



# May Network 2016

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

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## EDITORIAL

This year Bikesafe moves to **Rockingham Circuit, Corby** and will take place on 16 July. I'll miss Western not having the MAG stand at Castle Combe where its been for the past few years. Its a great day and for 2016 is organised by BikeSafe in partnership with Northamptonshire Highways.

You'll see further on an article on how the use of mobile phones at the wheel is even more rife than its been in the past. I don't understand these people. Were it up to me I would lock them up and throw away the key. There were 29 fatalities last year where mobile phone use was a contributing factor. Unbelievable.

Annual Group Conference was brilliant this year, probably the most positive I've been to. The party was good too - all courtesy of Yorkshire's finest in sunny Barnsley. It also gave me an opportunity to spend quality time over the weekend with lovely people I only normally see at National Committee Meetings when we're busy working. Next years will revert back to the early Autumn date we used many years ago and will be held in September - the last weekend if memory serves me correctly.

Please let me have copy for the June edition by 25<sup>th</sup> May to [aine@mag-uk.org](mailto:aine@mag-uk.org), subject heading: Network.

Meanwhile, Ride safe, AG

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**[Acknowledgments: George Legg. Ian Mutch. Tink Hammond. Tristan Foord. Team Double L. Selina Lavendar. Plus anyone else I've forgotten]**

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## PRESS RELEASE

**Motorcycle Action Group (MAG) This version: 2016 04 18**

### **KEY LONDON MAYOR CANDIDATES SHARE MOTORBIKE VIEWS WITH MAG**

Britain's leading riders' rights movement, the Motorcycle Action Group (MAG), has secured statements from the two front running candidates in the race to become Mayor of London.

Sadiq Khan MP (Labour) and Zac Goldsmith MP (Conservative) shared with the Motorcycle Action Group (MAG) their thoughts and plans for the capital's hundreds of thousands of qualified motorcycle and scooter riders - and both have expressed their appreciation of the importance of powered two wheelers as part of the London transport mix, promising to work to ensure their needs are taken into account. MAG is including links to their original text. Sadiq Khan's statement link: [https://wiki.mag-uk.org/images/a/a6/Sadiq\\_Khan\\_MP\\_2016\\_03\\_26.docx](https://wiki.mag-uk.org/images/a/a6/Sadiq_Khan_MP_2016_03_26.docx) has appeared in the organisation's magazine, The Road. Zac Goldsmith's statement, link: [https://wiki.mag-uk.org/index.php/File:Zac\\_Goldsmith\\_MP\\_2016\\_04\\_18.docx](https://wiki.mag-uk.org/index.php/File:Zac_Goldsmith_MP_2016_04_18.docx) which arrived after publication of the magazine.

MAG's Chair, Selina Lavender, is very encouraged by their responses. 'MAG is not party political, we engage with members of all parties with a view to assisting riders in making an

informed decision between leading candidates. As either Zac or Sadiq are tipped to win this election, we invited them to outline how they see motorcycles in the context of London Transport policy (as neither had done so prior to our involvement). We're sharing their statements to enable motorcyclists and scooter riders to make an informed decision about who they'd like as Mayor.'

Selina claims riders haven't always felt they've enjoyed a level playing field with other road users. 'Hundreds of millions of Pounds have been spent on making cycling safer. All we're asking for is consideration for our needs too – and recognition of the importance of motorbikes and scooters in our ever more congested city. I'm heartened by the responses of both these front-running candidates. MAG can and will work with the winner. We leave it to the motorcycle and scooter riders of London to vote to decide who that should be.'

ENDS. For more information contact 01926 844064 and [central-office@mag-uk.org](mailto:central-office@mag-uk.org)

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## **Network report from MAG Policy Unit - this version: 2016 04 18 - Leon and Lembit (L&L)**

### ***Mayor of London***

The election for the Mayor of London takes place on Thursday 5<sup>th</sup> May 2016. All bikers registered to vote in London are entitled to cast their vote. There are two front runners, and MAG decided to ask both of them to provide a statement of their views towards biking and working with us.

We chose these two only because it is absolutely clear that one of them, as opposed to ANY of the other candidates, will win this election. The Labour candidate, Sadiq Khan MP, submitted his response which was published in issue 64 of The Road and is also available on-line at <http://www.mag-uk.org/en/newsdetail/a7234>

For balance, here is the statement of the Conservative candidate, Zac Goldsmith MP.

### **Zac Goldsmith MP. Conservative Candidate for Mayor of London**

Despite record investment under Boris, London's transport system is under huge pressure. By 2030 our population is set to increase to 10 million, which is like adding another city the size of Birmingham.

Already, the average London motorist spends a whole week a year stuck in traffic. Air pollution, overwhelmingly from vehicles, is taking the equivalent to 10,000 deaths a year.

My Action Plan for Greater London will keep our city moving and growing, while cleaning up our air. And I believe motorbikes can be a big part of that solution. By getting people out of cars and onto other forms of transport, from bikes to motorbikes and scooters, we can cut congestion and pollution at the same time.

So this is what I'll do for the capital's motorcyclists.

Safety is the number one priority. So first, I will commit to review the process of assessing

road safety schemes, to take greater account of the different safety considerations for two-wheeled vehicles.

And to ensure that the voice of motorcyclists is heard, I will also commit to including a representative for Powered Two Wheel riders in all road scheme proposal consultations.

Second, I want to make it easier and more attractive to ride a motorbike. To make this happen I will instruct TfL to work with the boroughs to allow motorcyclists to make greater use of bus lanes. I'll also work with the boroughs to deliver Sheffield stands and anchor points when maintaining or upgrading borough streets.

Finally, it is vital that the boroughs can take an informed view of the needs of motorcyclists when making key decisions on local transport infrastructure. So I will strengthen City Hall's Motorcycle Policy Unit so they can provide more and better guidance to boroughs.

As Mayor I want everyone in our city to be able to get to where they need to be, when they need to be there. My Action Plan will deliver for all London's road-users, including motorcyclists.

*Zac Goldsmith MP is the Conservative Candidate for Mayor of London*

The full list of candidates is:

- BERRY, Sian Rebecca - Green Party
- FURNESS, David - British National Party
- GALLOWAY, George - Respect (George Galloway)
- GOLDING, Paul - Britain First - Putting British people first
- GOLDSMITH, Zac - The Conservative Party Candidate
- HARRIS, Lee Eli - Cannabis is Safer Than Alcohol
- KHAN, Sadiq Aman - Labour Party
- LOVE, Ankit - One Love Party
- PIDGEON, Caroline Valerie - London Liberal Democrats
- WALKER, Sophie - Women's Equality Party
- WHITTLE, Peter Robin - UK Independence Party (UKIP)
- ZYLINSKI, Prince - Independent

More information on the candidates and the elections in London is available on the very useful website: <https://www.londonelects.org.uk/im-voter/who-you-can-vote>

### ***European Referendum***

L&L have worked hard to provide information about the main arguments for and against the UK's membership of the European Union from a biking perspective. You'll find two articles – one by an MP in favour of staying in the EU and another from an MP who wishes to leave - in the next edition of The Road (Issue 65). As an organization, MAG has not expressed a

position. However, the outcome of the referendum is important. We hope you'll find the contents of the articles useful.

### ***Salisbury Spring Surprise***

Congratulations to Finbar Colson and his team for an outstanding festival of motorcycling in Salisbury. Estimates put the attendance at 11,000 with no significant reported problems. This is set to be a grand and recurring event on the MAG agenda, and with 30 properly trained marshals, it proves what MAG activists can do. Good on you Fin!

### ***Justice worries from another case***

A new piece of information has cropped up with a fatality being connected with raised cats eyes. The father of the deceased is raising this concern, and Lembit is working with the local media to potentially establish a campaign. 'We mustn't make it worse by guessing, but there seems to be a significant body of evidence pointing to the road surface as a major contributory factor. While we can't take on each case individually, please do let me know of cases which might assist with the collection of data as I progress with the Justice Campaign.'

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## **MAG Position Statement Airbags**

### **History**

Airbags have been used in cars since the 1950's, becoming commonplace in the 1990's. Recent years have seen the development of airbags for use on motorcycles that inflate in the event of an accident.

When the motorcycle industry carried out research into a draft leg-protector design in the late 1980's, they conducted experiments using crash test dummies. Examination of the results suggested that leg protectors would alter the trajectory of a rider in a way likely to substantially increase the number and severity of head injuries to riders. The Transport Research Laboratory's response was the engineering 'fix' of airbags.

### **Reality**

When fitted to a car, usually within the steering wheel or dashboard, the airbag inflates when the vehicle is involved in an impact to restrain the motion of the

driver's head. When fitted to a motorcycle, the airbag is designed to restrict the movement of the rider's head and upper body to prevent injuries.

There are drawbacks to the design of airbags. The device needs to back onto a solid surface to prevent the airbag moving away from the rider or from deforming outwards and reducing the effectiveness of the airbag. This means that there must be a full fairing to aid the rigidity and effectiveness of the invention. Tank bags would be impossible to use as they would cover the airbag. There would also need to be a different design of airbag for each model of motorcycle, the costs of which would inevitably be passed onto the customer.

It should further be noted that airbags will only work in certain types of collision and that many styles of powered two-wheeler would not support their installation due to having insufficient mass to support the airbag on inflation. Further drawbacks to the adding of an airbag to a motorcycle include 'accidental' inflation (where, for example, a motorcycle is involved in an incident whilst stationary, such as falling from its stand or being knocked over) and the effect of the airbag going off on the handling of a motorcycle, particularly if it is of a small and light nature.

### **Currently**

At the present time there are no plans to make airbags a legal requirement, or even a standard for manufacturers to adhere to.

### **MAG position**

MAG is opposed to the compulsory implementation of airbags, and suggests that there is an increasing tendency to generate legislation that discriminates against the victims of other people's incompetence.

MAG does not oppose the freedom of the individual to choose clothing or vehicles fitted with airbags.

MAG supports training and education of all road-users to the high standard expected of motorcyclists and, where necessary, the use of enforcement to drive home the dangers of inappropriate actions in respect to riders of powered two-wheelers.

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## **Clubs and MAG events**

If you've read the latest issue of The ROAD this idea will sound familiar to you. We need more members – obviously – we always need more members and we need more people to come to our rallies. The biggest rallies are particularly critical because of the scale of outlay necessary to put them on. The cost of putting on the Farmyard for example, is about £160K so you can see that without substantial attendance the event cannot make money.

The event was scaled up and up over the years to meet the needs of a rising attendance and raised expectations but the number attending has fallen in recent years.

The main problem we are running into these days is an ageing biker population in general and more specifically an ageing biker population of those who like camping. The trouble is that fewer of these people are prepared to risk poor weather with not only the hardship of the journey but also the discomfort of camping in wet and cold weather if we are unlucky on that front.

We've thought about holiday camps to enable us to offer solid accommodation but there are downsides to this, the biggest of which is the shortage of venues that can accommodate the numbers that events like the Farnyard have attracted. The poor attendance at the MCN Live event at Butlins recently suggests that this is a difficult proposition as well. This year, Yorkshire MAG has partnered two companies who provide camping. Packages. long-time players, 'Carry Nowt Camping' and newcomers, 'Great British Glamping,' on a bring your own sleeping bag basis. The idea is to encourage those who can't be bothered erecting and bringing down their own tents.

The general conclusion is that big camping rallies do still have a future for the foreseeable future providing we capture a sufficient proportion of the niche of camping enthusiasts who enjoy what we offer.

### **Affiliate clubs**

We keep affiliate club membership extremely cheap in order to sustain contact with as many bikers as possible and it would enhance the credibility of maintaining a club-affiliate system if we could attract greater support of MAG events by affiliate club members.

It would be helpful if you could get those responsible for managing club websites to post flyers for MAG events on them. I have digital versions of flyers for all MAG events advertised in The ROAD so you are welcome to use me as the single contact address for dissemination of these flyers.

We now have a rather good promotional video for the Yorkshire MAG rallies ([www.facebook.com/YorkshireMAGRalliesAndEvents/videos/963772847006045/](http://www.facebook.com/YorkshireMAGRalliesAndEvents/videos/963772847006045/)) It will be helpful if you are friendly with affiliate clubs to ask them to circulate this link via their websites and membership lists.

It should never be forgotten that MAG is not a for-profit organisation. It is a lobbying force, the successes of which are enjoyed by all bikers whether they support us financially or not.

You could also spread the message that if affiliate clubs which to raise funds for MAG by including the organisation among the beneficiaries of their own fund raising events, then such a gesture can be recognised by reciprocal display advertising in The ROAD. Obviously the size of any such display advertising ie flyers, as distinct from a simple text listing, will have to be dependent on the probable scale of the funding from such events.

For copies of digital flyers contact me Ian Mutch via [theroad@mag-uk.org](mailto:theroad@mag-uk.org)

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**If you're having trouble sleeping, like the lovely person who sent me this, you may feel tempted to read the 2016 No. 362 ROAD TRAFFIC The Traffic Signs Regulations and General Directions 2016 at :-**

This Senator for New South Wales could be talking to you.....

<https://www.youtube.com/watch?v=KZUxOYxOMRU>. Thank you for Riding a Motorbike.

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## **When the chips are down.....**

A question recently arose on the National Committee email list as to why councils use chippings (surface dressing) and don't re-lay the tarmac itself which would last longer. At work I recently obtained prices for some road repairs. This was for a single track road approximately 1 mile long. Surface dressing (tar spray and stone chip) came in at £5 to £8 per square meter depending on specification (although once chancer thought I might accept over £12/sq m!). To excavate badly damaged areas and relay the tarmac came in at £30 to £53 per square meter. Based on those figures there is a 6 to 1 cost benefit to go with surface dressing over resurfacing. Clearly there are economies of scale to be had with Highways Authorities doing huge lengths of road so cost/sq.m will be much less but figures provided by a retired highways officer (and MAG member of course) still gave a 7 to 1 ratio of costs.

A decision over which method to go for will be influenced by traffic volumes and other physical condition issues (for example subsidence, ruts, cracks, potholes, etc) along with consideration given to texture issues which affect grip, noise, drainage, and spray (and noise aside, all have an impact on accidents). To test grip Highways use the magnificently named Sideway force Coefficient Routine Investigation Machine (SCRIM).

I've read claims of 10 to 15 year life expectancy for surface dressings but we have all seen roads resurfaced more frequently, especially when it goes wrong in hot weather, your tyres get remoulded with chippings and paintwork is spattered with tar. The tar used for chipping should also seal the road against ingress of water – that little puddle can be the start of a pothole. One thing for sure is that Highways Authorities have limited budgets so those quiet, twisty A and B roads favoured by many bikers for a Sunday blast will almost certainly be surface dressed with chippings rather than be re-laid. A technique referred to as raking in improves results but despite big improvements in post treatment sweeping and collection of loose chips there will still be a danger to riders until the loose stuff is thrown off the road. Some local authorities are adjusting their parameters in respect to what constitutes a pothole and one authority is publishing a list of roads that will be abandoned i.e. no more maintenance will be carried out – no prizes for guessing this is to save money. Whilst the Highways Act Section 41 imposes a duty on Highways Authorities to maintain roads, Section 47 allows them to apply to a magistrates' court to declare unnecessary highway to be not maintainable at public expense (although it is possible to speak against such proposals). I live in a rural area and sometimes use remote rural roads that are now no more than rough tracks; you don't need to be Einstein to work out that money will be spent on higher priority routes. Surface dressing is temperature dependent so just as the riding season really starts to get underway in May then the chips will start to go down. Just make sure you're not the one gambling on the grip.

Andy Carrott. Lincs

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**For those of you who read Network regularly you will know my utter contempt on the use of mobile phones whilst driving. I see it every single day. It kills people, end of. Why then, more than a decade after it became illegal to use a phone at the wheel of a car, are we still talking about this?**

### **Mobile phone use at the wheel 'still rife'**

95% of motorists regularly see other drivers looking at their phones in stationary traffic, according to a new survey by the RAC.

Published today (25 April), the RAC says the results show that 'illegal mobile phone use is still rife', highlighting a lack of publicity and the decline in the number of roads police officers.

Taking in the views of more than 2,000 drivers, the survey also reveals that 64% of motorists say that in the last hour they spent driving they saw at least one driver committing the offence. Of those, 6% claimed they saw between five and seven drivers breaking the law.

The current fine for using a handheld mobile phone when driving is three penalty points and a £100 fine. In January, the DfT launched a consultation into increasing penalties for mobile phone use.

The survey highlights that 30% of motorists say they have used a handheld phone at the wheel; 29% claim they do it occasionally while the other 1% show 'utter contempt for the current law', saying they use their handheld phones on most journeys.

The main reason cited by 61% of respondents for occasional phone use at the wheel was to make a short call. 49% of those admitting to using a handheld phone when driving said they had checked email or text messages, and a similar percentage (47%) had sent a text message.

While there is little difference in illegal phone use between male and female drivers; more men admit to using a handheld phone at the wheel than women (64% compared to 57%), whereas more women than men confess to sending a text (52% compared to 5%).

Simon Williams, RAC spokesman, said: "Thirteen years after the introduction of the current law forbidding use of a handheld phone at the wheel of a vehicle, this behaviour is far from being stamped out. In fact, the results of our research suggests the problem has got worse rather than better.

"The lack of a high profile advertising campaign similar to the ones targeting drink-drivers and speeders has not helped, nor has the decline in the number of roads police officers as there is very little fear among offenders of being caught.

"As a society we need to change drivers' thinking to make them understand the serious consequences their decision to use their handheld phones can have. Using a handheld phone should be regarded as being as socially unacceptable as drinking and driving."

- See more at:

RAC: <http://www.rac.co.uk/press-centre#/pressreleases/illegal-handheld-mobile-phone-use-at-the-wheel-still-rife-1382019>

:- <http://www.roadsafetygb.org.uk/news/4846.html>

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## **AROUND GB**

### **Report from Lembit on the Scottish Hustings**

Congratulations to Steve Wykes for once again achieving a significant and heavyweight political debate in Edinburgh last night, in advance of the elections next month.

We had four parties in attendance: Labour, SNP, Conservative and UKIP. Lib Dems and Greens were also invited.

Steve covered the Five Pathways to Progress agenda we're now using pretty much everywhere. The parties responded very positively.

I'll write it up more fully for The Road, but essentially the key outcome was that they all agreed to continue discussions around our agenda after the election. This is vitally important, because then we're in the frame as decisions are formed rather than running to catch up afterwards.

Steve was also cited as the reason bikes are now allowed in bus lanes in Edinburgh. That's according to the Labour Councillor on the panel. Praise indeed.

### **CUMBRIA IS OPEN**

"After my little speech at the AGC, I thought I would put some words together to back it up.

So I have paste and copied some words off the Cumbria County Council website to confirm.

7/4/2016 - Transport Secretary confirms date for A591 reopening

The storm-damaged A591 in Cumbria, which has been closed since December, is set to reopen earlier than initially planned, Transport Secretary Patrick McLoughlin confirmed today (Thursday 7 April 2016).

During a visit to see how flood-hit parts of Cumbria are recovering from the damage caused by storms Desmond and Eva, the Transport Secretary announced that Highways England and its contractor Kier are doing all they can to reopen the A591 on Friday 13 May.

The new opening date – which has been brought forward from the end of May - means holidaymakers travelling to Cumbria for the spring bank holiday and the school half-term break would be able to travel along the entire stretch of the A591 between Grasmere and Keswick. Work to reopen the road is being carried out by Highways England and Kier on behalf of Cumbria County Council.

Transport Secretary Patrick McLoughlin said: "The A591 is vital to Cumbria's economy, providing an essential link for residents, businesses and tourists, so it is great news that Highways England expects to reopen the route earlier than planned.

"We know that the winter storms had a devastating effect on many people in Cumbria and across the north. That is why we have invested more than £117 million – including an extra £83 million in last month's Budget – to ensure the region gets back on its feet as quickly as possible."

The Transport Secretary was joined by Highways England Chief Executive Jim O'Sullivan and Keith Little, Cumbria County Council's Cabinet Member for Highways, to see how work was progressing on the A591.

Jim O'Sullivan, chief executive of Highways England, said: "We're acutely aware how important this road is to local people and tourism businesses. When we started the repairs in February we promised we'd be working to reopen the road as quickly as possible and with some great progress in the last few weeks we're looking to do that by the middle of May rather than at the end of the month - which should be great news for visitors and businesses planning for the late spring bank holiday."

Keith Little, Cabinet Member for Cumbria County Council said: "We are delighted that Patrick has made time in his busy schedule to show his support for the affected businesses and communities of Cumbria but more importantly his visit brings with him the excellent news that the A591 will re-open even sooner than expected. Everyone involved with the repair deserves our thanks as they have worked tirelessly to reopen this road, a road which is a vital connection for communities, businesses and tourists alike."

As part of the visit, the Transport Secretary also took the opportunity to see repair work at Pooley Bridge and Eamont Bridge, both of which were severely damaged in the December storms.

In total, the government has awarded nearly £180 million to help communities across the north recover from the December storms.

In a further boost, the Transport Secretary also announced that Cumbria County Council has received nearly £1.5 million from the government's Pothole Action Fund, to help repair more than 27,000 potholes in the region during the current financial year.

So why am I telling you all this? Just around Christmas time and a bit after, a lot of the towns were quieter than normal and I found that my family which includes a young baby and two dogs were well received wherever we went. With signs out in front of the local businesses saying children and dogs welcome. Now, I'm not saying that bikers are looked down upon, quite the opposite but what I am saying is that local businesses remember who comes back to the Lake District first. So when you have businesses on your side, it helps the local MAG groups campaign for secure bike parking, bikes to use bus lanes and a seat on the local roads committee, etc.

But above all else, Cumbria has some wonderful roads to ride your bike on, so what are you waiting for?

Michael Armstrong, Cumbria MAG RR.

***I'm sorry but the following piece really made me angry – remind me again why we pay our road tax!! Ed.***

### **Devon turns to volunteers to repair potholes**

HTV News: Last updated Fri 15 Apr 2016

Potholes are the blight of many a motorist and cyclist's journey but now a team of volunteers are taking to Devon's roads to fix them.

Devon County Council has admitted it doesn't have enough to repair all our roads. So to help with the problem - as part of a trial - community road wardens will now carry out some of the repairs.

The Community Road warden scheme was launched 18 months ago - it allows members of the community to do a wide range of Highway work on minor roads. Richard and Andy are among some of the first volunteers to have been trained and insured to fix small potholes.

Devon has the largest road network of any highway authority in the country and it costs more than £60million a year to maintain their current condition.

- £60m Price per year to maintain road's current conditions
- £45m The amount the council received in Govt funding
- £758m Devon's maintenance backlog

This year though it received only around £45million in Government funding for maintenance work.

Yet the council says Devon's maintenance backlog is around £758million.

The material they use is called Instarmac - it can be used in all weathers and dries almost instantly. The idea is volunteers patch up small potholes on minor roads, so that the main, paid council highways teams can focus their attentions on larger potholes, primarily on our A and B roads.

Now 59 volunteers have had the same free training as Richard and Andy and if this trial is successful it could be rolled out to all Community Road Wardens.

HTV News Item: <http://www.itv.com/news/westcountry/2016-04-15/devon-turns-to-volunteers-to-repair-potholes/>

### ***And, again, on potholes:***

#### **Government provides cash for one million potholes to be filled this year**

The Government has confirmed it will provide £50m during this financial year to enable more than 100 councils across England to repair 943,000 potholes.

The money is part of the £250m 'Pothole Action Fund' which will be used to repair more than four million potholes by 2020/21.

Of the money to be provided in this financial year, the South West and the South East are the biggest beneficiaries, receiving £8,433,000 and £8,334,000 respectively.

The condition of the UK's roads is often debated in the media and is something of a political hot potato.

The results of a survey published last month suggest the 'one-time cost' to get roads in England and Wales back into reasonable condition is now £11.8bn.

The Asphalt Industry Alliance's (AIA) survey also estimated that 13% of England's road network (excluding London) is in poor structural condition, while the length of time it would take to clear the carriageway maintenance backlog is 14 years.

In January, the RAC revealed it was called out to 25,487 pothole-related breakdowns in 2015, a rise of 24% year-on-year.

In total, the Government has announced spending of £6.1bn on local highways maintenance between 2015/16 and 2020/21. It says that this will give councils long-term certainty for the first time to plan future work with the aim of preventing potholes and improving local roads, bridges and street lighting.

Patrick McLoughlin, transport secretary, said: "I know how important well-maintained roads are to people across the country. Almost every journey starts and ends on a local road, so the government is giving councils £250m specifically to tackle the blight of potholes in their area.

"This is just one part of our unprecedented investment in local road maintenance over the next five years. We are giving a record £6bn to local authorities in England that will improve journeys across the regions."

- See more at: <https://www.gov.uk/government/news/cash-for-councils-to-fill-almost-1-million-potholes>

RAC: [http://www.rac.co.uk/press-centre#/news/rac-reacts-to-asphalt-industry-alliance-s-annual-local-authority-road-maintenance-alarm-survey-156909?utm\\_campaign=Subscription](http://www.rac.co.uk/press-centre#/news/rac-reacts-to-asphalt-industry-alliance-s-annual-local-authority-road-maintenance-alarm-survey-156909?utm_campaign=Subscription)

## **New motorcycle parking facilities installed at Ferry Meadows – Peterborough MAG**

<http://features.pboro.co.uk/template-for-news-7>

A new motorcycle parking area complete with a security rail has been installed in the main car park at Ferry Meadows.

The improvements were made following contact from the Peterborough Motorcycle Action

Group who campaign to protect and promote motorcycling.



## **Staffordshire**

### **Conference will develop a 'strategy for life' for young riders**

The Staffordshire Safer Roads Partnership has unveiled plans for a conference focusing on the challenge of reducing casualties among young motorcycle riders.

The 'Young Rider Casualty Reduction Conference', which is free to attend, is being held at the Potteries Museum, Stoke-on-Trent on 26 May.

The conference will explore why young riders are so vulnerable, and what stakeholders can do to reduce casualties.

Speakers include Dr Fiona Fylan from Brainbox Research who will explore 'the psychology of wheels'; Steve Kenward from the MCIA; Andy Adlington who will present Derbyshire's CBT Plus scheme; Matt Staton who will discuss Cambridgeshire's 'twist and ride' animated film; and Andy Smith who will outline Cardiff City Council's Scootersmart initiative.

The event is being organised by Kevin Wilcox, road safety officer with Staffordshire County Council, who said: "In Staffordshire and Stoke-on-Trent young motorcyclists aged 16-25 years account for approximately half of all motorcycle casualties and I am sure it is a similar picture across the country.

"It is therefore extremely important that young riders receive guidance and are provided with the tools to make them safer on the road.

"We are making it our priority to tackle the issue and have developed a number of initiatives to engage with young riders and their parents. These include a mobile app, a series of quirky videos linked to a competition, young rider meets, a dedicated Facebook page and website and a young rider mentoring 'ride-out' scheme.

"At the conference speakers from our partnership will demonstrate the 'Biker Jack' mobile app and preview the 'Biker Jack' videos."

For more information or to book a place (FOC) contact Kevin Wilcox on 07855 336922.

- See more at: <http://www.roadsafetygb.org.uk/news/5021.html#sthash.IQ1yfUkE.dpuf>

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### **PACTS' conference will focus on 'safer vehicles'**

A conference organised by the Parliamentary Advisory Council for Transport Safety (PACTS) during June 2016 will highlight innovation and good practice in the design and operation of safer vehicles.

Safer Vehicles 2016 will feature national and international experts on vehicle safety who will identify opportunities to promote the development and uptake of safer vehicles through public policy at UK, EC and international level.

The conference will cover HGVs, buses, cars and motorcycles with an emphasis on reducing vulnerable road user casualties. It is being held in partnership with Highways England, TfL, Thatcham Research, Global NCAP, RoadSafe, ETSC and iSAFER.

Confirmed speakers include David Ward, Global NCAP; Richard Cuerden, TRL; Lilli Matson, TfL; Dr Joanna White, Highways England; Antonio Avenoso, ETSC; Matthew Avery, Thatcham Research; and Tricia Hayes, DfT.

Safer Vehicles 2016 will be held on 14 June at the QEII Centre in central London  
- See more at: <http://www.roadsafetygb.org.uk/news/5007.html#sthash.KGRQNcEc.dpuf>  
-: <http://www.pacts.org.uk/2016/03/pacts-announces-safer-vehicles-conference/>

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### Tristan's Trawl

<http://www.motorcyclenews.com/news/2016/april/test-ride-new-2016-models-at-the-mcn-festival/>

Test ride new 2016 models at the MCN Festival

<http://www.channel4.com/programmes/guy-martins-wall-of-death-live>

A link to the channel 4 program

### Triumph Bonneville T120 and Street twin recalled

IT'S only a matter of weeks since we rode them at the launch but Triumph's new 2016 [Bonneville T120](#) and [Street Twin](#) have been recalled already over a fire risk. Read more: <http://www.visordown.com/motorcycle-news--general-news/triumph-bonneville-t120-and-street-twin-recalled/31155.html#ixzz46s3roctJ>

**HONDA'S** flagship Kumamoto factory – where [Fireblades](#), [VFR1200Fs](#), [Goldwings](#) and [NC750Xs](#) are made – will remain closed until at least next Thursday as the firm repairs earthquake damage.

Read more: <http://www.visordown.com/motorcycle-news-industry/honda-factory-closure-extended/31147.html#ixzz46s3UlxqZ>

**THREE** thieves steal a motorcycle from a busy London street as people standing watching, fully aware of the crime unfolding before their eyes

Read more: <http://www.visordown.com/motorcycle-news-videos/motorcycle-stolen-in-london-as-people-stand-and-watch/31117.html#ixzz46s4MBqEM>

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### Three million new vehicles registered during 2015 (part)

According to figures published on the 15<sup>th</sup> April, more than three million new vehicles were registered in Great Britain during 2015, the highest figure in a decade.

According to DfT stats, 3.21m new vehicles were registered, up 8% on the previous year, and only 1% lower than the highest ever number in 2003.

There was also an increase in the number of new ultra low emission vehicles (ULEVs) registered. 29,963 ULEVs were registered, representing 0.9% of all new registrations, a year-on-year increase of 0.4%.

The Government says that overall number of licensed vehicles and number of new vehicles registered is influenced by the general economic climate in Britain and further afield.

81% of the new registrations were cars, 11.7% were vans (light goods), 3.8% motorcycles and 1.5% heavy goods

At the end of 2015 there were 36.5m vehicles licensed for use on the roads in Great Britain, of which 30.3m were cars.

The number of licensed cars increased by 2.2% year-on-year, van numbers were up 4.7% over the same period and the number of motorcycles rose by 1.2%.

**An item from Parliament:**

### **Daniel Zeichner Shadow Minister (Transport)**

To ask the Secretary of State for Transport, what recent assessment he has made of the causes of the number of motorcyclists killed or seriously injured in (a) London and (b) England outside London.

- Hansard source (Citation: HC Deb, 19 April 2016, cW)

### **Andrew Jones Parliamentary Under-Secretary (Department for Transport)**

The Department published a factsheet on motorcyclists in June 2015. The factsheet can be found at the link below:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/447673/motorcyclist-casualties-2013-data.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/447673/motorcyclist-casualties-2013-data.pdf)

In addition, the tables below give the number of motorcyclists killed or seriously injured in a) London and b) England excluding London by the contributory factor recorded by the police for the accident.

### **Number of killed or seriously injured motorcyclists (KSIs) in reported road accidents by contributory factor allocated, top 10: London 2014**

<b>Contributory Factor reported in accident</b>	<b>KSI casualties</b>
Failed to look properly	<b>323</b>
Poor turn or manoeuvre	<b>194</b>
Careless, reckless or in a hurry	<b>184</b>
Loss of control	<b>119</b>
Failed to judge other person's path or speed	<b>112</b>
Exceeding speed limit	<b>53</b>



Sudden braking	45
Travelling too fast for conditions	38
Disobeyed 'Give Way' or 'Stop' sign or markings	31
Following too close	26

**Number of killed or seriously injured motorcyclists (KSIs) in reported road accidents by contributory factor allocated, top 10: England (excluding London), 2014**

**Contributory Factor reported in accident KSI casualties**

Failed to look properly	1,846
Failed to judge other person's path or speed	996
Poor turn or manoeuvre	940
Loss of control	856
Careless, reckless or in a hurry	738
Exceeding speed limit	405
Learner or inexperienced driver/rider	386
Travelling too fast for conditions	348
Sudden braking	302
Slippery road (due to weather)	296

The contributory factors system has been developed to provide some insight into why and how road accidents occur. Contributory factors are designed to give the key actions and failures that led directly to the actual impact to aid investigation of how accidents might be prevented. When police officers attend the scene of an accident, they are able to select up to six factors that they believe contributed to the accident. Please note that this does not assign blame for the accident to any specific road user, but they give an indication of what the officer thought happened.

Motorcyclist safety has been a longstanding priority for the Government's THINK! road safety campaign. Previous campaigns have included 'THINK! BIKER', which encourages drivers to look out for bikes at junctions. This year, THINK! are running a social media led motorcycle safety campaign encouraging riders to undertake further training, wear protective clothing and reduce their speed on rural roads. This is being complemented by wider social media activity, encouraging drivers to look out for bikes.

**Quadricycle Safety at a Standstill**

Euro NCAPNews 06-APR-2016

Brussels, 6 April 2016 - Euro NCAP continues its assessment of heavy quadricycles and today releases the safety ratings of four such vehicles. The organisation has studied what has changed in this segment in the last two years and has introduced a specific star rating for these vehicles to help consumers in their purchase decision. Safety equipment is sparsely fitted to these vehicles and the results show little improvement since the last tests performed in 2014.

The crash test results of the selected vehicles - Aixam Crossover GTR, Bajaj Qute, Chatenet CH30 and Microcar M.GO Family - show that there are still fundamental problems with this segment. All four vehicles have been assessed using the same protocols that were used in

2014 when testing the first quadricycles. While some vehicles perform better than others, the standard of protection offered to the driver is still generally very low, leading to serious risks in collisions with other vehicles or obstacles.

Euro NCAP's first tests on heavy quadricycles showed major shortcomings in safety. The organisation called for more realistic requirements from the regulators and for quadricycle manufacturers to take more responsibility for the safety of their products. Since then, more quadricycles have come onto the market and an updated European regulation has come into force, leading Euro NCAP to revisit the safety offered in this segment with the support of Global NCAP.

Euro NCAP Secretary General, Dr Michiel van Ratingen, said: 'It is disappointing to see that quadricycles are still lacking basic safety features that are common in small cars. By not challenging the manufacturers to do more, legislators continue to give a false impression to consumers that these vehicles are fit for purpose.'

The latest results show that little progress has been made, with test findings that are as bad as two years ago. The Microcar M.GO by Ligier is the only to be fitted with a driver airbag as an option but tests show this to be ineffective. With no improvement in structural integrity, the airbag offers no increase in protection and appears to be little more than a marketing ploy.

Quadricycles are still not subject to the same legislation as passenger cars. Nevertheless, these vehicles look like small city cars and are likely to compete for sales. However, their performance in Euro NCAP's tests is far below a similarly-sized passenger car which can be bought second-hand more cheaply. Van Ratingen to add: 'Simple design changes could lead to significant improvements, with little added weight or cost. Pursuing an environmental agenda is not an excuse for unsafe vehicles. Therefore Euro NCAP again calls for safety to be prioritised for heavy quadricycles.'

David Ward, Director General of Global NCAP said, 'Euro NCAP and Global NCAP are working in partnership to help draw policymaker and consumer attention to this category of badly performing and poorly regulated vehicles. Quadricycles have significant potential for sales in markets across the world and it's essential that minimum safety standards are put in place and that consumers are made aware of their safety shortcomings, especially when compared with similarly sized passenger cars.' Ward to add: 'We will be urging action on quadricycle safety through effective regulation in the UN World Forum for Harmonisation of Vehicle Regulations.'

Pictures and videos and report of all the quadricycles tested are available on our website and Media Center. For media information, please contact Marie Brasseur, Euro NCAP Communications Manager at [Marie.Brasseur@euroncap.com](mailto:Marie.Brasseur@euroncap.com). -: <http://www.euroncap.com/en/ratings-rewards/quadricycle-ratings/>

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