, Station Road, Sandford, BS25 5RA

Web: <http://north-somerset.mag-uk.org>

#### **Wednesday, 18 November 2009 - Wakefield MAG 6th Annual Bikers Quiz Nite**

Organiser: Wakefield MAG

Just like a pub quiz, but for bikers.

Location: Grey Horse, Kirkgate, Wakefield, West Yorkshire.

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

#### **Thursday, 19 November 2009 - Glos MAG AGM**

Organiser: Glos MAG

Groups Annual General Meeting arrive at 8pm for 8:30pm start. See Glos MAG website for location map

Location: Englands Glory London Road Gloucester

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

#### **Thursday, 26 November 2009 - Bristol MAG AGM**

Organiser: Bristol MAG

Bristol AGM starts at 20.00 for 20.15

Location: The Rope Walk 5 Nelson Parade BS3 4JA

### DEC 2009

#### **Saturday, 5 December 2009 - Blackpool Area MAG Christmas Do!!**

Organiser: Blackpool Area MAG

8 till late. Hot Food & Drink Available. Free Camping. Raffle Prizes, Silly Games. The NW AGM will be held before the party starting at 5.50pm, all welcome.

Location: Blackpool Rugby Club, Fleetwood Road, Thornton-Cleveleys, FY5 1RN

Web: [www.blackpoolmag.co.uk](http://www.blackpoolmag.co.uk)

#### **Saturday, 5 December 2009 - SANTAS RUNNING ON MT**

Organiser: MT HEADS MCC

Pre Xmas party of mayhem, 2 fantastic bands Collibus & August from 7.30pm to 1am. Free prize draw 1st 100 tickets sold. Raffle, Food & Games cheap beer

Location: Ukranian Club, 15 Mere Street, Rochdale, OL11 1HJ

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## **Sunday, 6 December 2009 - Burton on Trent Toy Run**

Organiser: Unwanted Mcc

Toy Run for Fountains Special needs School. Run through Burton town then on to the school, free refreshments,

Location: Meeting at 10am at Rockbar, Shobnall Sports & Social Club, Burton on Trent, Staffs, DE14 2BB, Donation £2.00 per bike. Check out details on website.

Web: [www.unwantedmcc.co.uk](http://www.unwantedmcc.co.uk)

## **Sunday, 20 December 2009 - Telford Christmas Charity Run**

Organiser: Bug Splat MCC

Bug Splat MCC present the 10th Annual Telford Christmas Charity Run in aid of: Hope House (<http://www.hopehouse.org.uk/>) and 1st Response (<http://www.first-response.org.uk/>). Our Lads and Ladies ride a range of bikes; sports bikes, sports-tourers, trailies, street fighters and cruisers. If it's got two or three wheels and an internal combustion engine, you will be more than welcome!

Location: 146 Watling Street Wellington, Telford Shropshire, TF1 2NH

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

## **JAN 2010**

### **Sunday, 31 January 2010 - MAG Western Region AGM**

Organiser: Western Region MAG

The Regional Committee invites you to the MAG Western Region Annual Group Meeting. Bring your current membership card or no vote! Light refreshments available. 12.30 for prompt 13.00 start. We look forward to seeing you and having a good natter once the business is taken care of.

Location: Hewish & Puxton Village Hall, Maysgreen Lane, Hewish, BS24 6RT

## **APR 2010**

### **Friday, 30 April 2010 - Into The Valley 2010**

Organiser: Yorkshire MAG

30th April 2010 - 2nd May 2010. The Rally that's By Bikers, For Bikers, in Aid of Biking. This event is a fundraising event for MAG UK. There will be two huge tents with bands and DJs playing throughout the weekend, huge communal bonfire, trade stalls, food and quality beers at pub prices, with a marquee to sit down and enjoy them.

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

## **MAY 2010**

### **Friday, 14 May 2010 - The Number One**

Organiser: MAD MAG

A great family friendly rally, now in its 27th Year. All Welcome. Cheques payable to Middlesbrough MAG. Remember Stamped, self addressed envelope.

Location: Tunstall Lane, Near Stokesley

Web: <http://www.thenumberone.org>

## **JUN 2010**

### **Friday, 11 June 2010 - Lion Rally**

Organiser: Reading MAG

The longest running MAG rally in the south - says it all really. There will be a custom bike show, trade stalls, attractions and distractions. Real ale and cider bar, brilliant bands both nights, Free camping and its only £20 in advance - and get a £10 beer voucher FREE if you are a MAG member (has to be a valid membership of course).

Ticket: OTG £20, your first drink is on us. (max value £3.50p)

Location: Grazeley, Reading, Berkshire, RG7 1PL

Enquiries: 0118 988 3226

### **Friday, 18 June 2010 - Farmyard Party 2010**

Organiser: Yorkshire MAG

18th - 20th June 2010. The biggest and best motorcycle only rally in Europe. This year we have more covered areas than ever including the 'Back Street Heroes' sponsored 'BIG TOP' - a huge circus tent featuring all our main attractions. A BIGGER blues tent, a dance tent, and a BIGGER 100% Biker tent! A huge Food Court marquee and sponsored ride-in custom show. This is a bikers only event - strictly no cars, no vans, no pedestrians.

Web: <http://www.farmyardparty.com>

## **AUG 2010**

### **Friday, 6 August 2010 - Yorkshire Pudding Rally 2010**

Organiser: Yorkshire MAG

6th - 8th August 2010. A strict pre-book only rally and the last in Yorkshire MAGs summer events. This rally is for bikers only and will have a marquee with bands and disco playing throughout the weekend, lush camping with showers, and The Bonfire In a Skip! Food and quality beer, trade stalls, plus the Saturday Ride-out Ride-in custom show.

Location:

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

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<b>The views expressed in this publication are not necessarily the views of MAG UK</b>			

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