



Network

March 2022

A networking tool providing information Activists and other interested parties.

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[Acknowledgments:- George Legg, Colin Brown, Lembit Opik, Michael Armstrong, MCIA, FEMA, ABD, Julie Sperling, and anyone else I’ve forgotten]

EDITORIAL

I'm confessing to not reading the new Highway Code cover to cover and I realise I now don't ride 2 wheels but 3 due to disability, however, were I still riding 2 wheels I wouldn't be looking forward to the first time I was turning into a side road only to be confronted by a pedestrian stepping off the pavement because, as I understand it, they don't actually have to look to the right to see if its clear!

Is it my imagination or is this new HC biased towards those who are not required to pay road tax or insurance and whilst I realise those people might be vulnerable, experience has taught me that to expect everyone to "behave responsibly" (as quoted in the response from the Minister for Roads which is included in this edition) is somewhat naïve. Only time will tell.

However, from the article included in this edition which highlights extremely worrying concerns from Guide Dogs UK it would appear this is just one organisation of extremely vulnerable people and their guide dogs who were failed in the consultation process. The dogs are taught, quite rightly, to listen for vehicles before guiding their charge across a road. Therefore, so far as I can see, this new HC does not service in any way this vulnerable group of people.

This is a very long edition so I'm going to keep this editorial short but before I go I just want to say its good to see MAG now has a working relationship with the Motorcycle Industry especially as new registrations appear to be increasing month on month.

On that note, ride safe and free, AG

[Please let me have any copy for the April edition by 25th March. Send to:- aine@mag-uk.org with the subject heading:- Network]

CAMPAIGNS REPORT FROM THE POLITICAL TEAM

COLIN BROWN & LEMBIT OPIK

For the first time in history, MAG has developed a solid campaigning relationship with the manufacturing industry. This, and other important developments, have defined the second month of 2022. MAG's Political Unit Lembit Öpik and Colin Brown, give you an update on the increasing momentum of this year.

Transport Reality grows substantially as a respected movement

Following the successful January summit of Transport Reality in Warwick, Lembit Öpik, MAG's Director of Communications and Public Affairs, has held a series of on-line and physical meetings with key activists in the campaign. For example, Lembit met with a scientifically based climate conscious group called CAR 26 to formalise the extent to which MAG can collectively deliver a very significant boost to the weight our collective efforts can deliver. You'll recall that there is still the threat of a 2035 petrol powered motorcycle ban. Working with these similarly motivated groups increases our ability to respectfully demand a proper discussion about a policy that many feel has not been properly thought through.

There has been plenty of debate about whether it is feasible to discuss the question of the ban on petrol motorcycles without also exploring the salience of claims about emissions and climate change. There will be more detail about all this in the near future. It is MAG's public position that we are keen to engage with anyone - on any side of the debate - in order to get the answers we need with regard to making databased decisions about motorcycle and scooter powerplant options.

The reality is that we will only make sensible decisions on the basis of sensible discussions. We will continue to keep the 'door of dialogue' open to anyone with a sincere interest in the subject and who wants to do what's best for the population – and for the planet.

MAG withdraw from NMC

MAG's involvement in the National Motorcyclists Council has been monitored and evaluated by the Board and National Committee over the last 12 months. It became increasingly clear that certain impediments existed when it came the NMC developing a collaborative relationship with the MCIA. MAG has worked for many years to build its relationship with the MCIA and following a meeting between MAG Chair, Neil Liversidge and MCIA CEO Tony Campbell it became clear that action needed to be taken to prevent any erosion of the MAG/MCIA relationship. It is understood that we do not agree on all issues, but clearly there is far more commonality than disagreement, so a strong collaborative arrangement is key.

The relationship between MAG and MCIA is not the only reason for the decision. The NMC was formed on the basis that it was a forum for discussion and co-ordination of campaign efforts. MAG had reservations from the beginning about the financial implications of NMC membership, but agreed to join on a non-monetary basis. The vision was not for the NMC to become a replacement for its member organisations. MAG believe that there has been evidence of mission creep with the NMC positioning itself as the gatekeeper between

Government and the member organisations. MAG has working relationships with the Department for Transport, MPs and Ministers and is not in need of an organisation to speak on its behalf. The ability to make our own representations directly to policy makers is not in any way diminished by our withdrawal from the NMC.

We have agreed with the MCIA that any forum for the motorcycle lobby should be cost free, open to all organisations and not position itself as an umbrella organisation that represents its members. The new forum, UK Motorcycling will not have an executive, publish papers nor speak on behalf of its members. It will remain an open forum, controlled by no one organisation or individual. It will simply be a space where interested parties can share opinions and ideas without any need to agree or adopt common positions or statements. We hope that all the NMC member bodies will join us in the UKM space, and we will do all we can to maintain proactive and open communication with all the remaining NMC member organisations.

The Journey

MAG has taken the decision to work more closely with the Motor Cycle Industry Association (MCIA), as part of its continuing commitment to maximise the voice of riders in the UK. The central aspect of this approach is the nurturing of mutual co-operation so that there is a continuing convergence between campaigning effort by the MCIA and MAG.

This is very good news for motorcycling. It has been a decade long ambition of MAG to work with the MCIA. We want to eliminate distracting, internecine disputes that serve to weaken the power of the motorcycling lobby as a whole.

In a demonstration of the working relationship we are forging with the MCIA we have collaborated on and endorsed their 'Journey to a Brighter Destination' document. This document sets out the case for leisure motorcycling and why it needs to be treated separately and positively by policy makers. As Neil states in the document itself, "MAG and MCIA are closely aligned in many key areas." We have the understanding with MCIA that we can agree to disagree on some detail and nuance points, but overall the document is worthy of our support.

We have had some subtle re-wording agreed and reference to Welcoming Roads included. We pushed for the message with respect to decarbonisation to be more balanced and focus on supporting the current motorcycle fleet, not just electric motorcycles.

On the key the potential ban on the sale of ICE motorcycles, the document clearly states:

"Transport is the UK's largest emitter of greenhouse gases (GHG). However, motorcycling contributes just 0.4% of that figure, as the 2021 Transport Decarbonisation Strategy itself stated. Within this, for the first time, our sector was given a suggested date of 2035 for the ban on new non-zero emission at the tailpipe motorcycles (or 'L-Category' vehicles), subject to further consultation expected later in 2022. However, it should be noted that zero emissions at the tailpipe is not appropriate for the entirety of the L-Category sector."

The conclusion chapter states: "The future can and will be bright for our sector, but if, and only if, the Government ensures the right level of support is in place, starting from now, both in terms of financial consumer incentives but also the time and investment needed for us to adapt to new powertrains, electrical or otherwise. [...] all things considered, the phase out date for our sector (subject to further consultation), should be proportionate to our impact on the environment and considered alongside our positive role in the future of urban and sub-urban travel before working towards any arbitrary date for phasing out new non-zero emission at the tailpipe motorcycles."

You can download the full document via the MCIA website here:
<https://www.mcia.co.uk/initiatives>

Finally, one party steps up to the plate

As part of our engagement with politicians, campaigning group CAR 26 worked with MAG to generate a simple questionnaire for candidates in the Erdington by-election about their views on the future of personal transport. At time of writing this edition of Network, only the Reform UK candidate has responded.

It is important to note that MAG is not party political. We do not back one political movement over another. However, we are *motorcycle political*, and therefore we take a keen interest in the positions of all politicians. For this reason, we continue to invite all parties to respond to our survey, and we'll share what we get in the next edition of The Road.

London Motorcycle Show

Lembit attended the London Motorcycle show on the Saturday of the event. He spent time liaising with the MAG team on the stand and speaking with the visitors to the show.

Massive thanks to Spen and the team – and to our esteemed President Ian Mutch - for their excellent work during these important three days. It was an impressive showcase for MAG. To the best of our knowledge, we were the only riders' rights organisation with a stand at the show, indicating the importance of MAG in London and beyond.

We're getting even more mentions...

Members' efforts mean MAG is growing in its status in the public media world. Many of you have started calling radio programmes and that leads to hundreds of thousands of people hearing about MAG and what we represent. If you want to do this and don't know how, or are worried about doing it, call Lembit and he'll be pleased to assist in any way he can.

New BikeSocial deal set to amplify MAG profile even further

The new introducer agreement with BikeSocial is set to help MAG get its message out to a far wider motorcycling audience. We are continually surprised to meet riders who are unaware of MAG. These riders are often oblivious to many of the real threats to motorcycling. We are looking forward to great exposure for MAG with this deal as the BikeSocial team are eager to spread the word. We are excited to see another example of a good relationship growing and evolving over the years.

Don't forget Ride To Work Day

Ride to Work Day will be Monday 20th June this year.

Remember this is a campaign to promote motorcycling to non-motorcyclists, you do not need to inform us that you already ride to work!

This year Colin intends to promote the benefits of riding to work by demonstrating non-motorcycling gains that can be achieved. Thus, if riding to work saves you money explain what you use that spare cash for. If riding to work saves you time, explain what you do with that spare time. Whilst for other riders the answer they want to hear may well be buying more motorcycle parts and more time riding, non-motorcyclists are more likely to want to hear about other ideas – maybe donating the money to a cancer charity, or getting home early enough to see the kids before they go to bed. Put yourself in a non-motorcyclist's shoes and consider what might motivate them to ditch the car and buy a motorcycle.

If you have any compelling ideas or stories and are happy to be interviewed for this year's RTW video, please get in touch with Colin.

The plan is not to get bikers to be bikers, the plan is to get non-bikers to give it a go.

MAG PRESS RELEASES

London MAG save Lewisham riders big money.

MAG activists in London are campaigning to save big money for motorcyclists in Lewisham. Proposed motorcycle parking charges were set to be the same as those for cars. MAG activists rallied support from Lewisham's motorcyclists and worked with the Council to dramatically revise the proposed charges.

Lewisham Council first proposed a new parking charge structure in the summer of 2019. They claimed the need to tackle air quality as the principal justification for the charging regime. The consultation said that the proposals would "ensure that low emission vehicle owners will see charges reduce, while those who own the most polluting vehicles will pay the most."

The charging scheme would have seen motorcyclists paying up to £3.50 per hour for short-stay parking. Residents with motorcycles would have been shelling out up to £125 for a resident's permit. Additionally, riders using their bikes to earn a living would have faced bills of up to £625 for an all-zone business permit.

Thanks to the work of MAG's London members and Save London Motorcycling the revised charges are reducing to a far more palatable 80p per hour or £2 per day. Resident motorcyclists will be able to get permits for just £20-£42 per year, and business permits for riders are slashed to £50-£125 per year.

MAG's Greater London spokesman, Spen McEvoy, commented:

"This is a great victory for common sense. We would have been paying the same charges as vastly more polluting cars. We are delighted that we have made such a significant intervention on behalf of riders in the Borough"

The Council will apply a Traffic Regulation Order (TRO) to implement the charges. The TRO is subject to a statutory three-week consultation, but the implementation is expected to take place later this year.

MAG: "motorcycle 'Action Plan' is just half of the story".

The 'Action Plan' for zero-emission Powered Light Vehicles (PLV) is just half the story that misses too many opportunities.

The document is billed as the 'Action Plan' for Government and industry to help realise its full potential in decarbonising the UK's transport sector. The plan makes ten recommendations but in the document's foreword Minister Trudy Harrison states that she "can't endorse and commit to everything in this plan".

MAG's Director of Campaigns & Political Engagement, Colin Brown, said:

“The Government committed in its Transport Decarbonisation Plan to work with key partners on an action plan for the sector. For me a fundamental mistake has been to exclude the most key partner in this equation – the users of these vehicles! Riders often make the claim “if I had to explain, you wouldn’t understand”. It is clear that this plan doesn’t fully understand motorcycling from a rider’s perspective. Sadly we are going to have to make a real effort to explain. I hope the Government is prepared to make the effort to understand.”

Colin went on to say:

“MAG often uses the strapline ‘the heart and soul of biking’. We are not prepared to stand by and allow the Government to remove the heart and soul of biking. We believe the current policy proposal to end the sale of new petrol motorcycles by an arbitrary date will do just that. For our members, motorcycling’s heart and soul cannot be fully perceived through the restricted ‘mode of transport’ lens used by policy makers. The proposed policy route is set to destroy innovation, variety, passion and choice in motorcycling by focusing on a single technology route to banality. Motorcycling as we know and love it will be destroyed. We cannot accept that future.”

MAG is calling for the action plan to be reconsidered with the input of the riders’ voice. MAG Chair, Neil Liversidge, commented:

“I was re-elected as Chair of MAG with a clear mandate: to oppose the ban of ICE vehicles. MAG is dedicated entirely to opposing those proposals. We are not opposed to decarbonisation but the Government must allow the rider to decide how that is achieved.”

MAG to collaborate with MCIA on decarbonisation plan.

The Motorcycle Action Group (MAG) has announced that it will be collaborating with the Motorcycle Industry Association (MCIA) to develop the Action Plan for decarbonisation of powered light vehicles (PLVs). The Action Plan was launched last Wednesday. MAG will be holding an initial meeting with the MCIA on 9th February.

MAG pointed out to both MCIA and the Department for Transport (DfT) that the opinions and interests of riders must be a key component when designing the future of motorcycling. MAG is keen to work with both industry and policy makers to ensure the best possible outcome for riders in the UK.

MCIA Chief Executive, Tony Campbell, said:

“Following the Motorcycle Actions Group’s Press Release in reaction to the launch of the joint Government / Motorcycle Industry action plan, MCIA acknowledges MAG members’ passion and enthusiasm for motorcycling, and MAG’s commitment to protecting their freedom of choice. It must not be forgotten that MAG members are also our customers - and therefore we fully intend to work closely with MAG ensuring that, as the action plan evolves into actual outputs, where relevant these outputs will be developed with the riders’ views in mind. It is good to read that MAG are supportive. MCIA agrees that pure electric will not be the only solution and therefore we will be working closely with MCIA Manufacturer members and Government ensuring that as new technologies evolve (including synthetic combustible fuels) all options remain open”.

MAG Chair, Neil Liversidge, commented:

“I’m very pleased that this mutual approach has been established. We at MAG understand the MCIA’s recommended actions and look forward to discussing the policy positions of the various groups involved in this important strategic agenda. I am also very encouraged that the MCIA and MAG are now converging towards a more aligned way of working. This is bound to create the strongest possible voice in the interests of motorcyclists and manufacturers, in terms of UK policy development and the wider debate on environmental policies.”

Motorcycle Action Group (MAG) Withdraws from the National Motorcycle Council (NMC)

MAG have today announced they are leaving the National Motorcyclists Council in favour of setting up a new forum which will be known as UK Motorcycling (UKM). The objective for this new discussion forum is to create a collaborative meeting environment where all stakeholders can share views and opinions on what will be a challenging few years ahead for Motorcycling in the UK.

Explaining the move, MAG National Chairman, Neil Liversidge, said:

“We are more than capable of communicating with Government without a third-party interlocutor, and we need to spend our resources efficiently. MAG has good working relationships with all current NMC partners and the industry representative body, The Motorcycle Industry Association. Our aim is to direct all efforts and resources towards lobbying the Government, and any lobbying effort, to be realistic, must include the industry.”

“We are therefore looking to build on our existing relationship with the current NMC partners and the industry. MAG over recent times have been developing an excellent working relationship with MCIA and are keen to grow this further still. It is by working more collaboratively and with all major stakeholders we will ensure all are heard by Government, sensibly co-ordinating our lobbying efforts with each other for the benefit of UK motorcyclists, and for motorcycling in all its forms.”

MAG unite with industry on a motorcycling ‘Journey to a Brighter Destination’.

The Motorcycle Action Group (MAG) is uniting with the Motorcycle Industry Association (MCIA) to make the case for motorcycling. MAG has collaborated with the MCIA and endorses the long awaited ‘Journey to a Brighter Destination’ document in support of leisure motorcycling.

Motorcycles offer significant environmental, economic, and societal benefits to the UK’s transport population. ‘The Journey’ puts forward a compelling case for why motorcycling as a leisure activity, primarily using higher-powered motorcycles, must be protected as the Government heads towards a net zero future. This future can, and will, be bright for motorcycling but only if the Government ensures that the right level of support is in place, starting from now, both in terms of financial consumer incentives and also the time and investment needed for us to adapt to new powertrains, electrical or otherwise.

MAG Chair, Neil Liversidge, said:

“MAG welcomes the highly significant statement of intent which the Motorcycle Industry Association’s (MCIA) ‘Journey’ report represents. The document lays out a clear position on the importance of motorcycling as it stands today in the context of leisure, pastimes, and sports. It also confirms the industry’s commitment to develop a strategy to create a foundation for the continuation of motorcycling as we know it. Further, it considers all the things that are important to today’s riders. The objective is to ensure not only that motorcycling continues, but that it also attracts a new, younger, and growing audience in the years to come.

“MAG and MCIA are closely aligned in many key areas. MAG recognises that the industry must naturally operate within and introduce products to market that cannot just be eligible to be offered for sale, but also be demanded by the changing marketplace. It is appreciated; however, this must not just be shaped by government policy alone but also what inspires the customer. As Government moves ahead with its agenda and objectives for net zero by 2050, MAG will work closely with MCIA to ensure the riders voices are heard with an objective of ensuring these opinions sufficiently influence policy proposals and the final outcomes.

“We are looking forward to working with MCIA and, together, feel much can be gained by working collaboratively, but with a mutual appreciation of each organisation’s beliefs and objectives.”

Tony Campbell, CEO of MCIA, said:

“Today’s publication is all about celebrating what we all know and love. Underlying this is the need to showcase the significant benefits our industry brings to the UK economy and our society more generally.

“Though we are making significant progress in the lower powered end of the L-Category classification and the role these vehicles can, are and will play in the Government’s zero emission and future of transport agendas, higher powered motorcycles will need to be treated differently, as they face far greater challenges when it comes to electrification using technologies that are available today.

“With the consultation on the phase out of new non-zero emission L-Category vehicles expected this year, The Journey puts forward a powerful case for why certain parts of our sector must be given more time to adapt before working towards any arbitrary phase out date.

“The Government must, at the very least, have an open mind to alternative fuels/powertrains, move away from focusing exclusively on zero emissions at the tailpipe and, ultimately, be proportionate in its prescribing the sector a phase out date based on both our current UK emissions contribution and the whole life cycle environmental impact of these vehicle types.

“We are looking forward to continuing our work with Government, helping to shape the phase out consultation, and remain steadfast in ensuring progress towards net zero in a way that is both commercially viable for manufacturers and appealing to our riding community.”

<https://www.mcia.co.uk/initiatives>

National Association of Bikers with a Disability (NABD) to join UK Motorcycling (UKM)

NABD, the world's leading support group for motorcyclists with disabilities, is to join UKM formed by The Motorcycle Action Group (MAG) following MAG's withdrawal from the National Motorcycle Council (NMC), and the Motor Cycle Industry Association (MCIA).

Welcoming NABD to UKM, MAG National Chairman Neil F Liversidge said –

“It's great to have NABD joining us. UKM is the forum which will give a voice to all motorcyclists, working for their benefit and for the benefit of motorcycling in all its forms. It is especially important for us to have NABD on board because no organisation in the entire world has more experience in its specialism.”

NABD National Chairman, Rick Hulse said –

“The NABD welcome this opportunity to take part in this collaborative forum, an opportunity never afforded to us by the National Motorcycle Council (NMC).

The NABD has been successful in influencing legislation, both domestic and European, on a number of occasions over the past 30+ years.

Now, with this opportunity to act in unity with other motorcycling organisations via the new UKM group, we look forward to being even more effective in protecting the rights and freedoms enjoyed by motorcyclist with disabilities and the wider motorcycling community.”

National MAG Political Group.

It may not be the catchiest name but like 'Ronseal' it will do exactly what it says on the tin but the main concept is to co-ordinate the regions politically plus improving communications and offering support when required.

How it works now:

The Political Team sends out a Press Release and then each region will lobby their regions MP's or Councillor's within the guidelines of the press release and the support (if required) from National MAG. Feedback on how effective the campaign was is then shared with the political team and NC. Note: that some regions are without a Regional Rep or Political Officer's.

So my proposal is to set a private Facebook group called the National MAG Political Group (which is already set up).

The main advantages are:

- Being a Facebook page, it is compatible with other local and regional MAG pages.
- No cross-paging- so if you want to share a post that may benefit one or more region's. You can share it to one centralised page and then the other region's can share it onto their own page if required.
- Advice and support can be given within the centralised group before going to the national political team if still required.
- Improved co-ordinated lobbying: when nationally campaigning it is better to engage with MP's within a smaller time frame and that you can track progress in other region's too.

In conclusion:

Improving our lobbying abilities will strengthen the national political team bargaining power.

This will only be achieved when motorcyclists/bikers lobby their MP because of Parliamentary Rules stating that an MP will only respond to a constituent within the MP's constituency.

Moving forward:

We are seeking about six volunteer's from each region to join the centralised group, to be their regions link to the group. Volunteer's must be on Facebook, willing to email their MP, relay responses from their region back to the National MAG Political Group.

If you would like to join, please get in touch with your local/regional rep's or officer's or email me: cumbria-region-rep@mag-uk.org

Michael Armstrong
Regional Rep and Political Officer
Cumbria MAG.



Photo: Steve Wykes, Scotland MAG RR (left) Michael Armstrong, Cumbria MAG RR (right).

From the International Journal of Motorcycle Studies:- “THE CONSTANT IS THAT GOVERNMENTS REGARD MOTORCYCLISTS AS A PROBLEM”: RIDERS’ RIGHTS ACTIVISTS IN THE UNITED KINGDOM ON THREATS, POLITICAL MOBILIZATION, AND FREEDOM

<https://motorcyclestudies.org/volume-18-2022/the-constant-is-that-governments-regard-motorcyclists-as-a-problem-riders-rights-activists-in-the-united-kingdom-on-threats-political-mobilization-and-freedomathew-humphrey-jessica/>

The following has been forwarded to me by Michael Armstrong, Cumbria Regional Rep. It is in response to one of his members questions to his MP. Thanks to Michael for kindly transcribing this from its original format which I couldn't use.

RESPONSE ON THE NEW HIGHWAY CODE FROM THE MINISTER FOR ROADS ETC,

Baroness Vere of Norbiton
Minister for Roads, Buses and
Places
Great Minster House 33 Horseferry
Road London
SW1P 4DR
Tel: 0300 330 3000
E-Mail: baroness.vere@dft.gov.uk
Web site: www.gov.uk/dft

To:
Dr Neil Hudson MP House of Commons London
SW1A 0AA.

9 February 2022

Dear Neil,

Our Ref: MC/390082 Your Ref: NH13510

Thank you for your email of 7 February, enclosing correspondence from your constituent, about recent changes to The Highway Code.

When undertaking our review of The Highway Code to improve the safety of vulnerable road users, the Department worked closely with representative organisations to seek their views and experiences. The consultation on the proposed changes ran for 3 months and generated a huge response with nearly 21,000 replies received from a wide range of road users. The Department for Transport concluded full analysis of the feedback and published the Government response to the consultation on the 30 July 2021.

Given the feedback received, we sought to introduce all the proposed changes and following Parliamentary approval, The Highway Code was updated on 29 January 2022 to include the changes to improve safety for cyclists, pedestrians and horse riders.

The Hierarchy of Road Users places those road users most at risk in the event of a collision at the top of the hierarchy. The road users most likely to be injured in the event of a collision are pedestrians, cyclists, horse riders and motorcyclists, with children, older adults and disabled people being more at risk. The objective of the Hierarchy of Road Users is not to give priority to pedestrians, cyclists and horse riders in every situation, but rather to ensure a more mutually respectful and considerate culture of safe and effective road use that benefits all users. This does not detract from the requirements for everyone to behave responsibly. Like all road users, cyclists and pedestrians are required to comply with road traffic law in the interests of their own safety and that of other road users, and this is reflected in The Highway Code.

For those who do not adopt a responsible attitude, or if their use of the highway creates an unsafe environment or causes nuisance, there are laws in place that can make them liable for prosecution.

One of the themes that came through strongly from the responses to the consultation was the need to ensure that the changes are publicised widely and that they are communicated effectively. My Department has drafted plans to communicate the changes to The Highway Code in two phases, the first being a straight awareness raising campaign in early February, alerting road users to the changes as they come into effect. A broader behaviour change campaign is then planned later in the year, to align with seasonal increases in active travel, to help embed the changes and encourage understanding and uptake of the new guidance.

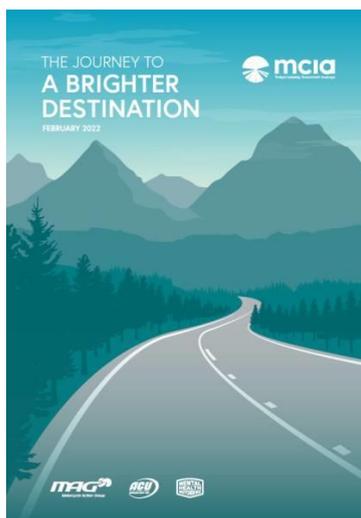
We are also working with a broad range of stakeholders to ensure we develop communications that are fit for purpose and meet the needs of all road users. On 26 January we released a press notice and a toolkit for stakeholders wishing to support the campaign, making it easy to share and amplify the campaign messages and materials through their own channels.

Please extend my gratitude to your constituent for taking the time to write.

BARONESS VERE OF NORBITON

Industry and rider groups unite to protect motorcycling

MCIA News: 23rd February 2022



The Motorcycle Industry Association (MCIA), with support from leading riders' rights group, Motorcycle Action Group, has today published its long awaited '[Journey to a Brighter Destination](#)' document in support of leisure motorcycling. The Auto-Cycle Union and Mental Health Bikers have also supported the publication.

Premised on motorcycles offering significant environmental, economic, and societal benefits to the UK's transport population, 'The Journey' puts forward a compelling case for why motorcycling as a leisure activity, primarily using higher powered motorcycles, must be protected as much as possible as the Government heads towards a net zero future.

Tony Campbell, CEO of MCIA, said:

"Today's publication is all about celebrating what we all know and love. Underlying this is the need to showcase the significant benefits our industry brings to the UK economy and our society more generally.

"Though we are making significant progress in the lower powered end of the L-Category classification and the role these vehicles can, are and will play in the Government's zero emission and future of transport agendas, higher powered motorcycles will need to be treated differently, as they face far greater challenges when it comes to electrification using technologies that are available today.

"With the consultation on the phase out of new non-zero emission L-Category vehicles expected this year, *The Journey* puts forward a powerful case for why certain parts of our sector must be given more time to adapt before working towards any arbitrary phase out date.

"The Government must, at the very least, have an open mind to alternative fuels/powertrains, move away from focusing exclusively on zero emissions at the tailpipe and, ultimately, be proportionate in its prescribing the sector a phase out date based on both our current UK emissions contribution and the whole life cycle environmental impact of these vehicle types.

“We are looking forward to continuing our work with Government, helping to shape the phase out consultation, and remain steadfast in ensuring progress towards net zero in a way that is both commercially viable for manufacturers and appealing to our riding community.”

Government and industry launch landmark ‘Action Plan’ for zero emission Powered Light Vehicles (PLV)

MCIA News: 2nd February 2022



The PLV (powered two, three and light four-wheeled vehicles) sector has today launched its ‘[Action Plan](#)’ for Government and industry to help realise its full potential in decarbonising the UK’s transport sector.

The Motorcycle Industry Association and transport decarbonisation specialists, Zemo Partnership, were tasked in the Government’s Transport Decarbonisation Plan^[1] to identify the actions needed to create new UK business and consumer opportunities for zero emission ‘powered light vehicles’ (PLVs). This includes powered two wheelers and other ‘L-Category’ vehicles, as regulation defines them.

Today’s publication of the [Action Plan](#) shows how, working together with industry, the Government can remove barriers, which will allow zero emission PLVs to become significant modes of transport and help ensure industry and consumers are able to fully harness the opportunities they present for the environment, congestion and as affordable personal mobility solutions.

The Action Plan recommends:

A review of existing L-Category vehicle regulation to ensure it remains fit for purpose and caters for the evolution of future zero emission PLVs, including assessing the potential for a new vehicle category.

1. Developing the component and system supply chain in the UK for zero emission L3-Category powered two-wheelers (PTWs) to encourage new entrants to the market, lower manufacturing costs and maximise the potential for GHG emission savings.
2. Developing the manufacturing base and supply chain in the UK for zero emission L7 cargo vehicles to increase the number and availability of models on the market, providing a greater degree of consumer and fleet choice.
3. A review of the current grant and incentivisation structure in the PLV sector, including adopting learning from other vehicle categories where the roll out of zero emission tailpipe vehicles has proven successful.

4. Conducting a public awareness campaign jointly led by Government and industry to promote the existence, availability, and benefits of zero emission PLVs to consumers and businesses.
5. Simplifying the existing licensing regime across all L-Category segments to improve access to zero emission PLVs for a wider section of the community, increasing access, uptake and adoption.
6. Increasing mobility in rural communities by providing access to affordable zero emission PLV solutions using initiatives such as Wheels to Work.
7. Engaging with local authorities through the Local Authority Transport Decarbonisation Toolkit to ensure zero emission PLVs form part of an integrated transport solution for the UK.
8. Creating a formal L-Category community to engage with the Government and monitor the delivery of this Action Plan.
9. Engaging with industry to ensure zero emission PLVs are considered and incorporated into the development of the EV charging infrastructure.

Transport Minister Trudy Harrison said:

“I fully welcome this [Action Plan](#) which sets out opportunities to support the resurgence of the UK’s iconic motorcycle industry and put us one step closer towards making our air cleaner and lives healthier.

“As we power up the green revolution, we are determined to find the right place for zero emission PLVs within our transport network and believe they can offer an affordable, convenient and sustainable way to travel, while helping to cut congestion in our towns and cities.”

MCIA CEO, Tony Campbell, said of today’s launch:

“Traditionally, powered two-wheelers and other types of PLVs have often been absent from national and local policy development due to an underappreciation or lack of awareness of their potential benefits to the environment.

It is testament to the industry and all it has done to showcase its decarbonisation credentials that it is now regarded as a serious mode of transport for consideration alongside others, where appropriate, in the future of our transport ecosystems.

Today’s launch of the Action Plan is a landmark day for our sector, and we look forward to continuing our work with the Government and industry to ensure the full and proper implementation of the Plan’s recommendations throughout 2022 and beyond.”

Zemo Partnership CEO, Andy Eastlake, said:

“Road transport is one of the most challenging areas in terms of the achievement of net zero by 2050. Policymakers will need all the tools in the box to deliver this and ensuring every vehicle type can play its part is a critical step.

Using the right vehicle for the right journey is a crucial element of the transition to zero emission mobility. PLVs open new opportunities to improve the efficiency with which we use road space, resources and energy, to cut greenhouse gas emissions and, potentially, also contribute to much needed improvements in urban air quality.”

Notes for Editors:

MCIA represents over 90% of the supply side of the industry; the manufacturers and importers of powered two-wheelers (PTWs) and other PLVs (or L-Category vehicles), accessory and component suppliers and companies providing associated services. For more information about MCIA or to interview Tony Campbell, CEO, please call 07795 844779 or email t.campbell@mcia.co.uk.

Zemo Partnership (www.zemo.org.uk). was established in 2003 (as LowCVP) as a public-private partnership working to accelerate a sustainable shift to lower and zero carbon vehicles and fuels and create opportunities for UK businesses. Zemo is a not-for-profit, independent partnership, jointly funded by the Government and its members, whose breadth of backgrounds and perspectives make the Partnership unique. For more information about Zemo Partnership or to interview Andy Eastlake, CEO, please contact 07976 363283 or email andy.eastlake@zemo.org.uk.

Rocketing Registrations kick off 2022

MCIA News: 7th February 2022



MCIA have today released the L-Category registration figures for January 2022. January has shown incredible growth from the partial lock down of January 2021 as the month-on-month registrations rocket across the sector.

With L-Category vehicle registrations ahead of the pre-pandemic levels, the industry is taking full advantage of the high demand by overcoming the challenges faced from component and staffing shortages, to shipping and changing legislation. Today's figures are a clear demonstration that this sector can, and will play a vital role in everyday transport and a buoyant leisure pursuit.

Following the incredibly successful launch of the joint Government, MCIA and Zemo sector Action Plan '[Realising the Full Potential of Zero Emission Powered Light Vehicles](#)', where Trudy Harrison MP spoke with passion about her support for the Action Plan and her vision for a net zero future, it's gratifying to acknowledge the 9% total market growth in 2021, within of which was an impressive 146% growth in volumes of electric powered L-Category vehicles.

January has seen many standout figures from all sectors, in particular the adventure segment showing a month on month (Jan 21 v Jan 22) increase of 160%. This was

heavily boosted by an incredible performance in the 126-650cc + 651-1000cc segments growing by a combined total of 98% in the month. This underlines the heightened interest in Powered Light Vehicles for leisure, driven by a quest for vehicles suitable for a convenient commute and a pleasurable weekend pastime.

Tony Campbell, CEO of MCIA said “After a very positive response from Government and Industry to the launch of the joint Government & MCIA Action Plan last week, we are delighted to see an encouraging start to 2022. This positive trend, alongside the increase in appetite for Motorcycles & Scooters across all sectors highlights the versatility of Powered Light Vehicles for everyday travel, and leisure”.

-
More details about January PTW registrations [can be found here.](#)

Please credit **MCIA** when quoting this information.

Potholes ‘a major safety concern’



British motorists still see potholes as a bigger safety issue than speeding or drink and drug driving, according to IAM RoadSmart.

The charity has published the findings of its annual Safety Culture survey, which asked more than 2,000 motorists for their views of key road safety issues.

The survey found 79% of respondents perceived potholes to be a bigger issue for them than three years ago. Meanwhile, only 5% saw potholes as a smaller problem compared to last year.

It also found that 90% of respondents had been affected by potholes in the past year, with 32% stating they had even changed route to avoid them.

A further 16% of those surveyed stated that they have reported a pothole to the authorities.

Neil Greig, director of policy and research at IAM RoadSmart, said: “The fact that motorists perceive potholes to be a bigger issue compared to drink driving and speeding, which cause more deaths, goes to show how much of a problem the pothole crisis continues to be.

“Not only is damage to vehicles caused by potholes expensive and inconvenient, but it is also a major safety concern affecting all road users.

“In particular, potholes pose a serious risk of injury to those on two wheels, as well as potentially causing drivers to swerve into oncoming traffic.”

FROM THE ALLIANCE BRITISH DRIVERS:-

Highway Code Changes: Statement From Guide Dogs UK

With the growth in fuel saving, hybrid, and electric vehicles it is increasingly difficult for people with sight loss to identify the presence of a vehicle. However, whilst in principle encouraging vehicle drivers to ‘give way’ to more vulnerable road users is a positive development, in many cases it remains safest for a person with sight loss NOT to proceed in front of car.

Pedestrians waiting to cross a side road need to be able to communicate with the driver and be aware of other road traffic before deciding it is safe to proceed. Typically, this is achieved by a driver flashing their lights or waving the pedestrian on. Clearly, this is often not helpful for a person with sight loss.

Drivers often then resort to hooting their horn – which could mean anything from “go on” to “watch out”.

Proceeding in front of stationary vehicle exposes the pedestrian to other moving vehicles – bikes and scooters over taking or undertaking the stationary car, or a car turning into the road being crossed.

The engines of the vehicle giving way masks any other engine noise, or indeed bikes/scooters.

Dog Training:

Our dogs are taught to be aware of moving vehicles and respond to any that may present a threat to safety. However, it is the person who chooses the safe place and time to cross the road. Our dogs already cross in front of cars at controlled crossing points such as zebra and pelican crossings and don’t interpret these differently to an uncontrolled crossing point. Changes to the Highway Code will have little effect on the dogs understanding of safety in traffic.

So, our advice to people with sight loss is to take control of the situation and be clear to the motorist about their intention – waving the car on or stepping away from the kerb edge are clear signals that they are not prepared to proceed. It is often safer for people with a vision impairment to ‘indent’ further into a side road before deciding to cross. However, each person and situation are unique, and thus it is only possible to offer general guidance and advice.

<https://www.abd.org.uk/highway-code-changes-statement-from-guide-dogs/>

<https://www.guidedogs.org.uk/>

FEMA

New Swedish riders find motorcycle licence too expensive

FEMA News: February 9, 2022



With the current European rules for driving licences under review, Swedish motorcyclists' organisation SMC takes a closer look at how Swedes experience their journey to become licenced riders.

[SMC](#) – a member of FEMA – conducted a survey of those who have taken a driving licence in the period 2018-2021. In total 629 riders responded.



The European Commission wants to revise the driving licence legislation; FEMA asks the Commission to shift the focus from technical skills to better risk awareness and the ability to handle unexpected situations.

The European Commission takes the next step to new driving licence legislation and has published a 'Roadmap' to a revision of the Directive on driving licences. In this roadmap the Commission defines several problems and initiatives to tackle them.

In FEMA's view, the revision must be used to solve several problems that we have already addressed for a long time. In general, FEMA asks for a change of direction from the present focus on technical skills at low speeds, to higher skills that leads to better risk awareness and preparation to handle unexpected situations. This can be done without raising the threshold to obtain a full A-licence by making different choices and to make it easier to go through the stages from A1 to A.

We also draw attention to the present structure of the Directive regarding training- and test motorcycles, which makes that women and smaller men are still unnecessarily excluded. A change in the demands on trainings- and test motorcycles could change that. Finally, we ask for a further harmonization with respect to trailers and the possibility to ride a light motorcycle with a B-licence in all member states.

The survey shows that students are well educated in both traffic schools and private practice driving, that they are middle-aged, that they think that the waiting times for theory and driving tests are too long, that the driving licence is expensive and that the manoeuvring part gets too much focus in the driving licence training and tests. Women invest more in education in both traffic school and private but are rejected more often than men.

- A third of those who responded were women, which makes women overrepresented since they only make up a tenth of the driving licence holders and motorcycle owners.
- According to the survey there are hardly any young people who get a driving licence for motorcycles. The largest group of respondents are among the 45-54-year-olds. The vast majority take A-qualifications directly, which is in line with the Swedish Transport Administration's statistics on driving tests.
- Three-quarters of those who responded have practiced riding privately and have on average ridden 470 kilometres over five months. Nearly 92 percent have attended licence training in a traffic school and – on average – taken 17.7 lessons.
- Women have been exercising longer distances than men and have been riding for a long time. Women have been students in traffic school to a greater extent than men. The women have also participated in continuing education with SMC to a greater extent during licence training.
- Few of those who have attended a traffic school have received theory training there. Several comments suggest that apps with driving licence questions have been a better tool for the theoretical test than course literature. More people have used apps than books. Women have bought course literature and apps to a greater extent than men.
- On average, they had to wait 37 days for the first theoretical test, but the time varies from one day to a year. 85 percent passed the test on the first attempt and nine out of ten felt that they were well prepared.
- Three-quarters rented motorcycles from traffic school in connection with the driving test while the others drove their own bike. The rental price during the driving test varies from just under a SEK 1.000 (€96) to just over SEK 3.000 (€288). Most often, the rent is between SEK 1,000-2,000 (€96-€192).
- The comments on test vehicles were mainly that you should be able to choose any vehicle that is included in the respective driving licence class and that you should be able to carry out the test on your own motorcycle, but that it is difficult as the test area is adapted to a certain motorcycle model.
- On average, 65 days had to be waited for the first driving test. Just under half were given time within 30 days, while just over a quarter had to wait more than 61 days for the first test.

- 28 percent of those who attended traffic school, booked tests themselves, the remaining 72 percent were booked by the traffic school.
- Just under two-thirds were approved at the first driving test. A third failed in low speed and a third in the high-speed lane. A quarter were disapproved when driving in traffic. Women were rejected much more than men.
- Of those who failed, only 14 per cent were allowed to continue driving in traffic for the driver examiner to receive an overall assessment. For the others, the test in the control part was discontinued. 85% of respondents said they were well prepared for the driving test.
- On average, failed students had to wait 35 days to take a new driving test. Some will respond next year. The person who had to wait the longest for driving test number two answered a year.

Comments

425 people submitted closing comments in the survey. Many are in favour of training, but even more have comments with suggestions for changes in driving licence training and driving tests. Many people already have a driving licence and thus have experience in traffic. The most common comment is that there is too much focus on the control part, in both driving tests and driving licence training. Other comments are that education and tests are expensive, that it is difficult to book times both in traffic school and for tests, that exams are stopped in the control part and candidates are not allowed to continue with their test in traffic, even though they already have an A1 or A2 rating.

“We look forward to a revision and changes in the motorcycle part of the present driving licence directive. Meanwhile we cooperate with the driving licence authorities and the traffic schools, where our common goal is to change focus in the test from the manoeuvre parts to riding in traffic. We’ve also stated that the differences between men and women, which have been known for decades, must come to an end”, say SMC’s Jesper Christensen and Maria Nordqvist.

Source: [SMC](#). Top photograph by Maria Nordqvist. This article is subject to [FEMA’s copyright](#)

Sweden: COVID-19 leads to less public transport, more motorcycle trips

FEMA News: February 11, 2022



In Sweden motorcycle use grew during the COVID-19 pandemic, while use of public transport halved.

The COVID-19 pandemic caused big changes in the way people in Sweden travel, both for work and for leisure. Travel in Sweden decreased by 13% in the period March 2020 – August 2021, compared with 2019. It is mainly travel to school and work that decreased, but leisure travel also decreased by 15%.

Travel by public transport has been halved in this period. Transport by bicycle, moped and motorcycle has increased, while transport by bus and car and on foot has decreased. The increase for motorcycles is five percent, for mopeds one percent and for bicycles 21 percent.

Swedish motorcyclists' organisation [SMC](#) hopes that the increasing travel by motorcycle and moped will continue. These are smart vehicles that contribute to reduced congestion and great durability.

Sources: *Trafik Analys & SMC*

Top photograph courtesy of Husqvarna

This article is subject to [FEMA's copyright](#)

Motorcycles are the solution:

<https://www.youtube.com/watch?v=P3tAyGMnGWY&t=9s>

The Norwegian Motorcycle Union celebrates 50 years

FEMA News: February 17, 2022



In 2022 Norwegian motorcyclists' organisation NMCU celebrates its 50th anniversary. Chairman Odd Terje Døvik takes a look at the past, present and future of NMCU.

Odd Terje Døvik: "If we go back 50 years. The Norwegian Motorcycle Union, NMCU, was a quite different organisation than the one we see today, but NMCU's 'DNA' and purpose are still the same – the work for motorcyclists' rights, safety and unity. The changes are many and affect both the membership and the forms of work – as working life and society in general have changed in the same period. The communication channels are radically different now and the administrative work cannot be compared. Automation and

digital solutions have replaced previous manual processes. This means that the organization also has other needs than before, not least in terms of the competence of the employees.”



Do Norwegian motorcyclists need more victories?

Odd Terje: “In recent years, NMCU has been able to achieve many victories on behalf of Norwegian motorcyclists. We stopped proposals for cubic and hp restrictions, we got rid of the wire railings, we have so far avoided EU control on motorcycles, we have taken many steps towards a fairer tax system, we have helped to develop what is perhaps the world’s best rider training for motorcyclists. And much more. What is not as well-known is all the ‘quiet diplomacy’ that has been exercised, where good solutions have been achieved and many bad ones averted. Such work seldom leads to the big headlines but is no less important.”

We are not at the finish line

“In the new ‘National action plan for road safety on the road’, the chapter on motorcycles and mopeds has received more attention. Here, the various actors, the authorities, the industry and the motorcyclists’ organisations, have been challenged on binding measures. We have come a long way but are not at the finish line at all. It remains to be seen how the various actors will fulfil their obligations in the time ahead. Norwegian motorcyclists are good at taking care of their own safety. We dress properly, we make sure our bike is in good condition, we practice and develop our skills. But if it does go wrong, we know that the difference between a small accident and a fatal accident is very small. It’s often just about what you hit; whether it is a pole or a resilient lower rail, whether it is a protruding rock or an open meadow. We still have to work on this. The positive thing is that the road authorities in the plan are in fact obliged to create a cooperation forum for motorcycle safety, which is a good starting point for further work.”

The next 50 years

“NMCU and the motorcyclists cannot take it easy, not now, not for the next 50 or 100 years. There are perhaps greater challenges ahead of us than those we have left behind,” says Odd Terje, and continues: “Technology development contributes to increased safety for all road users, including motorcyclists. ABS and traction control are good examples of this. But there is also new technology that can pose a safety risk to motorcyclists. For example, the solutions that enable communication between vehicles and between vehicles and road infrastructure. What about vehicles that are not connected, such as older motorcycles or for that matter older cars? As a road user, do you want to be sluggish and rely on technology with the effect that unconnected vehicles are overlooked? And what about ethical choices that technology should make? Will the ‘electronic brain’ of a car choose to drive down a motorcycle if an oncoming bus is the other option? By car, active override of the gas is already a measure to restore control. On motorcycles, on the other hand, gas control is crucial for safe traffic.”

Fossil fuel versus batteries

Odd Terje: “NMCU sees that electric motorcycles will eventually become normal. Unlike electric cars, however, electric bicycles are not yet good alternatives to fossil-powered ones. Technology development has simply not come far enough. Odd Terje elaborates: “That this is the way it goes, there is no doubt. But we cannot accept a ban on the sale of new fossil-powered bicycles until the batteries have become lighter, the electric motors even more

efficient and the range longer. In addition, the fast-charging capacity must be radically expanded.”

Road closures

“Closing road sections for motorcycles is a growing phenomenon in Europe. Until now, the roadblocks have most often been justified for safety reasons, but we now see that it is increasingly also linked to noise problems. In Austria, they have gone so far as to introduce stricter requirements for noise than what is required to have the bicycle type approved. This means that bikes with completely original exhaust systems will be refused to continue riding. Fortunately, we do not have this problem in Norway – yet. But what for us can be good sound, is perceived by others as noise pollution, and the irritation that follows can quickly affect anyone who drives on two wheels. What is perhaps most provocative down on the continent is the discrimination of motorcyclists on the grounds of noise. ‘Noisy’ bikes are not allowed to ride, but it is free for the Lamborghini and Ferrari people.”

The joy of riding

“For 50 years, NMCU has contributed to the relationship between motorcyclists, the authorities and the public in general. This is characterized by factual and professionally grounded discussions and the fact that accident rates are historically low, while more and more people discover the joy and usefulness of riding a motorcycle. NMCU will do its part to ensure that this development can continue. That’s what we are here for!”

Source: [NMCU](#). Top photograph courtesy of Hans Vestre. This article is subject to [FEMA's copyright](#)



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TfL to launch nearly 14km of new lower speed limits

Road Safety GB: 11 February 2022

“Lowering speeds is one of the most important things we can do to reduce road danger and make it easier and safer for people to walk, cycle and use public transport.”



Image: TfL

That's the verdict of London's walking and cycling commissioner Will Norman, after [TfL announced plans to reduce the speed limit on 13.77km of roads](#).

TfL has used a risk-based approach to identify the five sites to lower speed limits. Four 20mph speed limits will be introduced, including the A10 – A503 corridor in Haringey, the A13 Commercial Road in Tower Hamlets, the A23 London Road in Croydon and the A107 corridor in Hackney.

In addition, a 30mph speed limit will be introduced on the A10 Great Cambridge Road in Enfield.

TfL says the new speed limits will be supported by new signs and road markings, and that it will work closely with the Met Police to ensure that drivers understand and comply with the new lower speed limits.

Will Norman said: "Sadly over 4,000 people are killed and seriously injured on London's roads every year. This is unacceptable.

"Lowering speeds is one of the most important things we can do to reduce road danger and make it easier and safer for people to walk, cycle and use public transport.

"I'm delighted to see TfL and the boroughs making good progress on reducing speed.

"However, further investment in walking and cycling infrastructure is essential to making our roads safer. Without it, we risk undoing our hard work to reduce collisions and will likely see more lives tragically lost on our streets."

The new lower speed schemes are part of the TfL's commitment to introduce 20mph speed limits on 220km of roads by 2024.

Lilli Matson, chief health, safety and environment officer at TfL, said: "The new 20mph speed limits will not only save lives but will also encourage Londoners in these communities to travel in more active and sustainable ways.

"We're committed to eliminating unsafe speeds and dangerous driving across our network and are working closely with our Met Police partners to ensure the new speed limits are robustly enforced."

FOI Shows Boris Johnson Was Misled Over Climate By Altered Graphic. Alliance of British Drivers

Details of the climate presentation given to Boris Johnson by the Met Office have been released under a freedom of information request (1). It's clear that the implausible model scenario known as RCP8.5 was used in the presentation despite being declared as having a 'low likelihood' in the latest AR6 report from the United Nations Intergovernmental Panel on Climate Change (UN IPCC) (2).

Well published climate analyst Professor Roger Pielke Jr., who is not a climate sceptic and has recently co-authored a new peer reviewed paper on plausible emissions scenarios (3), exposed the use of RCP8.5 in two posts on his Twitter feed (4) (5). Professor Pielke Jr. stated: "Remarkably, the scientists briefing Boris Johnson on climate altered a figure from the government climate assessment to remove the more plausible worst case RCP4.5 scenario so as to emphasise the implausible RCP8.5 – Remarkable"

ABD Environment Spokesman Paul Biggs said: "This is another appalling example of extreme, unfounded climate alarmism being used to drive environmental policies that will hurt drivers and homeowners without having any benefit to climate. Climate and energy policies must be based on realistic scientific assessments in order to be effective and affordable. Boris Johnson has been misled by the use of an implausible climate model scenario. A competent government should seek competitive scientific advice from multiple advisors rather than being directed by a Chief Scientific Advisor."

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WEBSITES YOU MAY WISH TO VISIT

MCIA: Government and industry launch landmark 'Action Plan' for zero emission Powered Light Vehicles (PLV)

<https://www.mcia.co.uk/posts/government-and-industry-action-plan>

The House: The legal pathway towards the introduction of automated vehicles

<https://www.politicshome.com/members/article/the-legal-pathway-towards-the-introduction-of-automated-vehicles>

RSGB: Drivers reminded 'distractions can be deadly'

<https://roadsafetygb.org.uk/news/drivers-reminded-distractions-can-be-deadly/>

RSGB: Leeds announces 'seismic change' in approach to road safety

<https://roadsafetygb.org.uk/news/leeds-announces-seismic-change-in-approach-to-road-safety/>

RSGB: Time for an 'honest conversation' on motoring taxes, MPs say

<https://roadsafetygb.org.uk/news/time-for-an-honest-conversation-on-motoring-taxes-mps-say/>

RAC-F: No viable alternative to road pricing say MPs

<https://www.racfoundation.org/media-centre/no-viable-alternative-to-road-pricing-say-mps>

Wales: Petition - The new Heads of the Valley road should not be restricted to 50 mph.

<https://business.senedd.wales/documents/s122135/Research%20Brief.pdf>

EU: MEPs want to strengthen new EU rules for design, production and disposal of batteries

<https://www.europarl.europa.eu/news/en/press-room/20220202IPR22435/meps-want-to-strengthen-new-eu-rules-for-batteries>

Bennets: Trading Standards shuts stands at London motorcycle show

https://www.bennetts.co.uk/bikesocial/news-and-views/news/2022/february/dangerous-motorcycle-clothing-at-show?fbclid=IwAR12dzfTV5rezn-ug0Jan-i7IjQBG9b_NEpgrxCowYvsNZ_HG1EH2MbNUew

RSGB OPINION: blind people at the complete mercy of anti-social e-scooter riders

<https://roadsafetygb.org.uk/news/opinion-blind-people-at-the-complete-mercy-of-anti-social-e-scooter-riders/>

RSGB: THINK! campaign raises awareness of Highway Code changes

<https://roadsafetygb.org.uk/news/think-campaign-raises-awareness-of-highway-code-changes/>

Guidance: Social clubs: get an exemption to camp without a licence (Last updated: 21 February 2022)

<https://www.gov.uk/guidance/camping-and-caravanning-site-exemption-certificates-know-the-rules-and-how-to-apply>

RAC: Drivers face paying up to £1,000 a year to park at work

<https://www.rac.co.uk/drive/news/motoring-news/drivers-face-paying-up-to-1000-a-year-to-park-at-work/>

NMC: The Future of Transport Policy – the NMC Sets Out the Next Steps for Motorcycling

<https://www.uknmc.org/news/the-future-of-transport-policy-the-nmc-sets-out-the-next-steps-for-motorcycling>

NMC: Charley Boorman, LARA and the NMC Warn of Clear and Present Danger to Motoring and Motorcycling on Rural Roads
<https://www.uknmc.org/news/lara-and-nmc-warn-of-clear-and-present-danger-to-motoring-and-motorcycling-on-rural-roads>

NMC: NMC Warns That All Road Users Have Responsibility for Their Own Safety Under New Highway Code
<https://www.uknmc.org/news/nmc-warns-that-all-road-users-have-responsibility-for-their-own-safety-under-new-highway-code>

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