**Speed and Deliver**

**Example 1**

**It's Safe to Speed – So Why is There a Camera?**

In this common situation, a duel carriage way with 50mph limit has a speed camera. The natural speed limit is, say, 50mph, so many lines are served on road users who are actually driving quite safely. Lunatics who speed excessively will also be fined but they are the minority of ‘offenders’ in these circumstances. And people who slow for the camera are actually increasing their risk of an accident.

**Example 2**

**It’s Dangerous to Speed – Yet There’s No Camera**

In this typical English village scene the narrow road and short sight-lines ensure the majority of drivers keep well below the speed limit. Their natural speed limit is about 25mph (compared to the actual speed limit of 30mph; or rather the 33mph that would earn you a ticket in most cases). So no speed camera can be installed to catch the crazy few who pose a real threat to others’ safety by doing 34mph or more on this road.

**Blunkett vows to review penalties**

The depth of public hatred for speed cameras may at last be getting through to the Government. Last week the home secretary David Blunkett admitted he is considering decreasing the penalty points awarded for minor speeding offences. The move is in the wake of record numbers of drivers being banned under the current totting-up process. Blunkett’s comment came as estimates for the number of speeding penalties likely to be issued in 2004 were put at close to three million. The Department for Transport has also ordered a review of the placement of all 4500 UK cameras to check they meet their own placement rules. A report into their findings is expected later this year.

To add your voice to those who think there are better ways to improve road safety than speed cameras, sign our petition below.

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**MCN Back Off Biking Petition Form**

Dear Government... I’m supporting MCN’s Back Off Biking campaign. Instead of measures such as spending more and more money on speed cameras, we want the Government to make or support some simple changes to improve our riding safety. These include: 1. More relevant training for learner riders to include more bike handling skills. 2. Standardised advanced rider training. 3. Offering rewards for those who undertake advanced rider training. 4. Free advanced training for those buying the highest performance machines. 5. Less fines and penalty points, more rider education of ‘offenders’. 6. More action to improve the condition of our roads. 7. Changes to the car test to help drivers be more aware of bikes.

We can show your support for MCN’s Back Off Biking campaign by completing this petition form and sending to 10 Downing Street to show strength of feeling among motorcyclists. We will photocopy to add more signatures.

Name .................................................................
Address ...........................................................................
Postcode.........................................................Signature..........................................................

*Footnote: David Solomon’s research into speed almost 50 years ago led to the 85th percentile method of setting speed limits. This is still used internationally by transport planners and engineers today. The most current UK document on the method is the DfT’s ‘Circular roads 1/93’. This is a recommendation of best practice and not binding by law, hence the ability for politicians to be able to impose limits based on the misinformed belief that higher speeds automatically mean more risk.*