

Basingstoke M.A.G.

Minutes

30/06/2011



Rep Keith:

E-mails:

Brum Demo this Saturday 2nd July- be heard:

I appreciate that many of us work shifts/ have families/ live far away, but I urge you all to to make it to Birmingham this Saturday, 2nd July for the Brum Demo.

Things are changing fast within Europe and complaining after the event is often too late, so Brum this year is to draw attention to the following:

The Euro Regulation on its way through the legislative process that desires compulsory ABS/ linked brakes, anti tampering on the power train from air box to rear tyre size, compulsory headlight use, onboard diagnostics etc

Then there's the threat of compulsory day-glo/reflective clothing as is proposed in our neighbours Ireland and France.

And the power for the authorities to make roadside checks of bikes for 'road worthiness', as part of the broader pan-euro road worthiness proposals advocated by the private companies TuV and DEKRA.

We should also show our support for the French who are facing a ban on filtering and a ban on bikes over 7 years old being used in urban areas.

Please come along at midday for a 1pm start to Hare and Hounds, Lickey road, Rednall B45 8UU

It's been a long time since riders have publicly demonstrated their feelings about ill-judged legislation from Europe.

I hope I'll see you there

Kind regards

Paddy Tyson

No CEN standard for safeguardrails:

Dear FEMA members,

I'm informing you that yesterday in Stockholm there was no vote in favour of a CEN standard for motorcycle friendly guardrails:

In case you can't open the attached word document:

/CEN misses historic opportunity to save European motorcyclists' lives by turning ready-to-be-voted guardrail standard into mere technical paper/

/On Thursday, June 16, CEN's technical committee on road equipment (TC226) held its annual meeting in Stockholm. The draft standard for motorcyclists protection systems which was ready for vote, was turned into a mere Technical Specification by the United Kingdom, Germany, Czech Republic, the Netherlands, Finland, Sweden, and Ireland. FEMA expressed great disappointment and thanks those who have worked hard in preparing what could have become a milestone in the history of motorcycle safety./

The Federation of European Motorcyclists' Associations (FEMA) is sad to announce that its efforts to get adopted the draft standard for motorcycle-friendly guardrails have not been successful. Despite the commitment of several CEN delegates and technical experts throughout the preparation process, the draft proposal for an EN1317-8 was not put for formal vote. Worse: despite the adopted resolution 319 calling for a European Standard, TC226 committee turned the proposal into a Technical Specification, to the extreme satisfaction of some

stakeholders, who feared that such a standard could have completely changed the parameters of the European road restraint system market.

EN1317-8 proposal was based on the Spanish standard, which has proven efficiency records: neither fatal nor seriously injured accidents ever since the installation of approved protective guardrails. Out of the 14 represented Member States, 6 only voted in favour of the proposal:

France, Belgium, Norway, Italy, Portugal, and Spain, of course.

FEMA's General Secretary, Aline Delhaye, who has actively participated in the preparation of the draft since 2008, says: /"I can only acknowledge CEN/TC226 decision with great regret. I believe CEN members missed an historical opportunity to make the history of motorcycle safety. What will be done with this Technical Specification is a mystery to me. I have my doubts about the legitimacy of the arguments put forward by those who voted 'no' to a European Standard. But there we are."/

Though very disappointed, FEMA members will of course keep on working at improving statistics, supporting research projects improving protection systems and testing requirements, drawing awareness, and calling for the European standard on road restraint systems (EN1317) to take motorcyclists into account by integrating the technical specification as part 8 of EN1317.

Aline Delhaye



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General Secretary
FEMA

Motorists distrust speed cameras:

Please find below the IAM latest release.

Best regards

Caroline

News Release

FOR IMMEDIATE RELEASE

17 June 2011

Motorists distrust speed cameras

Less than a third (29 per cent) of Britain's motorists think that speed cameras are only used at sites with a bad record of crashes and injuries, and 50 per cent think that raising money is their primary aim, according to /Public Opinions of Speed Cameras/, the latest research report from road safety charity the IAM.

The survey of more than 1,000 respondents also shows that support generally for speed cameras is high at 79 per cent. The highest level of support is in London (85 per cent approval) and the lowest in the North East (67 per cent).

Seventy per cent of motorists agree that speed awareness courses are a better idea than prosecution. The greatest support for this is among 17 to 24 year-olds with 82 per cent in agreement. In contrast, 65 per cent of the over-65s think they are a good replacement for prosecution.

The survey found less support for using the income from these courses to fund cameras - 48 per cent support this, but 34 per cent actively disagree. However, 17 to 24 year-olds are once again the most likely to support the proposal.

Eighty-one per cent of all respondents think that speed cameras contributed to falling road death rates over the past decade and nearly half of all respondents think that road deaths and serious injuries would increase if cameras were turned off.

IAM director of policy and research Neil Greig said: "Support for cameras is strong as is support for speed awareness training rather than fines or points.

"Prosecuting and fining drivers does not improve driving skills or awareness of the hazards of excessive speed. Training would reduce the number of casualties and prosecutions. That so many young people want this is very positive.

"Many motorists are still cynical about the aims and deployment of speed cameras and much more work needs to be done to dispel their negative perceptions. In times of cut-backs to police budgets, speed cameras are an essential part of the policing toolkit, but it's clear that the public need reassuring about their purpose and funding."

1. A summary of the report complete with the full figures is available at www.iam.org.uk/cameras <<http://www.iam.org.uk/cameras>>
2. The survey questioned 1028 people, 528 male and 500 female.
3. The IAM is the UK's largest independent road safety charity, dedicated to improving standards and safety in driving,

motorcycling and cycling. The commercial division of the IAM operates through its occupational driver training company IAM Drive & Survive. The IAM has more than 200 local volunteer groups and over 100,000 members in the UK and Ireland. It is best known for the advanced driving test and the advanced driving, motorcycling and cycling courses. Its policy and research division offers advice and expertise on road safety.

New transparency rules for speedcameras:

Department for Transport
New transparency rules for speed cameras

Full information about speed cameras will be published by local authorities and the police for the first time, Road Safety Minister Mike Penning announced today.

NDS
NDS

Figures showing the numbers of accidents and casualties at camera sites - both before and after cameras were installed - will be published by local authorities. And police forces will publish the number of speeding prosecutions arising from each camera in their area, as well as force-wide information about whether offenders are fined, complete a speed awareness course or are taken to court.

Mike Penning said:

"We want to improve accountability and make sure that the public are able to make informed judgements about the decisions made on their behalf. So if taxpayers' money is being spent on speed cameras then it is right that information about their effectiveness is available to the public.

"That is why we want full details of accidents and casualties at camera sites, along with the number of offences arising from each camera, to be easily accessible. This will help to show what impact cameras are having on road safety and also how the police are dealing with offenders."

English highway authorities are required to either publish or ensure publication of site by site casualty, collision and speed information for permanent fixed camera sites as soon as practical, and should provide the website address to the Department by 20th July.

The information should usually include annual collision and casualty data back to 1990 for the numbers of killed and seriously injured people and for all personal injuries. Local authorities which support camera enforcement financially should also ensure that a deployment strategy is published.

The Department will set up a central hub providing links to local websites where the information is published.

The Highways Agency will publish site by site casualty, collision and speed information for permanent fixed camera sites on its network or provide links to where such sites are being included in what local authorities are publishing.

Police forces are to publish the number of prosecutions arising from each permanent or long term temporary fixed camera site in their area each year, along with the total number of offences recorded by all cameras and the total numbers of offenders given a fixed penalty notice, or taken to court and the numbers of people opting to complete speed awareness courses.

1. The Department for Transport set up a working group to advise on the publication of speed camera information. The group's report is published here:

<http://www.dft.gov.uk/publications/speed-camera-information>

along with a covering note from the Department.

2. The Department has accepted the advice of the report of a working group about the publication of information related to speed cameras except in a few areas related to offence data

3. The Department has today written to English highway authorities setting out the requirements identified by the working group for publication of accident, casualty and speed data. This is further to work co-ordinated by Communities and Local Government on local government accountability to produce a rationalised list of central government data requirements from local government in 2011-12. This data is amongst those councils are required to publish locally to facilitate local accountability, but which they are not required to submit to central government.

4. In London the responsible organisation is Transport for London.

5. In relation to offence data the Department considers there is a strong justification in terms of public transparency and accountability to publish this information site by site for fixed camera sites. So, following further dialogue with the Association of Chief Police Officers (ACPO), site by site offence data is to be published.

6. Annual numbers of prosecutions are to be published by police forces (or other organisations on their behalf) site by site for permanent, and long term (more than six months) temporary, fixed speed camera sites. Total numbers of prosecutions/ planned prosecutions arising from camera enforcement (whether fixed or mobile) in a year and the disposal method (for example via training, fixed penalty notices or court summons) are to be published by police force area and, where practicable and cost effective, at the local highway authority scale.

7. The Department will review the position related to implementation of the publication of speed camera information after six months with ACPO and the working group.

Chairman's Resignation Message - [No To Bike Parking Tax]

For those of you not able to join our fantastic 3rd M25 Ride-out last Saturday, I announced that, after nearly 3 years at the helm, I have decided to step down as Chairman of NTBPT and leave the campaign.

This decision was not taken lightly, and I am very proud of what I achieved, and more importantly, have revelled in the huge number of new friends I have made as a result.

However, the vast amount of personal time expended, whilst being beneficial for the campaign was the opposite for an extremely patient & supportive wife & family. Asked by her what would make me quit, my answer became my commitment to her. "Should it ever get to the point when I stopped enjoying it, I would quit" which, given the extraordinary camaraderie, so apparent and readily felt but all within the campaign, and others that joined, would always take some doing.

Sadly, as many of you close to the campaign, and particularly it forum, will be all too aware, 3 individuals decided that, in some way, the fight against the parking tax would benefit from their destroying the campaign from within. Having already created disharmony & discord amongst our sister campaign, the NoToMob, they then set about attacking the main campaign.

How ironic that a campaign fighting against a tax that undermines the worldwide held principle that motorcycles should be given free on-street parking should be subject to an attack of pure conjecture that itself undermine another worldwide held legal principle, that of...

"innocent until PROVED guilty",... or, as any normal rational human being would understand, the onus is on the ACCUSER to prove the accused guilty, NOT on the ACCUSED to prove themselves innocent.

This notion does not apply to these individuals (one of whom has worked for a prestigious law firm for many years) who set about justifying their false accusations by claiming the campaign's ignoring of them as somehow an admission of guilt.

Unfortunately, in the interests of free speech & self-expression, their presence on the forum was allowed to continue with the resultant same misery & discord being heaped onto campaign supporters wanting nothing more than to converse amicably with their fellow campaigners.

However, for me, suggesting that innocent, hard-working fellow committee members might become subject to a Police investigation went beyond immoral. Therefore, in line with my commitment to my wife, and to remove the primary target of their vile attack, I have taken this decision to step away so that the campaign can rebuild from within and once again focus itself against Westminster City Council's Motorcycle Charging Scheme.

So, to these individuals, Mr Graeme Jones, Mr Tim Kaufman (aka Nutsville, Nathen Brooke, Blue) & Mr Steve Baker, I can only offer my congratulations on succeeding where not even the all-powerful Westminster City Council were able. An achievement indeed for which your fellow bikers, I'm sure, will be forever grateful.

Before leaving, I am asked to inform you that whilst the forum will continue (and back to its happier self!!), the Wednesday Evening Supper Club will now revert to once a month and that the next event will be on Wednesday 20th July 2011, meeting at Villiers Street unless otherwise directed.

Lastly, can I thank you all for the huge number of emails & letters of support & thanks that I have received for so many of you throughout my tenure as Chairman. However, one will always stand out for its simplicity (apologies if any of it offends):-

"Huge bollocks, my man, huge bollocks".

Let those that ride decide!

Warren

Further developments in Westminster:

FYI - following the resignation of NoTo Chairman Warren Djanogly earlier this week, it appears that the Westminster City Council officer behind the motorcycle parking pay-by-phone scheme has resigned from his job.

Some interesting opportunities have arisen for MAG to rebuild in London by co-operation with open-minded activists and ex-core members of NoTo - I've tee'd up contacts for Leon, Mutch and Paddy to work on while the opportunity is still hot (I'll be away from 2-20 July).

Leon has managed to get WCC to take-up the idea opening-up all of its bus lanes to bikers. Papers going to a WCC meeting tonight say that WCC 'intends' to give access to bus lanes in the Borough and I believe that this is a direct result of Leon working with the WCC Cabinet Member for Transport.

[mag-uk-activists-list] New road casualty figures show increase for one group.

New provisional figures were released today by the Dept for Transport regarding killed and seriously injured (KSI) on Britain's roads, which doesn't of course include N Ireland.

Across all user groups, KSI for 2010 was down 8% on 2009. (22,660)

The 1,857 total deaths actually equates to a 16% drop in fatalities.

But there was one user group where the numbers killed actually increased. Motorcycles? No actually. There was a 15% decrease in biker fatalities, but cyclists saw a 7% increase to 111 individuals.

Is that the cue for compulsory cycling helmets, or just what happens when the number of cyclists increases and other road users still aren't trained to consider two wheels.

Wiltshire Council improves roundabout safety:

Get A Grip! is pleased to report that Wiltshire County Council has placed an order for 5 composite, non-slip manhole covers from SSC in Cumbria. It plans to use them to replace large ductile iron storm drain covers on some of its roundabouts which, apart from being extremely slippery in the wet, simply keep failing.

The high traffic volumes mean that in some instances, iron covers are lasting barely 2 years. We applaud the Council for making the move and are delighted that it is as a direct response to hearing about the Get A Grip! campaign. It may be an economic decision, as the council, (which does own the storm drain covers) has been spending so much public money continually replacing the broken covers, but it is still good for riders, and also due to the campaign, Wiltshire have begun investigating the use of non-slip overbanding!

<http://www.getagripuk.org/>

EU motorcycle Day, CleanWeek 2012, EU eBike of the Year, MEP Ride 2012:

FEMA has organised the 2012 MEP Ride - 15th annual MEP Ride - for May 9.

Following the discussion we had at the last Committee meeting about the different events to be organized in 2012, not least to organise each EU country to have a national motorcycle day around that time. There is of course the existing Ride To Work Day in June (also an internationally coordinated event), but the FEMA idea is for a celebration of all things biking on a weekend.

Belgium is planning one for 13 May (just after the MEP Ride), so FEMA want to know, would we be interested in organising our "national" Day of the Motorcycle would it be better on Sunday April 29 or May 13?

would we be okay with different dates for the FEMA members to hold National Motorcycle Days?

A.O.B.

Cheryl: 2nd July Brum Demo. M4 CHIEVELEY SERVICES 9.30AM

Cheryl: Our pic from the bike show is in the midweek Basingstoke Extra.

Cheryl: Ask if anyone was interested in going to Faro in Portugal next year.

Colin: 13th August. Motts are having a open day. Looking at having the MAG stand there.

Jonathon: Asked what we were doing about the bike show feed back.. There is a post bike show committee meeting on Tuesday.

Colin: Calne Bike Meet 23rd July. www.calnebikes@freehostia.com
Brackley Bike Festival 21st August www.bfom.co.uk

2011 Events:

July:

Brum Demo. 2nd July Hare and Hounds, Lickey road, Rednall B45 8UU M4 CHIEVELEY SERVICES 9.30AM.

Chinnor Bike Day 1st-3rd July. Wycombe MAG Princes Risborough Berks HP27 9QE.

Help for Heroes: Sunday3rd, Gosport – Popham Air field. Contact Kev 07990 878596.

Basingstoke MAG ride out to Donkey Sanctuary Sidmouth. 9TH July. 9am at the Royal Oak.

Andycap Rally. 15th-17th July At Wells, Somerset.

South West Bike Day. 15th July. At Wells, Somerset

Calne Bike Meet 23rd July. www.calnebikes@freehostia.com.

Basingstoke MAG Ride out to Ace Café Show at Brentwood – 31st July. Time of meet to be arranged near the date.

August:

The Bull Dog Bash. 11th -14th August.

Popham Bike Show. 21st August.

Brackley Bike Festival 21st August www.bfom.co.uk

September:

Rog and Lyn Charity Run: Sunday 25th September.

November:

Southern Region AGM. Held at the New Queens Head Winchester.8pm

2012.

Basingstoke MAG 2012 AGM. 22nd March, 8pm at The Royal Oak.