



# October 2015 Network

## A networking tool for Activists and other interested parties

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## Editorial.

This months really good news is that sanity has prevailed in Caerphilly where Council Officers have rejected a blanket 20mph. On the other hand, further south across the border, Plymouth plan to limit 80 roads in the area to 20.

And, in Bristol where there has been a blanket 20mph across the City, drivers are so fed up that a 10,000 signature petition was submitted to the council objecting. To counter that another petition was started by people who wanted the 20mph to remain and the last I heard on this was that it stood at circa 1,800. Obviously this is now going to discussion so watch this space.

I really would love to see the figures for the difference in pollution between 20 and 30mph. They must be around. I'm sure there were some from the Netherlands, however, I can't seem to find anything.

I was hoping to bring you news that two wheeled motorised vehicles are to be allowed into bus lanes permanently in Cardiff, however, this is subject to confirmation in writing. Wish you Guys the outcome you deserve for working so hard. Keep us posted.

I've made no secret of the fact that I loathe the use of mobile phones whilst driving, so the figures from Ireland - *that in the first five months of the 2015 more than 12,500 drivers were issued with fixed penalty notices for using a phone while driving* – give some assurance. I'd like to know, however, the figures for GB. Anyone any idea how we can find these out because I see no evidence of it whilst I'm out and about? Drivers, including HGVs, flout the law regularly.

I'm not sure how I feel about the new 'app' mention on page 6 which logs bike routes and records your journey also alerting the NHS if you have an accident. Its all a bit too 'big brother' for me, however, whether to make use of it is, of course, up to the individual.

See yer next month, Ride free, AG

**Copy:** for the November (*really!!!!*) to [aine@mag-uk.org](mailto:aine@mag-uk.org) subject heading: Network by 23 October latest.

**[Acknowledgments: George Legg. Selina Lavendar. Leon Manning. Lembit Opik. Tink. Road Runner. And anyone else I've forgotten]**

### **We are moving**

MAG Central office will be moving at the end of October. Don't worry, as we are staying in the same geographical region we are keeping the same telephone numbers and P.O. Box.

Continue to use your existing paperwork to sign up new members and direct any enquiries.

The ladies in the office are doing as much as they can to minimise any delays whilst we move and settle in to the new premise.

If you should experience any problems, feel free to talk to your Regional Rep (details at the back).

Selina, MAG National Chair

### Leon's Bits.....

#### **Cycle lane segregation schemes – One down 14 to Go!**

Leon is even further up to his neck in Armadillos, Orcas and other hard engineered schemes that add new hazards for bikers. As announced in the last issue of Network we are putting together a table with all known installations / plans to install / trails of hard engineered cycle lane segregation across the UK.

Thanks to all who have replied so far we have identified 15 trial schemes. The good news is that congratulations are due to Brighton Rep Mark 'Joe' Greening and his team as they have 'encouraged' the council to remove a string of Orcas in a trial scheme – within five weeks of them being installed!

The current list includes: Cambridge, Glasgow Edinburgh, Enfield, Brighton (0), Bristol, Oval (London), Central London, East Dunbartonshire, Manchester Wilmslow Road, Salford x 2, Junction 4 M56, and Camden. But if you know of any others please let us know asap.

The bad news is that we still have another 14 schemes to get taken out – and to get all plans to narrow roads with new trip hazards assigned to the bin where they belong. And, we've had our first report of a biker being tripped up by one of these hazards – which left him seriously bruised and facing a bill for over £500 worth of damage to his bike. Leon has not been able to verify that report yet as it just came in from a non member – but he is trying to get more details and to encourage him to join us in our fight against these crazy and potentially deadly developments.

Doubts about the 'wisdom' of physical segregation measure to create cycle lanes are growing behind the scenes thanks to work by our reps and activists and the private or formal conversations Leon is having with some key policy shapers in an expanding range of locations. A highly influential councillor in the Greater Manchester region has recently confided that he is 'nine out of ten' convinced about the rightness of motorbikes in bus lanes – and 'seven out of ten' about the wrongness of Armadillos.

#### **Progress with MAG's Paths for Progress:**

MAG's 'Five Pathways for Progress' document has already been put to effective use since it was first published in the July edition of Network. In effect it is becoming the basis for a new section on the positive role of motorcycling in the '20 Year Vision for Transport' that is being

developed by the West Yorkshire Combined Authority (WYCA). Following on from the great work done by MAG's regional teams and a one to one 'informal' meeting with Leon in London, the officer responsible for advising the WYCA Board is in total support of all of our pathways for progress – including a recommendation to trial bikes in bus lanes across the region.

MAG's word on this has also just reached Wales and been warmly received by the people who have a lot of influence on highway schemes throughout the country. New Wales Rep Ian Williamson used his influence to get an invite for a MAG presentation to the Surveyors Society of Wales. The attendees were basically the most senior highway engineers in each Welsh Authority – and the Central government adviser for the Transport Minister. Leon was whisked up to Powys from Cardiff Central by the local MAG rep Barrie Avery – who single handedly persuaded the council to trial motorcycles in Cardiff's bus lanes.

The Power Point presentation that Leon delivered was combined with input from Ian and Barrie and was based on MAG's 5 Pathways document. However, the PP presentation includes particular emphasis on the many reasons why physical segregation measures, like Armadillos, Orcas or Kerb ridges should NOT be installed – and why Motorcycle Access to bus lanes is such a good idea that it should become Nationwide policy throughout the UK. And for the benefit of all activists who may be interested, Leon's PP presentation will be available via Central Office to use whenever you can.

Now, and hot off the press from Wales, it has just been confirmed that the 'Experimental' traffic orders to allow motorbikes in Cardiff's bus lanes will now be made permanent!

### **GLA to investigate TfL's Motorcycling Policies**

Leon continues to be heavily engaged with biking policy developments in London for MAG and the latest is an investigation by the Greater London Authority (GLA).

The GLA Transport Committee will be devoting an entire meeting in October to a review of TfL's policy responses to motorcycling and Leon has been invited to make input to the investigation. This could be a very good opportunity for MAG to bring the GLA's elected members up to speed on what TfL has, and has *not* been doing for bikers. But it could also be quiet challenging for the TfL Directors who Leon has spent years working/battling with to get bikers and motorcycling treated with far more respect, fairness and sanity than they generally are.

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### **Lembits got some bits too.....!**

The summer has ended with less glamorous work than attending rallies, but now begins the heavy lifting between now and Motorcycle Live at the NEC in Birmingham.

Our goals is to be ship shape and in possession of a clear 'narrative' or story which compellingly promotes MAG as the 'goto' destination for anyone caring about riders' rights.

a) The Forth Road Bridge campaign has reached an excellent conclusion with Steve Wykes completing the process of ensuring learner riders will continue to be permitted on the 'old' Forth Road Bridge when the 'new' one opens. It would be very helpful if MAG supporters continue to clarify that this was a MAG achievement. Others have tried to take

credit but it's not the case. If you can also write to Scottish papers celebrating this victory of Common sense by the Scottish Government, that would be very helpful.

b) The Justice campaign – which is all about establishing whether riders have a legal level playing field when it comes to accident situations. Lembit continues to welcome examples of questionable fairness, or blatant discrimination. We're putting all this together in order to make a request for a formal review of sentencing in accidents involving bikers and other vehicles.

c) On the party political front, Lembit continues to make his usual appeal for you to engage with your local MP and Councillors and ask them to join us. You can get an MP support pack from HQ (01926 844 064) and Lembit is always on hand to assist – just give a call to talk through. Note the more MPs we have in MAG, the more we can help influence the future of riding in the UK.

d) Thanks to all who wrote their objections to seek to prevent the introduction of a mandatory helmet law for trike riders in Northern Ireland. Over 100 responses were received. We'll keep you posted on developments – and whether we'll need to take any direct action. At present, we're deeply involved in the political route with President Mutch and Lembit engaged with the offices and decision-makers in Belfast.

Leon and Lembit are always here for you – so don't hesitate to get in touch if we can help out. Don't forget to scan The Road for more info on the campaigning and other work which is going on for riders everywhere.

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FEMA <<http://www.fema-online.eu/riderscan>>

**European Parliament: powered two-wheelers play a significant role in sustainable mobility.**

\*The European Parliament adopted this afternoon Wim van de Camp's "Report on the implementation of the 2011 White Paper on Transport: taking stock and the way forward towards sustainable mobility". In the report motorcycles are seen as a way to solve the problems in urban transport by tackling congestion and parking problems as well as providing a solution for small logistics. The report also states that the specific design and afferent benefits of these vehicles should be adequately taken into account and reflected in EU transport legislation and guidelines. \*

[http://www.fema-online.eu/riderscan/IMG/jpg/2015-06-17\\_17.23.03.jpg](http://www.fema-online.eu/riderscan/IMG/jpg/2015-06-17_17.23.03.jpg)

In Mr. Van de Camp's report the implementation of the White Paper on Transport, launched by the European Commission in 2011, is evaluated and recommendations are given for the next years. Although this report has no legislative characteristics itself it is the base of many regulations on the wide area of transport. Motorcycles are seen as a way to solve the problems in urban transport by tackling congestion and parking problems as well as providing a solution for small logistics. The report also states that the specific design and afferent benefits of these vehicles should be adequately taken into account and reflected in EU transport legislation and guidelines.

This means that using motorcycles should be stimulated and facilitated. Also, that motorcycles and other powered two-wheelers should be considered when new roads are designed but also in the maintenance and design of existing roads. The European

Parliament also calls for actions to reduce accidents among vulnerable road users, in particular users of two-wheeled vehicles, pedestrians in urban environments and older drivers. Also to the extension, within the revision of the Directive 2008/96 EC on road infrastructure safety management of its four main measures to other parts of the road network, including all parts of motorways and rural and urban roads. In other words: all roads should be designed, monitored and maintained in the same way as the roads that are part of the TEN-T network.. in practice this means better design and better maintenance of all roads in the whole of Europe.

FEMA's General Secretary reacted: "This is the first time that the European Parliament recognizes the importance of motorcycles for transport. We have been saying for a long time, that motorcycles are part of the solution for urban congestion, environment and parking problems. The use of motorcycles should be stimulated and facilitated.

In cities like Rome and Paris there would be enormous problems if anybody who now uses a motorcycle or scooter would go by public transport or, even worse, by car. Therefore we are very glad with the report from Wim van de Camp and the adoption of it by the European Parliament and we hope, that the European Commission will do something with it and take adequate action."

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### **Reporting Road Hazards**

At MAG we are often asked to get involved in reporting road hazards. In the past we have created a number of ways of doing this including Road Hazard postcards that were returned to the MAG Central office for processing. Things have moved on since then and rather than reinvent a resource MAG is delighted to recommend [www.fixmystreet.com](http://www.fixmystreet.com) for the reporting of road hazards.

FixMyStreet can be accessed via the Internet or you can download the App to your mobile device. Having the App allows you to use your mobile device to pick up the location. The site also allows the uploading of photographs.

Simply

1. Enter a nearby UK postcode, or street name and area or use the 'locate me' option
2. Locate the problem on a map of the area
3. Enter details of the problem

FixMyStreet will then send the report on to the council on your behalf

You have a choice of registering with FixMyStreet or not. You will need to have an email address so that they can confirm your report.

In addition to issue on the roads you can also report other issues such as dog fouling, litter, public toilets and trees.

We know it works as a number of members have used FixMyStreet.

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### **\*New app records motorbike routes\***

\*Somerset Life magazine issue 127 Sept/Oct 2015 \*

Motorcyclists can now pick up an award-winning NHS-linked safety app to log their journeys around the country.

The free RealRider social network app for smartphones enables riders to record, upload and share their best local rides and stop-off points.

It does not record speed but it does track your rides and alerts the NHS if you've had a crash.

The app is being promoted at this year's Weston Bike Nights, which take place every Thursday evening on the Beach Lawns until 24 September.

All eligible journeys which are logged onto the app in North Somerset will be entered into a prize draw.

Prizes promote safety and include Urban Glow jackets and £10 Urban Glow vouchers, courtesy of an Avon and Somerset Police Community Trust Road Safety grant.

Find out more at: [www.realriders.com](http://www.realriders.com) <<http://www.realriders.com>> or speak to officers at Bike [Nights.roadsafety@n-somerset.gov.uk](mailto:Nights.roadsafety@n-somerset.gov.uk)

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**For those of you who like stats – check this out:**

### **Department of Transport reveal roads most used by bikers across UK**

The Department for Transport has released new statistics revealing the roads most used by bikers in England, Scotland, and Wales with a road in Kensington and Chelsea proving the most popular in Britain.....

[http://www.motorbiketimes.com/news/people/human-interest/motorbike-capital-of-the-uk-revealed-\\$21385830.htm](http://www.motorbiketimes.com/news/people/human-interest/motorbike-capital-of-the-uk-revealed-$21385830.htm)

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**Guy, sorry mate, its not for me but for the information of the reader:**

Vulnerable road users on two wheels now have a choice of cutting-edge airbag technology to help prevent serious injury.

Following his 130 mph crash at this summer's Ulster GP, professional rider and television personality Guy Martin praised the performance

<https://www.eta.co.uk/2015/09/18/airbags-for-bicycles-and-motorbikes/>

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### **New models from Ducati in 2016**

DUCATI plans to unveil nine new models for its 2016 range at November's Eicma show in Milan, including the Monster 1200 R.

Ducati says its 2016 range 'represents, beyond any shadow of doubt, the biggest, most decisive attack on the market ever to have been launched by Ducati.'

Read more: <http://www.visordown.com/motorcycle-news--general-news/ducati-to-show-nine-new-models-at-eicma/28174.html#ixzz3mSLsVsx5>

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## **London Motorcycle Show early-bird offer!**

It may be five long winter months away, but if there was ever a good time to buy a ticket to the Carole Nash MCN London Motorcycle Show next February, this is it.

<http://www.motorcyclenews.com/news/2015/september/london-motorcycle-show-early-bird-offer/>

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## **DfT proposals to raise fit to drive declaration to 75**

ROAD SAFETY and breakdown cover specialist GEM Motoring Assist welcomes the news that the Department for Transport is considering raising the age at which drivers must declare they are fit to drive from 70 to 75.

GEM chief executive David Williams MBE comments: "This is a sensible step, however we question the road safety value of any such age-related declaration.

"Reaching a specific birthday doesn't automatically lead to sudden deteriorations in judgement and eyesight, so we believe that making a formal declaration on fitness to drive at 70, 75 or any age is unnecessary bureaucracy and of little or no road safety benefit.

"We regularly remind all our members –of any age – that they should not drive if they are unfit to do so.

"We encourage all senior drivers to stay mobile as long as they're safe, and we commend the responsible attitude demonstrated by the vast majority of older motorists to self-regulate."

Figures show that senior drivers are a very safe group of road users, according to David Williams. "This is because most are good at altering and adapting their driving to reflect any changes in their ability to drive safely," he explains.

"So they may avoid driving at night or in bad weather, they may cut down the length of journey they make, they may explore alternative transport methods and ultimately they will themselves decide that the time has come to stop driving.

"Inevitably there are a few senior drivers who make the headlines when poor decisions lead to horrible crashes. These are likely to be the ones too proud to heed the warning signs, and too stubborn to listen to advice from family members. According to research (TRL 2013), these represent around 10 per cent of senior drivers, and we fully support any safety measures that will identify them and deny them the use of the road."

GEM's 'Still Safe to Drive' website ([www.stillsafetodrive.org.uk](http://www.stillsafetodrive.org.uk)) is a video-based resource with an excellent line-up of expert advice on safer driving into old age. There are also tips for concerned family members on how to talk to an elderly relative about reducing risk on journeys.

-: <http://www.stillsafetodrive.org.uk/>

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## **On behalf of Youth Bike**

### **ARE YOU IN SECONDARY SCHOOL EDUCATION????**

If so please have a look at [www.youthbike.com](http://www.youthbike.com)

This is a cheap but very effective alternative educational project for schools. It works very well with teenagers who are more practical than academic.

It is cheap, cost effective, predicted outcomes and has twenty one years of positive history to back it up.

This scheme keeps disaffected young people busy and puts the fun back into learning.

For those schools who have engineering in their curriculum this is a sure way of getting the pupils to test their work and ideas.

It is recognised by the Duke of Edinburgh Award Scheme.

For further information contact Tony Nightingale via [nationalyouthbike@yahoo.co.uk](mailto:nationalyouthbike@yahoo.co.uk) and send your mobile phone number. Tony will ring you to answer any questions that you might have about the scheme.

Please share with all teachers and college tutors.

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## **MAG IRELAND**

The latest figures from An Garda Siochana (Ireland's National Police Service) show that in the first five months of the 2015 more than 12,500 drivers were issued with fixed penalty notices for using a phone while driving. MAG Ireland applauds the efforts of the Garda in tackling this lethal practice.

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### **Police launch new team to drive down casualties**

A new policing team aimed at reducing the number of casualties on the counties roads has been launched in Norfolk and Suffolk.

The Road Casualty Reduction Team (RCRT), made up of four police motorcyclists, carries out pro-active patrols targeting vulnerable road users and collision hotspots and provides additional support to routine patrol deployment.

In the first month of operation, the team recorded 41 speeding offences, 57 offences of not wearing a seatbelt, 58 offences of driving while using a mobile phone and made one drink-driving arrest.

Chief inspector Chris Spinks, head of roads policing in Norfolk and Suffolk, said: "The creation of this new team will see officers being much more pro-active in their ability to target

hard-to-reach groups such as motorcyclists and carry out patrols in problem areas, all with the aim of helping improve road safety.

"We already do a lot of work to engage with motorists as part of our routine patrols while also attending specialist events; the real benefit of this team allows us to enhance this work as we are able to dedicate these officers for specific tasks and events. These patrols are above and beyond our normal capability which means they can concentrate on casualty reduction work without the need to respond to routine calls."

Norfolk and Suffolk police point to stats which show that motorcyclists are disproportionately represented in collision statistics; nationally they comprise 1% of all traffic but account for 19% of all road user deaths.

CI Spinks added: "Motorcyclists traditionally have always been a hard-to-reach group in terms of road safety and for me, there's no better way to improve this than having police bikers at the forefront of our efforts to educate and enforce."

Jenny McKibben, deputy police and crime commissioner for Norfolk, said: "When you look at the casualty figures it is clear that the highest number of those killed or seriously injured are younger and older drivers, motorcyclists, cyclists and pedestrians. This new team will help make Norfolk's road safer by targeting vulnerable groups of road users."

- See more at: <http://www.roadsafetygb.org.uk/news/4558.html#sthash.b5bu885S.dpuf>

-:

<http://www.norfolk.police.uk/newsandevents/newsstories/2015/september/teamlaunchedtoreducertc.aspx>

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## AROUND GB

**The SE Region AGM** ..... will take place in the upstairs function room at the Seven Sisters pub, Alfriston Road, Seaford, East Sussex BN25 3PY – Saturday 21st of November. Registration open at midday for 1pm start. We have the room until five. Selina Lavender the MAG Chair, will be in attendance and there may be a guest speaker (TBC). All SE Region MAG members and affiliated club members are welcome – though please note affiliated clubs only have one vote per club and the card holder must be present. All members to bring their membership cards. The post of regional rep is currently vacant and while there is one interested party, nominations are open until the day. Any queries contact TMAGL Director, John Mitchell on 07855 111946 – or email [jmitchell@mag-uk.org](mailto:jmitchell@mag-uk.org)

### **We don't have to follow you to catch you**

A message from Avon & Somerset Constabulary - 15 September 2015:-

We're sending out a clear warning to people driving cars and riding motorbikes or mopeds dangerously that they don't have to be stopped at the time to end up in court.

The warning comes after a 23-year-old man from Westleigh Park, Hengrove, was disqualified from driving for 20 months, told to pay £165 in costs and sentenced to 12 weeks in prison, suspended for 20 months, after being charged with dangerous driving.

An officer on patrol in Filwood heard the sound of screeching tyres before seeing the man's car skidding along the wrong side of Newquay Road.

PC Scarborough said: "Newquay Road is in the heart of a residential area, it was a sunny evening and children were out playing. I followed the car, hoping to stop and speak to the driver, but he began travelling at more than 40mph in what is a 20mph zone and clearly didn't have a thought for anyone's safety.

"It wasn't safe to continue following, but I later got hold of CCTV clearly showing him 'power sliding', or skidding at speed, around the corner. I arrested him from his home and he pleaded guilty at court."

Neighbourhood Sergeant Dave Deakin added: "This sort of dangerous driving is a real issue for us at the moment, particularly in Filwood.

"There's a certain amount of 'goaded' going on, especially among motorbike riders, but I hope this case shows that although we will always put safety first, we will also do everything we can to catch up with reckless motorists and riders."

"It's not just the dangerous way they're driving, but the fact many of the cars and bikes are not insured or roadworthy.

"Our dedicated Operation Biker officers regularly patrol to identify and deter offenders and, if a vehicle is not insured, it will be seized there and then.

"The man in this case is a tradesperson, who is now disqualified from driving for 20 months. People need to think of the potential consequences before they get involved."

The 23-year-old was sentenced at Bristol Magistrate's Court on Thursday, September 10.

### **Part-time 20mph limits to be deployed at Welsh schools**

The Welsh Government has announced a £4.5m three-year programme "to improve safety at more than 40 schools on trunk roads", primarily through the use of part-time 20mph speed limits.

Following a Welsh Government review of safety on walking and cycling routes to schools on Wales' trunk road network, 56 schools were identified as having potential for road safety improvements. Earlier this year part-time advisory 20mph speed limits were introduced at eight schools, and they are now in the process of being made permanent.

Edwina Hart, transport minister, has announced that 41 more schools will receive part time 20mph limits. Three schools will receive engineering measures to improve safety and four had no measures identified but will now be part of discussions with the local authority about what else can be done to improve safety. The work will be completed over the next three years.

The part time limits will work through the use of electronic signs that indicate the 20mph speed limits during school pick-up and drop-off times. Outside of those times the usual speed limits will apply.

Mrs Hart said: "Evidence shows that 20mph speed limits can improve driver behaviour and reduce speeds around schools.

"However due to the nature of the trunk road network and some of the long distance journeys undertaken, we need to balance the need of the drivers and that is where part-time 20mph speed limits can play a part.

"As well as improving safety and saving lives I hope this will enable more children and young people to walk or cycle to school.

"Where appropriate we have also identified engineering works to encourage active travel to schools."

- See more at: <http://www.roadsafetygb.org.uk/news/4569.html#sthash.B581XAB9.dpuf>  
-: <http://gov.wales/newsroom/transport/2015/10495585/?lang=en>

## **20 could soon be plenty for Plymouth drivers**

The speed limit for nearly 80 roads in Plymouth could be reduced to 20mph as part of Plymouth City Council's long-term plans to improve road safety.

The council has proposed the restrictions as part of a scheme to reduce 30mph limits in residential roads where possible.

The proposals also include other measures such as speed cushions, with the aim of forcing drivers to stick to the new limits.

Cllr Brian Vincent, cabinet member for streetscene at Plymouth City Council said: "The aim is to reduce the number and severity of road casualties among school pupils in the city, reduce speed in residential areas, and address local concerns that have been raised about traffic and transport issues.

"This is part of a wider scheme that has been in place since 2010 and we have already carried out similar work in other areas in the city. We have already agreed a programme to introduce 20mph limits in residential roads wherever practical to do so, especially near schools, and with appropriate signage."

According to a report in the Plymouth Herald, the limits will be enforced by Devon and Cornwall Police and have polarised opinion, with fears from the public that the new restrictions will be difficult to enforce.

A Devon and Cornwall Police spokesman told the Plymouth Herald: "If action to curtail speed is to be considered within 20mph limits, a number of options can be considered.

"This may include high visibility patrols in the locality, speed limit indicator devices flashing the limit to traffic, letter drops in the area and Community Speed Watch.

"Enforcement through prosecution is a final resort and where evidence is available of wilful violations by specific offenders at known times of the day, enforcement action should be targeted at those identified times and offending motorists."

- See more at: <http://www.roadsafetygb.org.uk/news/4571.html#sthash.EzWw4S4S.dpuf>  
-: <http://www.plymouthherald.co.uk/Drivers-warned-new-Plymouth-20mph-zone-enforced/story-27784944-detail/story.html>

## European Parliament reiterates call for injury reduction target

The European Parliament has reiterated its call for a pan-European target to cut serious road injuries following a review into the European transport policy.

In a vote on 9 September, MEPs called for ‘the swift adoption of a 2020 target of a 40% reduction in the number of people seriously injured, accompanied by a fully-fledged EU strategy’.

Since 2010 the number of people seriously injured on EU roads has been reduced by just 1.6%, compared to an 18% decrease in the number of road deaths.

Last year the numbers rose by more than 3% compared to the previous year, with at least 203,500 people suffering life-changing injuries, according to the European Transport Safety Council (ETSC).

The ETSC has long argued for the need for a separate pan-European target to reduce serious road injuries, to complement the targets that have been in place since 2001 to reduce deaths.

The European Commission has been committed to introducing such a target since 2010 but recently backtracked having promised an official target would be set ‘shortly’ in March 2015, and it is now unclear when the target will be set.

ETSC has joined with more than 70 experts and representatives of road safety organisations and victims groups from across Europe, together with 12 members of the European Parliament, to urge Jean-Claude Juncker, the EU president, to adopt the overdue target.

Antonio Avenoso, executive director of ETSC, said: “Today’s vote, combined with the bold new targets to be agreed by the UN at the end of September, should give new impetus to the Commission to come forward with an EU serious road injury target and measures to meet it by the end of this year.

“Serious injuries in road collisions are a terrible burden on more than 200,000 people every year, and must be addressed. Setting a target will send the political signal needed to start getting the numbers down significantly.”

ETSC says that later this month the United Nations will adopt a set of sustainable development goals including a target to cut road deaths and injuries by half by 2020. The target will also apply to all member states of the EU.

- See more at: <http://www.roadsafetygb.org.uk/news/4566.html#sthash.p2BXQwTB.dpuf>  
-: <http://etsc.eu/meps-renew-calls-for-serious-road-injury-reduction-target/>  
-: <http://www.roadsafetygb.org.uk/news/4407.html>

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