



November 2022 Network

A networking tool providing information for Activists and other interested parties.

Editorial	2-3
Political Report – Colin Brown and Lembit Opik	3-6
MAG Press Releases:- MAG’s CEBR report on the Economical Impact of the 2030-2040 ICEV-Ban. Motorcyclists need influential role in AV safety debate. GCP Sustainable Travel Zone Consultation:- “Making Connections” with prejudice.	7-9
New Membership Administrator – introducing Louise.	10
Anti-Tampering Update – Michael Armstrong.	10-11
ACEM to participate in the European Community’s new Expert Group on Urban Mobility.	11-12
Remote driving – ridiculous or a looming reality?	12-13
Data used to justify low traffic neighbourhoods incorrect according to DfT.	13-15
Calling volunteers for NEC Motorcycle Live	15
MCIA:- September powdered two wheeler registration figures. Mental Health First Aid training for marshals.	15-17
FEMA:- Swedish riders take electric motorcycles on a road trip. Motorcyclists safety is paramount at the Dutch Motorcycle Platform. No provision for motorcycles in charging infrastructure regulation.	17-20
Christmas Cards – The MAG Foundation	21
Unsafe drivers detected every 6 minutes during UK first trial.	21-23
MAG Notice Board	23
Treat Yourself – FERG’s World – a book to make you laugh.	24
Noise Camera Trials	24-26
Concerns for motorcyclists about self driving cars “entirely valid” – RSGB	26-27
MPs Q&A’s on motorcycle delivery drivers, e-scooters and e-vehicles.	27
Websites you may wish to visit	28-29
Contacts	29-30

[Acknowledgments: George Legg. Colin Brown. Lembit Opik. Michael Armstrong. Julie Sperling. MCIA. FEMA. RSGB. And anyone else I’ve forgotten]

EDITORIAL

I'm not sure what to have a rant about this time round. Politically its been strange to say the least and its best I leave that alone!

You'll see an article further on concerning 'remote driving'!!! What? Has the world gone nuts?

The answer to that is probably 'yes' considering there is no legislation to cover 'a person wirelessly controlling a vehicle on a public road from outside said vehicle'. Unbelievable. Apparently, that is up for review.

Door, after, horse and bolted are words that spring to mind!

I'm going to touch on e-scooters. I personally hate the things. Don't get me wrong the concept of e-scooters is probably a good thing - both environmentally and to ease traffic congestion, however, the Government's continued delay in regulating them is not good enough. Not to mention that police, certainly round here don't seem to think privately owned scooters, kids, cutting up traffic, riding on pavements, abandoning them anywhere so they cause obstacles to visually impaired and wheelchair users are worth worrying about. I've seen a police vehicle drive straight passed an obvious circa 10 year old and not bother to pull them over. Both the local constabularies and Government has a duty of care.

IAM RoadSmart says:- I believe the answer to their continued use is "costing lives and causing misery on our city roads every day".

New data shows there were 1,434 casualties involving e-scooters in 2021, among which 10 people were killed.

There were also 421 serious injuries and 1,003 slight injuries.

By now you're familiar with my take on Smart Motorways. I've ranted my feelings often enough on the danger of these and if you had any doubt as to how dangerous these things can be please read the following:- [Smart motorways' horrors exposed: Undercover probe finds one in 10 vital safety cameras not working | Daily Mail Online](#).

Just in case you might want to skip it maybe the opening paragraph will change your mind - *"Undercover probe finds one in 10 vital safety cameras is not working... and the failings are so bad that staff are caught on tape saying 'start praying to your God'"*

And on that happy note I'll catch you next time round. Ride Free, AG.

For the December edition please let me have copy by 25th November to aine@mag-uk.org with the subject heading:- Network

Political Report – Colin Brown & Lembit Opik

Chaos in Parliament, environmental panic in Brussels and sharp practice in London. These are all part of the unstable mix of scenarios the Motorcycle Action Group's Political Unit must address. The good news is that while others lose their heads, MAG keeps an even keel and sails steadily through the storms, all in the interests of riders' rights. Here's the latest from the dynamic duo.

Who's in charge?

Liz Truss resigned from her role as Prime Minister. As such, MAG's Political Unit waited patiently for the political dust to settle in Westminster, so that we can engage with a steady, and unchanging team in the Department for Transport. Though Rishi Sunak is now Prime Minister, it will take a little time for us to know what his direction is. With respect to the zero-tailpipe emissions agenda, we do not yet know whether he will prioritise virtue signalling based 'net zero' policies above the economic well-being of the country, the mobility of its citizens and our reasonable demand to make our own choices about what motorcycles we buy.

While it's tempting to chat about recent political turmoil – there's no benefit in some sort of post-mortem on Liz's leadership. What we do know is that Rishi Sunak, the previous runner up, has been installed without a vote of the Parliamentary Conservative Party, the Tory membership or the country. Does this matter? In fact, this is perfectly constitutional, and therefore MAG will work with whoever is presented to us in the DfT. And our mission remains the same: to protect you, the rider, from bad policy and promote biking as a cheap, efficient and congestion-busting way of getting around. So, the names may change at the top, but – to quote Led Zeppelin – the song remains the same.

The first tremors...

Operation Earthquake is officially up and running. This is the campaign to put our right to ride petrol powered motorbikes (and drive diesel powered cars) centre stage in the British political agenda. In today's febrile political environment politicians are particularly desperate to shore up their vote. While Labour are a little more confident than their Tory opponents, it's clear that there will be a Battle Royale to secure a majority at the next election. That's why Operation Earthquake has a good chance of getting significant influence as we head up to the next General Election.

Our request to you is simple: ask your local politicians if they support the ban on new petrol-powered motorcycles or not. Make clear that you won't be voting for any candidate who supports the ban. It's really that straightforward.

We remind you again of Neil's statement at the AGC: 'nobody should consider themselves guaranteed a safe seat.' The Conservatives are particularly sensitive to this realisation. This means that MOST MPs will be scared for their jobs, or scared that others will get their jobs.

Lembit has nearly completed a campaign pack for you to use – expect that at the next Network in December 2022. But you don't need to wait till then to get going. Make an appointment at your MP's local surgery and ask them if they support the ban or oppose it. Then let us know. We'd like to have a full picture of who says what. We can move forward from there and do our very best to ensure that no politician who is crazy enough to back the ban can feel safe.

AGC underlines MAG's fighting spirit

As stated, MAG held its Annual General Conference (AGC) in Allerton Bywater in September 2022. This was a good opportunity for colleagues to come together and compare notes on what matters in campaigning terms. All the key players made presentations, including the Chair, Vice-Chair and the Political Unit, who found the event hugely motivating. "It's great to actually see people again, en masse," says Lembit. "Actually, being in the same place as other people is a lot better than just seeing everyone in small boxes on a computer screen! Real people in a real room – we've missed that. The sense of collective spirit was palpable, as we enter what could be a very testing time for riders' rights."

Thanks to all who organised the event, and to those who attended as well. We're clear, focussed and united – three things that might not be said for Westminster right now, even with the election of a new Prime Minister.

FEMA and MAG relations remain unresolved

FEMA continue to resist MAG UK's efforts to persuade them to oppose the ban on petrol-powered motorcycles. This is a fairly bemusing situation, since FEMA's own survey showed overwhelming opposition to the ban on sales of the petrol bikes.

We're considering our position. It's not for the Political Unit to dictate policy, and as such this is not the place to try to outline it. A debate is likely to take place in MAG's next meeting on 5th November, 2022, and we will all be guided that by. Suffice to say, there is a mutual contradiction in supporting the banning of new petrol motorbikes on the basis of a green agenda, while at the same time claiming to be the voice of bikers across the European Union. MAG is clear where we stand, and if, necessary, we'll take the fight to Brussels. We hope that FEMA might become a little more proactive in this regard. Time will tell.

CEBR report creates waves in Parliament

Last month we told you the CEBR (Centre for Economics and Business Research) would complete their report on the economic and social consequences of banning petrol and diesel vehicles in the UK. This work has now been published. Lembit Öpik (MAG's Director of Communications and Public Affairs), the Alliance of British Drivers (ABD) and Fair Fuel UK have all been involved.

As expected, the report demonstrates the economic madness of trying to ban sales of new petrol and diesel vehicles over the next decade or so. The Government has offered a meek response, but has rather contradicted itself by questioning the data. The reason this is a bit odd is because the CEBR used the Government's OWN data to compile the report! Even a lay person might suspect this indicates something's wrong with Government thinking.

MAG will be pushing Ministers to justify themselves. They won't be able to hide from the compelling logic of the report, that powerfully shows the costs of banning ICE (Internal Combustion Engine) machines are many times greater than the benefits – and once again, we emphasise this is using the Government's own published information.

There appears to be a tangible shift in perceptions on this difficult debate. While it's premature to say that MAG is 'winning,' Lembit believes it's highly likely that the issue will 'run into the sand' – in other words, the ban will be quietly abandoned. However, that's not enough for us. We won't play dice with your rights. We'll do what it takes to bin this bad policy, and that's what Operation Earthquake is all about. With Sunak unlikely to call an election until he has to (because he could lose), and Labour on an election footing already, the volume for Operation Earthquake has been turned up on our behalf. It's an opportunity we shouldn't squander.

ABD AGC AOK

The Alliance of British Drivers (ABD) held their Annual General Meeting in September, in the British Motor Museum in Gaydon right next to the Jaguar, Land Rover works. Ian Churchlow and Lembit Öpik attended for MAG. Frankly, it was a brilliant meeting. Ian was given a platform to put forward his presentation that lays out the case against the ban on petrol engines. Lembit contributed on a number of matters too.

There was definitely a sense of common cause. This relationship is possibly the most significant joint effort between MAG and third parties we've ever undertaken, and it's bearing fruit. We are not alone and, more than that, we have powerful fellow travellers. With science and some very bright minds on our side, the odds are becoming rather better for those of us who still think that 'petrol' is not a dirty word.

Thanks also to Howard Cox (Fair Fuel UK) who attended; and has been on TV almost every day to promote our positive messages about road transport. He's a trooper! Together we're making very substantial inroads in the media which, it seems, is finally waking up to the possibility that not everything they've been told about the 'green revolution' should be taken at face value.

Cambridge stupidity

Colin reported about the plans to introduce a Sustainable Travel Zone in Cambridge. Attempts have been made to sit down with the council before the consultation launch, but those have been ignored, and the consultation is live.

We have used FOI requests to get sight of the evidence provided to the council to recommend the £5 per day charge for motorcycles. The evidence is non-existent, but the prejudice is plain to see. Indeed, the comments justifying the charge for motorcycles are a comprehensive contradiction of the comments the same council made just two years ago to justify a trial of motorcycles in bus lanes. They are going to have to do some gymnastics to prove how the role of motorcycles in reducing congestion and emissions two years ago has suddenly turned into a complete lack of evidence now. Maybe they dropped the evidence in a shredder at some point?

Colin will continue to press for meetings, but we need to ensure as many responses as possible are put in to argue in favour of a total exemption for motorcycles. The consultation is open until midday on 23 December 2022 and can be found here: <https://consultcambis.uk/engagementhq.com/making-connections-2022>

Bike Theft Report showing results.

Colin has been making use of the Bike Theft report published back in June (https://wiki.mag-uk.org/images/f/f4/Motorcycle_Theft_in_Perspective.pdf). The report is getting results which Colin hopes will lead to tangible outcomes soon. For now, Colin can report that he has been in talks with the National Vehicle Crime Working Group, and the NPCC OPAL team. OPAL is the National Intelligence Unit for Serious Organised Acquisitive Crime – they carry out data and intelligence analysis nationally. Colin has been invited by ACC Jenny Sims, (the chair of the NVCWG) to present to a meeting of all UK police force vehicle crime leads in early November. This will be an excellent opportunity to get the message home that prioritisation of motorcycle theft needs to be on their agenda.

Colin will also be attending a meeting in Holyrood to discuss the theft epidemic in Edinburgh at the end of November, and will be laying out plans at the Motorcycle Crime Reduction Group meeting for how he intends to use his role within the MCRG to effect real impacts on how the issue of motorcycle theft is tackled.

This may sound like a lot of talk, but Colin is confident that this is finally getting to the point where meaningful action will follow. There are no silver bullets, but this could be the beginning of some real progress.

All Ministers hiding under desks

Our approaches to secure meetings with ministers within the Department for Transport continue to be ignored and refused. The latest attempt to get a meeting with Anne-Marie Trevelyan (at time of writing) the SoS at the DfT was delegated to the junior minister, Lucy Fraser who hid behind a promised round table meeting to discuss the impacts of the ICE ban on motorcycling – a meeting that has already been postponed once and is now scheduled for the alleged date of the next big announcement on the economy on 31st October. Katherine Fletcher who (at time of writing) currently holds a portfolio most closely matching that of Baroness Vere is simply failing to respond.

Chaos, fear, incompetence and no doubt further cabinet reshuffles are paralysing any kind of political rigor on real issues. We have every right to be angry as policy drifts on - rudderless with rubber stamps being applied to unscrutinised policy that could have dramatic impacts on motorcycling.

MAG PRESS RELEASES

MAG's CEBR report on the Economic Impact of the 2030-2040 ICEV-Ban

The Motorcycle Action Group (MAG) has co-funded a report from The Centre for Economics and Business Research (CEBR) on the government's proposal to ban the sale of internal combustion engined vehicles (ICEVs) from 2030 to 2040. The report shows the economic impact of the ban will be five times higher than any economic benefits. Using the Government's own methodology for calculating costs this policy will cost the average household £14,700.

The CEBR study, "Economic impacts of the 2030 – 2040 bans on the sale of fossil fuel vehicles", shows that the additional costs of the policy dwarf any environmental benefit, specifically –

- I. New vehicle purchase costs of £188 billion.
- II. Time wasted by drivers waiting for EVs to recharge £47 billion.
- III. Charging and distribution infrastructure £99 billion.

Any benefits BEVs offer will also be vastly lower due to the emissions involved in vehicle production, mining for battery minerals, shorter vehicle lifetimes (8.1 years for a BEV compared with 13.9 years for an ICEV.) The study also forecasts a significant loss of tax revenue which can only result in higher rates of Tax or VAT, or cuts to essential public services.

MAG Chair, Neil Liversidge said:

"This report shows the Government's proposal to ban internal combustion engined vehicles is utterly misguided, even if you accept the assumptions which they themselves have made, and without even getting into the environmental arguments. Millions of motorcyclists stand to lose their freedom to buy and ride a practical petrol-powered machine. The costs of this ban are orders of magnitude greater than any possible benefits. This is economic madness, a blight on civil liberties, and a threat to the UK's prosperity, our quality of life and national security. We call on Ministers to drop this disastrous policy immediately before it does any more damage."

The full CEBR report is available here: https://wiki.mag-uk.org/images/f/fc/Cebr_Analysis_of_2030_Ban.pdf

Motorcyclists need influential role in AV safety debate. (18/10/22)

The Motorcycle Action Group (MAG) has explained why motorcyclists need an influential role in the autonomous vehicle (AV) safety debate. Responding to a consultation on a self-driving vehicle safety standard, MAG rejects subjectivity in favour of rigorous real-world measurement.

The Government announced plans in August to roll out self-driving vehicles on UK roads by 2025, with trials on motorways starting in 2023. A consultation asking for views on a proposed safety standard for self-driving vehicles closes on Friday 14th October. Recognising that self-driving technology cannot be 100% safe, the bar suggested is that self-driving vehicles should be as safe as a 'competent and careful' human driver.

MAG's consultation response rejects the proposed standard, saying that it is far too subjective. It calls for a far more complex and rigorous measurement backed with removal of licences and models that fail to achieve a statistical target.

Director of Campaigns & Political Engagement, Colin Brown, said:

"Given the level of technological and scientific rigor needed to develop self-driving vehicles it is incongruous to then set a subjective safety target. You wouldn't send a rocket to land on the moon while saying 'hopefully it will end up somewhere in the vicinity of the moon'. Motorcyclists face being the first vulnerable road user group that will interact with self-driving vehicles. It is clear that there are many concerns which are entirely valid. Motorcyclists will play a role in the debate, and it must be influential. Self-driving technology should be developed to benefit humanity; we see no sense in forcing humanity to adapt to fit in with any of its shortcomings. If these vehicles cannot safely interact with us as human riders, then they have no place being rolled out."

MAG welcomes any prospect of improved safety of riders. The consultation points out that the average driver in the UK does not meet the standard of competent and careful. However, improved safety must not be achieved at the expense of the freedom to enjoy riding motorcycles.

Critically, MAG's response asks policymakers to note that not all road use is purely for utility purposes. Use of the road as a form of leisure is a legitimate use of the nation's road infrastructure. Therefore, riding a motorcycle for pleasure needs to be protected throughout the process of technological developments.

The full consultation response can be seen here: https://wiki.mag-uk.org/images/9/98/Safety_Standard_consultation_response_FINAL.pdf.

GCP Sustainable Travel Zone consultation: 'Making Connections' with prejudice.

The Motorcycle Action Group (MAG) claims that the Greater Cambridge Partnership (GCP) proposals to charge motorcycles to enter a Sustainable Travel Zone are based on misinformation and prejudice. GCP launched its Making Connections consultation on 17th October. Included in the consultations are plans to charge all motorised vehicles, including motorcycles, a flat rate of £5 per day to enter what is being billed as a Sustainable Travel Zone.

MAG activists in Cambridge caught wind of the plans to consult on a sustainable travel zone weeks before the consultation launch. They quickly found that the proposal was to charge motorcycles the same £5 charge as cars. Approaches were made to open dialogue with GCP, which they ignored.

A Freedom of Information (FOI) request showed that a formal presentation delivered to Cambridgeshire County Council listed reasons to charge motorcycles, including that the charge would be a "strong deterrent to proliferation". Arguments against a full exemption for

motorcycles are listed as “Lack of £ disincentive may encourage uptake as people switch from car” and “Inherently less safe mode; incompatible with pedal cycles”. Arguments against a reduced charge for motorcycles included the statement that “rear-plate images are harder to accurately capture”.

A technical note discussing exemptions assesses motorcycles as having “no significant impact on congestion reduction, sustainable travel or air quality and safety benefits”.

Commenting on the findings, MAG’s Director of Campaigns & Political Engagement, Colin Brown, said:

“Once again, we are dealing with what can only be described as anti-motorcycling prejudice. Claims that motorcycles are inherently less safe and incompatible with pedal cycles are unfounded. I have checked the figures for Cambridgeshire: in 2021 there were 58 motorcycle casualties on urban roads in the county compared with 172 cycle casualties. Claiming that motorcycles are incompatible with pedal cycles naturally implies that pedal cycles are incompatible with motorcycles, yet that argument is not made. I would like to see any evidence base for these incompatibility claims. And saying that you cannot apply a lower charge due to difficulties with ANPR cameras reading rear plates is sheer stupidity: how do they intend capturing rear plates for the full charge?! Had the council been willing to engage with us we could have provided plenty of evidence for motorcycles reducing congestion and improving air quality. It seems that Cambridgeshire would rather engage with bias and misinformation than take the time to speak to those who actually ride motorcycles.”

MAG is calling for all riders in the region to make their views known by responding to the consultation and writing to councillors. MAG will continue to press for dialogue with the council in an attempt to bring a balanced view of motorcycling to the decision-making process.

Contact MAG at 01926 844 064 or central-office@mag-uk.org

Notes for editors.

The PowerPoint slide covering motorcycles presented to the council can be found here: [https://wiki.mag-uk.org/images/5/52/FOI_Response - 1948095 - July 2022 - slide on motorbikes and mopeds.pdf](https://wiki.mag-uk.org/images/5/52/FOI_Response_-_1948095_-_July_2022_-_slide_on_motorbikes_and_mopeds.pdf)

The technical note on exemptions can be found here: [https://wiki.mag-uk.org/images/d/d4/FOI_Response - 1948095 - 160922 GCP Making Connections Discounts Exemptions and Charge levels Technical Note Accessible redacted.pdf](https://wiki.mag-uk.org/images/d/d4/FOI_Response_-_1948095_-_160922_GCP_Making_Connections_Discounts_Exemptions_and_Charge_levels_Technical_Note_Accessible_redacted.pdf)

The Making Connections consultation can be accessed here: <https://consultcambs.uk.engagementhq.com/making-connections-2022>

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New Membership Administrator

I would like to introduce Louise Gibson as our new member of staff in the office.

Look out for more details in Issue 104 of the Open Road.

I would like to take this opportunity to welcome her to MAG so please be patient with her as she learns her new role and the quirks of MAG.

Anti-tampering update.

As you know the Political Unit aided by the National Political Group will launch direct action to oppose unnecessary legislation and earlier on this year the government launched its anti-tampering consultation. At the time MAG encouraged motorcyclists and MAG members to complete the governments consultation and to send your MP a template email against their consultation too.

So below is an update from the Department of Transport (DfT) which was received by Rob Duesbury, Acting Secretary of Furness MAG and National MAG Political Group Member through his local MP.

Tim Farron MP House of Commons London, SW1A 0AA.

Dear Tim,

Thank you for your email of 30 August, enclosing correspondence from your constituent, Rob Duesbury, as Secretary of the Furness Motorcycle Action Group, (recipient address redacted) about the vehicle tampering debate.

It is important that any vehicle, including motorcycles, before used on the road must meet relevant safety, environmental and construction standards. These standards, which are periodically updated, have been important in reducing air and noise pollution from vehicles and improving vehicle safety. Vehicle owners have relative freedom to modify their vehicles, subject to ongoing compliance with relevant standards.

A written consultation on proposals to target and prevent harmful tampering of vehicles was held from 28 September until 22 November 2021. Concerns were raised in response to that consultation and these also led to the Westminster Hall debate that Mr Duesbury mentions; at the time of writing to you that debate had not taken place.

We have considered all responses to the consultation and the debate and are developing our final proposals in respect to vehicle modifications. I cannot yet tell you any detail of those as they have not received Cabinet clearance. I can reassure you they are very much reduced from the original consultation proposals; it is not our intention to prevent all forms of vehicle modifications nor seek "infringement of liberty".

We expect to publish the government response to the consultation in due course to allow time for stakeholders, such as the Motorcycle Action Group, to engage with the proposals before any legislation is introduced to Parliament. I do not believe that a Ministerial meeting with MAG would be appropriate at this stage.

It is anticipated that a Transport Bill should receive its first reading in Parliament in the late autumn, although this is subject to many contributing factors including the legislative priorities of the new Prime Minister.

Please thank Mr Duesbury for raising his concerns.

*Yaws,
Charlotte*

BARONESS VERE OF NORBITON,

“As you can tell, it is very important in keeping up the pressure on the DfT through correspondence and engagement with your own local MP. Some MP’s will receive a response from the DfT sooner while other MP’s will receive a response later on and with this latest response the DfT has a softer stance. So now let us all lobby the new DfT administration when the timing is right (so keep an eye out on the National MAG Facebook page for details) and see what we can achieve together for riders’ rights.”

Michael Armstrong, National Political Officer and Cumbria MAG RR.

Want to join the National MAG Political Group? Email me on [cumbria-region-rep@mag-](mailto:cumbria-region-rep@mag-uk.org)



[uk.org](http://mag-uk.org).

ACEM to participate in the European Commission’s new Expert Group on Urban Mobility

ACEM News: 03 Oct 2022



The European Association of Motorcycle Manufacturers (ACEM) has been selected by the European Commission to participate in its new Expert Group on Urban Mobility. This Expert Group will provide technical expertise to the European Commission’s services for developing legislation, policies, and programmes in the field of sustainable urban mobility.

The Expert Group on Urban Mobility will also work to increase cooperation and coordination between the European Commission, Member States, and key stakeholders in the implementation of EU legislation, programmes, and policies relating to urban mobility, including sustainable urban mobility planning, transport contingency preparedness, and energy efficiency.

As the motorcycle industry evolves to meet new sustainability requirements, ACEM will support European Commission and Member States authorities in their efforts to develop synergies between EU, national, and regional funding and financing opportunities in research and development and innovation, and in deploying sustainable urban mobility solutions.

ACEM members are fully committed to working with European, national, and local authorities to implement the EU Green Deal and to enhance access to and availability of electric and low emission powered-two wheelers across Europe.

The first meeting of the new Expert Group on Urban Mobility will be held in Brussels on 25 October 2022.

Background information

- In July 2022 the European Commission adopted a decision to set up an Expert Group on Urban Mobility.
- This new group is one of the key elements of the EU Urban Mobility Framework, adopted in December 2021 as part of the Efficient and Green Mobility Package.

More information

- [The new EU Urban Mobility Framework](#)
 - [ACEM position paper on urban mobility](#)
 - [ACEM position paper on electro-mobility](#)
 - [ACEM position paper on micro-mobility](#)
 - [ACEM Vision 2030+](#)
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Remote driving – ridiculous or a looming reality?



The Government is considering changing the law on remote driving, where a person outside a vehicle uses wireless connectivity to control a vehicle on a public road.

Under current road traffic law, there is technically no legal requirement for a driver to be within the vehicle. Nor are there any rules which completely prevent remote driving.

However, there are certain regulations, such as the requirement for drivers to have “proper control” of a vehicle and a “full view of the road and traffic ahead”, that make it effectively impossible.

The Law Commission has been asked by the Government to consider the law and regulation of remote driving.

In June, [the Commission published its initial findings on the subject](#), outlining how the technology is already commonly used in controlled environments such as warehouses, farms and mines.

The report also considers the ‘many safety challenges’, including:

- Connectivity: how can a reliable connection be ensured between the remote driver and vehicle, and how can safety risks be mitigated if connectivity is lost?
- Situational awareness: how can drivers remain aware of their surroundings through a screen without (for example) the “feel” of acceleration?
- Keeping remote drivers alert: how can the risk of fatigue, motion sickness and distraction be overcome?
- Cybersecurity: how can unauthorised takeover of vehicles be prevented?

The report presents both short-term options for legal reform (which do not need primary legislation) and longer-term options for introducing a new regulatory framework.

These were put out for public consultation, which closed at the start of September.

The Law Commission will now consider the responses and plans to publish its advice regarding reform options for remote driving to the UK Government in early 2023.

Data used to justify low traffic neighbourhoods incorrect according to DfT

RAC News: 3rd Oct 2022



New information from the Department for Transport (DfT) has revealed that road traffic figures were lower than previously published. The original data was used to justify the introduction of low-traffic neighbourhoods (LTNs).

A LTN is a government scheme that is used to reduce the amount of traffic through residential areas through the use of barriers, bollards, and planters.

They are also implemented through automatic number plate recognition cameras and road signs. This enables local residents to pass through an area.

LTNs were introduced in 2020 following £225m of funding, and have been used to encourage cycling and walking by limiting driving in residential streets.

Many LTN regions have separate cycle lanes, and larger walking areas.

However, new revelations have shown that the data used to justify their implementation across the UK was not accurate.

A spokesperson for the DfT said: "Historic minor road traffic estimates have been revised and are lower than those previously published.

"The figures used at the time were based on the most accurate data available."

The latest development follows a review into the report used to justify the use of LTNs. The new data found that the department had significantly over-counted the increase in traffic on residential streets between 2009 and 2019.

The Government's minor-road traffic estimates report revealed statistics that suggested that there was almost a 60% rise in London's minor road traffic and a 72% increase on its smallest roads. However, there has been no increase over the last ten years according to the new review.

Original data indicated a 26% increase in minor road traffic across the whole of the country between 2009 and 2019.

However, the new report has reviewed this figure to an increase of 10%.

The review stated that there were "areas for improvement" in how the estimates were reached have been implemented for when they collect future data. Transport for London also confirmed that they would be reviewing the data update.

LTNs have been a controversial topic within the UK motoring community, as detractors argue that they make congestion worse and cause more trouble than before they were installed.

Many also argue that they increase pollution due to drivers having to find alternate routes and shutting off certain roads to get to their destination.

Some local councils have suspended or downgraded their LTN projects since its introduction in 2020.

However, a YouGov poll for Greenpeace UK, which quizzed 2,027 British adults about their views on LTNs, found that 57% supported them and only 16% opposed them.

Do you believe LTNs have been a good introduction to UK roads? How could they be improved? Leave your comments below.

Calling Volunteers for NEC Motorcycle Live

Are you able to help on the MAG stand any day/s during 19th to 27th November at Birmingham NEC. Free entry into the event. You will be able to look around if you wish, so it's not standing all day selling memberships. If you are travelling any distance we have accommodation available on a first come basis. Interested or want to know more please contact Louise at central-office@mag-uk.org or call the office on 01926 844 064.

MCIA

September Powered Two-Wheeler Registration Figures

MCIA News: 7th October 2022



MCIA today released the September month and year to date new vehicle registration figures for motorcycles, scooters, and other L-category vehicles.

The September new Motorcycle & Scooter market closed at 9.6% down compared to the same month last year, which brings the year-to-date market 3.7% up compared to 2021, at 95,958 units.

Modern Classic and Touring, which combined make up around 20% of the motorcycle market, continue to see consistent monthly growth year on year, whilst smaller electric product continues to make great strides in their respective segment also.

Tony Campbell, CEO of MCIA said, "This month's registration figures align with not only the forecast made at the beginning of the year, but also strongly affirm the phase out consultation response MCIA submitted earlier this month. Whilst electric powertrains continue their welcome penetration into the market, larger petrol-powered motorcycles retain their popularity in both the new and second-hand market, again enforcing the position laid out in the consultation response".

More details about September registration figures [can be found here](#).

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

Mental Health First Aid Training for Marshals

MCIA News: 11th October 2022



[Mental Health Motorbike](#) are MCIA's official charity partner, they feature in our document [The Journey](#), which makes the case for motorcycling and the benefits it offers to the UK economy and the positive effect on a rider's mental health and physical wellbeing.

[Mental Health Motorbike](#) support bikers to grow the wellbeing of the motorbike

community. They rely solely on unpaid volunteers, every penny raised goes to help riders that need support with their mental health. All the staff are, or have been, bikers for many years. Their slogan is '**When life gets tough, we are here to listen, to support and to ride**'. They use the shared love of motorcycling to encourage riders to talk to them when they may not be prepared or able to talk to others.

In addition to the online support network, they are building a dedicated mental health first aid network for bikers, with a team of qualified mental health first aiders in bike shops, clubs and cafes, retailers and in the industry itself of course. Mental Health Motorbike runs these training courses which are accredited by Mental Health First Aid England.

Mental Health Motorbike have over 1,800 riders in their support group and 5,300 contributors to their Facebook page. Many of the volunteers are recovering from mental health issues. They receive support when they need it, and in turn when they are able, they give support to others, assist at events, with online activities, get involved as ambassadors or organise fundraising activities.

Many motorcyclists are race enthusiasts and Mental Health Motorbike recognise the essential role played by Race Marshals and want to help. There is already a lot of support provided for Marshals, but Mental Health Motorbike recognised that these volunteers Marshals must cope with a variety of often disturbing and difficult, mentally challenging situations. The effects of this can vary from person to person, but for many the memories will persist long after the incident and can have a negative impact on their mental health.

Mental Health First Aiders can offer effective help and support, so Mental Health Motorbike have decided to organise a raffle, with tickets available from October, both online and at Motorcycle Live. This will raise funds to enable the offer of Mental Health First Aid training, free of charge, to Race Marshals and others who would not otherwise be able to afford to take

the training. Mental Health Motorbike have set themselves a target to reach 1,000 qualified Mental Health First Aiders by the end of 2024.

MCIA fully support Mental Health Motorbike and to this end **we are asking our members if they would be prepared to help by providing exciting raffle prizes**. Products, services, experiences or of course tickets for race meetings or similar would all be very gratefully received and help raise as much money as possible for a fantastic cause. Offers to promote Mental Health Motorbike and the raffle would be gratefully received.

If you can help please contact [Karen Cole](#) at MCIA, who is also a Trustee of mental Health Motorbike.

FEMA

Swedish riders take electric motorcycles on a road trip

FEMA News: October 7, 2022



How far can you go on an electric motorcycle? Does the electric motorcycle deliver what it promises? Are there charging stations where you need them most?

Swedish motorcyclists' association [SMC](#) took a road trip to answer all these questions and made a great video (see below).

SMC tested electric bikes on a ride from Borlänge with the goal of reaching Sälen in one day. An exciting journey where on the way SMC interviewed Fredrik Jarl, chairman of the municipal board in Gagnef with questions about electricity.

Further on in Vansbro, the riders met with Oskar Lundgren, head of business in Vansbro, who talks about their investments in electricity. To then recharge for the long journey up to Sälen.

Click here to read more about SMC's [Vision Electric](#).

0:00 Introduction and the start in Borlänge.

2:32 Arrival in Djurås. Interview with Fredrik Jarl.

6:51 Arrival at Vansbro. Meeting with Oskar Lundgren.

11:38 Arrival in Malung.

Watch on You tube: <https://www.youtube.com/watch?v=VXJNjUIXgZ8>

Top photograph courtesy of SMC. This article is subject to [FEMA's copyright](#)

Motorcyclists' safety is paramount at the Dutch Motorcycle Platform

FEMA News: October 24, 2022

FEMA is proud to be part of the Board of the newly formed Dutch Motorcycle Platform Foundation and to be able to put motorcycling issues into an international perspective.

The [Motorcycle Platform](#) is formed by representatives of the government, riders' interest groups, the motorcycle industry and retail, and road safety organisations.

The objective of the Motorcycle Platform is to increase road safety for motorcyclists. Since October 2022, it will be known as the Motorcycle Platform Foundation, and it has been recognized by the Ministry of Infrastructure and Water Management as an independent consultation platform where the challenges and opportunities of motorcycling in relation to road safety can be discussed.

The foundation has a leading group (board), consisting of the following organisations: [BOVAG](#), FEMA, [KNMV](#), [RAI Association](#) and [VVN](#). This leading group will organize a meeting for all participants twice a year, during which campaigns and other matters will be discussed. The foundation's funds will be used for the broad social goal of road safety for motorcyclists.



In the photo, from left to right: Wim Taal (FEMA), Martijn van Eikenhorst (RAI Association), Arjan Everink (KNMV), Cécile Collast (VVN) and Bart Stolte (Ministry). Maarten Mastop of BOVAG is missing from the photo.



Wim Taal, FEMA's Communications Officer, and a long time representative in the Motorcycle Platform is now a member of the Board: "The Motorcycle Platform is a very diverse group, ranging from road safety organisations to motorcyclists' organisations and from the motorcycle industry and retail trade to classic motorcycle riders. Every organisation contributes information and takes information from others, in order to be as prepared as possible when lobbying. But that diversity also means that the Motorcycle Platform cannot or will not quickly arrive at an all-encompassing position. The exchange of information is paramount and that usually leads to a united but individual approach by the various participants of the Motorcycle Platform."

Wim continues: "As FEMA we are proud to be part of the Board of the newly formed foundation and to be able to put motorcycling issues in the Netherlands into an international perspective."

Group photograph by [Wim Taal](#). This article is subject to [FEMA's copyright](#)

No provisions for motorcyclists in charging infrastructure regulation

FEMA News: October 20, 2022



FEMA wants dedicated safe and secure charging facilities for motorcycles to be part of Europe's new Alternative Fuel Infrastructure Regulation.

On 19 October 2022 the European Parliament adopted the new Alternative Fuel Infrastructure Regulation. With that, new steps are set to provide the users of electric vehicles (EVs) with a better infrastructure to charge or fuel their vehicles.

The proposed new regulation states the importance of “the creation of a comprehensive network of recharging and refuelling infrastructure based on a geographically fair manner to enable the widespread uptake of low- and zero-emission vehicles in all transport modes.”

One of the elements of the [new regulation](#), that has a direct effect, contrary to the present 2014 Alternative Fuel Infrastructure [Directive](#) that worked through implementation of national laws by the member states, are charging points on at least every 60 kilometres along the motorways. If the European Committee and the member states agree with the European Parliament, this target would be reached in 2026. The discussions with the Commission and the member states united in the Council of the European Union, the so-called triologue, will start in the week of 24 October 2022.

‘Policymakers should make sure motorcyclists are provided with suitable, safe, and secure charging facilities.’

Although L-category vehicles, like motorcycles, are mentioned a few times in the new regulation, the only special provisions that are made for L-category vehicles is that it should be possible to charge a vehicle with a common household power outlet. However, no minimum standards are formulated here. This is much less than we, together with [ACEM](#) (the European motorcycle manufacturers’ association) and [FIM Europe](#), had asked for. We demanded dedicated safe and secure (both in terms of social safety and anti-theft protection) charging facilities for motorcycles.



Rapporteur Ismail Ertug MEP (photo: twitter.com/IsmailErtug)

The current charging poles are provided with parking spaces for cars that are much too big for motorcycles, which can cause problems with car drivers who claim this space too. But perhaps more important are the risks of theft when a motorcycle is left on a parking lot without any protection, surveillance, or provisions to avoid theft of the motorcycle. The present EV charging

facilities along the motorways are also often situated far from the main service facilities, which causes unsafe situations for riders.

FEMA general secretary Dolf Willigers said: “If policymakers want us to ride electric motorcycles, the least they should do is to include motorcycles in the infrastructure legislation and see that motorcyclists are provided with suitable, safe, and secure charging facilities. Despite our efforts, the rapporteur Ismail Ertug and all the shadow rapporteurs have ignored the motorcyclists in their draft report. Our hope is now with the member states”.

Top photograph courtesy of Roelof Veldhuis. This article is subject to [FEMA's copyright](#)

Christmas Cards

We have 3 different cards available (see the Notice Board) all proceeds go to either The Air Ambulance (Christmas Flight and Donkeys) or MAG Foundation (Santa on a motorcycle). Limited stock price from £2.95 to £3.50 plus P&P. See "New-in" on the online shop.

Unsafe driver detected every six minutes during UK-first trial

National Highways: 21 Oct 2022

A UK-first trial of new safety technology has recognised motorists holding mobile phones or driving without seatbelts every six minutes.



The 'sensor test vehicle' has been trialled in recent weeks on England's motorways and major A-roads as part of a research project carried out alongside Warwickshire Police.

The vehicle uses AI (artificial intelligence) detection equipment, which alongside confirmatory human analysis can help ascertain whether drivers are distracted at the wheel or

they – or a passenger – are failing to wear a seatbelt.

At the time of writing, a total of 122,241 vehicles have been checked on the M40 and A46 as part of the trial, over a period of 64 hours.

This has led to 152 mobile phone detections and has identified 512 vehicle occupants without a seat belt. Of the 664 offences detected, it is estimated that 530 (79.81%) were committed by people between the ages of 30 and 49, while 627 (94.42%) of those caught out are male.

The findings come just a week after it was announced that the proportion of car occupants killed in crashes who were not wearing a seatbelt has reached the highest level on record.

Some 30% of people killed in cars on Britain's roads last year were not wearing a seatbelt, according to data published by the Department for Transport (DfT). That is up from 23% during the previous 12 months and represents the highest annual percentage in records dating back to 2013, when the figure was just 19%.

We launched the van alongside consultants AECOM as part of a continuing campaign to promote safe driving and reduce instances of risky behaviours on England's busiest roads.

[Project EDWARD](#) – which stands for 'Every Day Without a Road Death' – is a national platform for highlighting best practice in road safety, and is holding its yearly 'Week of Action' from 17 October.

Our Road Safety Team leader Jamie Hassall said:

"Safety remains our top priority and we want everyone to get to their destination safely. Sadly, the results of this trial have shown that some drivers do not feel the need to wear a seatbelt or become distracted by their phones.

"Using any phone while driving is dangerous - driving is a highly complex task requiring a person's full attention, as any error can be catastrophic. Drivers who talk on phones, both hands-free and hand-held, are four times more likely to be in a crash resulting in injuries.

"We want to see if we can change driver behaviour and therefore improve road safety for everyone. Our advice is clear; buckle up and give the road your full attention."

Dr Jamie Uff, Technical Director - Strategic Consultancy, Transportation at AECOM, is the lead research professional on the trial and has been managing the deployment of the sensor test vehicle. He said:

"The data drawn from this trial has really indicated how vital it is that we have new technologies capable of detecting driving offences. The pioneering artificial intelligence is being utilised alongside confirmatory human assessment to make sure that the process is as efficient and accurate as possible.

"The data, which is being analysed solely in the UK, is allowing us to gain a huge amount of vital insight into driving habits. The trial is allowing us to differentiate between actual behaviour and reported/expected behaviour – meaning different conclusions or clarifications can be drawn."

"It's important to remember that every single incident of dangerous driving could potentially cause death or serious injury, and that is ultimately what we're trying to prevent with this trial."

Over 216 Notices of Intended Prosecution (NIPs) have been issued by Warwickshire Police as a result of these findings.

The trial of the vehicle is taking in place in Warwickshire throughout October. Following the end of this trial, National Highways and AECOM will analyse results fully before a decision will be taken on the vehicle's possible future deployment on the strategic road network.



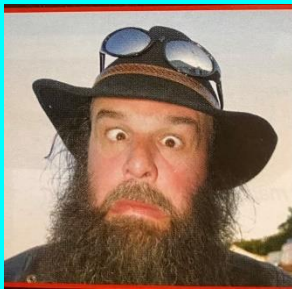
Treat yourself

Fergus O'Connell wrote regular columns for The Road. If you never met Ferg you missed out on an extremely funny and lovely guy.

Before Ferg died he told Cookie that he was going to collate all these writings into a book. Sadly, he passed before he could do this so Cookie did it on his behalf and royalties given to his daughters. Now the girls are grown and don't need the cash, their Mum, Tina, has asked any future royalties go to MAG.

This is such a good read encapsulating Ferg's sense of humour. £5.99 paperback or £3.99 on kindle is well spent.

FERGS WORLD



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Noise camera trials to detect rowdy drivers coming to Bradford, Bristol, Great Yarmouth and Birmingham.

New technology will identify antisocial drivers and reduce noise pollution.

From: [Department for Transport](#)

- new noise-detecting traffic cameras deployed in 4 trial areas to crack down on 'boy racers' revving engines and using illegal exhausts
- trials backed by £300,000 government investment as annual social cost of road noise pollution estimated at £10 billion
- Bradford, South Gloucestershire, near Bristol, Great Yarmouth and Birmingham declared winners of a nationwide competition host cameras

A new-age road camera designed to identify and track drivers who break the law by revving engines and using modified exhausts will be installed in Bradford today (18 October 2022), before travelling to South Gloucestershire, Great Yarmouth and Birmingham as part of a trial to clampdown on antisocial driving.

The Transport Secretary has confirmed these 4 locations will host the new 'noise camera' following a government-backed competition to tackle noise pollution on some of the loudest streets in Britain.

The new technology uses a video camera in conjunction with a number of microphones to accurately pinpoint excessively noisy vehicles as they pass by. This means that if drivers break the law by revving their engines unnecessarily or using illegal exhausts, they will be automatically detected. The camera takes a picture of the vehicle and records the noise level to create a digital package of evidence which can be used by local police to fine drivers.

Road noise is known to contribute to health problems, such as heart attacks, strokes and dementia, and the annual social cost of urban road noise, including lost productivity from sleep disturbance and health costs is estimated to be up to £10 billion.

The trials, backed by £300,000, start with the camera in Keighley, Bradford from today and will then be placed in the other 3 locations over the next 2 months.

Transport Secretary Anne-Marie Trevelyan said:

Rowdy road drivers beware – these new cameras will help the police clampdown on those who break the legal noise limits or use illegal modified exhausts to make excessive noise in our communities.

We'll be working closely with the local authorities and police to share any findings, and I hope that this technology paves the way for quieter, peaceful streets across the country.

The department launched a competition to identify the areas to host the cameras in April and extensive testing at a private test track facility took place to perfect the technology. Now in the next phase, the locations for these roadside trials have been decided based on the impact to local residents of illegal noisy vehicles, after MPs across the country applied for the camera to be set up in their local area. If successful, the cameras could be rolled out nationwide.

Noise Abatement Society chief executive Gloria Elliott OBE said:

Excessively noisy vehicles and anti-social driving causes disturbance, stress, anxiety and pain to many. It is unsafe and disrupts the environment and people's peaceful enjoyment of their homes and public places.

Communities across the UK are increasingly suffering from this entirely avoidable blight. The Noise Abatement Society applauds rigorous, effective, evidence-based solutions to address this issue and protect the public.

Atkins-Jacobs Joint Venture is acting as a technical consultant for the trials, providing acoustics expertise, design, modelling and asset management. The noise camera is designed and developed by MicrodB.

Atkins Jacobs Joint Venture Practice Director Andrew Pearce said:

The real-world trials of the technology solution the Atkins Jacobs JV has developed and tested on the track is an important step for the scheme towards solving a problem that affects many communities across the UK.

We are fully expecting the trial in these four chosen locations to confirm what we have seen in testing, which is a highly targeted use of technology to ensure only those motorists making excessive noise will be subject to enforcement.

The trials will continue for 2 months across the country. The department continues to work closely with all local authorities and MPs to tackle rowdy, illegal noise disruption from traffic.

Roads media enquiries

Media enquiries 020 7944 3021. Out of hours media enquiries 020 7944 4292.

Switchboard 0300 330 3000

Concerns from motorcyclists about self-driving cars “entirely valid”. RSGB

As the first vulnerable road user group that will interact with self-driving vehicles, motorcyclists need to play an influential role in their introduction.

That's the view expressed by the Motorcycle Action Group (MAG), in response to a Government consultation on the safety standards of the emerging technology.

In August, the Government announced plans to roll out self-driving vehicles on UK roads by 2025, with trials on motorways starting in 2023.

A consultation asking for views on a proposed safety standard was launched – and closes today (14 October).

In the words of MAG, recognising that self-driving technology cannot be 100% safe, the consultation suggests that self-driving vehicles should be as safe as a ‘competent and careful’ human driver.

Its consultation response rejects the proposed standard, saying that it is far too subjective. MAG calls for a “far more complex and rigorous measurement backed with removal of licences and models that fail to achieve a statistical target”.

Colin Brown, director of campaigns and political engagement, said: “Given the level of technological and scientific rigour needed to develop self-driving vehicles it is incongruous to then set a subjective safety target.

“You wouldn’t send a rocket to land on the moon while saying ‘hopefully it will end up somewhere in the vicinity of the moon’.

“Motorcyclists face being the first vulnerable road user group that will interact with self-driving vehicles. It is clear that there are many concerns which are entirely valid.

“Motorcyclists will play a role in the debate, and it must be influential.

“Self-driving technology should be developed to benefit humanity; we see no sense in forcing humanity to adapt to fit in with any of its shortcomings. If these vehicles cannot safely interact with us as human riders, then they have no place being rolled out.”

I don’t often print written MP’s questions and answers, however, as it is likely electric scooters and e-bike accidents will be included with those of motorcycles I’ve included the following which may be of interest.

I have not edited out the oddities that appear within the text. To access the full articles click on the blue title:-

[Questions to the Mayor of London - Motorcycle Delivery Drivers: Motorcycle Delivery Drivers](#)

25 Oct 2022

Sadiq Khan: My Transport Strategy established the aim of eradicating all deaths and serious injuries from London’s roads by 2041, and to achieve Vision Zero we have to create a safe environment for all road users. Since the baseline, motorcyclist key stats – the number of people killed and seriously injured (KSIs) – have reduced by 33%, but people riding motorcycles, mopeds and scooters sadly...

[Questions to the Mayor of London - The Fire Risk Posed by E-Scooters and E-Bikes: The Fire Risk Posed by E-Scooters and E-Bikes](#)

25 Oct 2022

Sadiq Khan: ...these are purpose-built bikes or regular scooters built to high standards, they are for Londoners a green, cheap and convenient way of getting around the city. However, there are some serious safety concerns around modified bikes and privately owned scooters, and it is important that Londoners understand which vehicles are safe and which might not be. As bikes and...

[Questions to the Mayor of London - The Fire Risk Posed by E-Scooters and E-Bikes: The Fire Risk Posed by E-Scooters and E-Bikes](#)

25 Oct 2022

Hina Bokhari: ...want to know more about what you can do, because the LFB social media channels are simply not enough when we must do all we can to prevent a death that could result from charging an bike or scooter. Will you now commit your dedicated funding to a London wide campaign and apply pressure on the Government to join you and other Mayors in a major national campaign for improved public...

WEBSITES YOU MAY WISH TO VISIT

Guidance: Plug-in motorcycle grant: eligibility and applications (Last updated: 29 September 2022)

<https://www.gov.uk/government/publications/plug-in-motorcycle-grant-eligibility>

Press release: Net Zero Review calls for views of British public (Last updated: 29 September 2022)

<https://www.gov.uk/government/news/net-zero-review-calls-for-views-of-british-public>

RSGB: "The e-scooter carnage must stop"

<https://roadsafetygb.org.uk/news/the-e-scooter-carnage-must-stop/>

ROADPOL: Drugged Rider Stopped At 63 km/h On An E-scooter

<https://www.roadpol.eu/index.php/drugged-rider-stopped-at-63-km-h-on-an-e-scooter>

Wales: Scourge or solution? Your e-scooter questions answered

<https://research.senedd.wales/research-articles/scourge-or-solution-your-e-scooter-questions-answered/>

AQN: Oxford residents back plans for congestion cutting measures

<https://airqualitynews.com/2022/10/03/oxford-residents-back-plans-for-congestion-cutting-measures/>

RSGB: Remote driving – ridiculous or a looming reality?

<https://roadsafetygb.org.uk/news/remote-driving-ridiculous-or-a-looming-reality/>

RAC: Data used to justify low traffic neighbourhoods incorrect according to DfT

<https://www.rac.co.uk/drive/news/motoring-news/data-used-to-justify-low-traffic-neighbourhoods-incorrect-according-to-dft/>

Could be good information for Rallies/events:-

Guidance: Social clubs: get an exemption to camp without a licence (Last updated: 4 October 2022)

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

Guidance: 2020, 2021 and 2022 Rights of Way order information: start date notices, inquiry & hearing notices and rejection letters (Last updated: 4 October 2022)

<https://www.gov.uk/guidance/2020-rights-of-way-order-information-start-date-notices-inquiry-hearing-notices-and-rejection-letters>

NCE: National Highways hits two out of three smart motorway safety upgrade targets

<https://www.newcivilengineer.com/latest/national-highways-hits-two-out-of-three-smart-motorway-safety-upgrade-targets-05-10-2022/>

RSGB: "No place for daylight saving time in today's world"

<https://roadsafetygb.org.uk/news/no-place-for-daylight-saving-time-in-todays-world/>

FIM: Touring with alternative fuel Powered Two Wheelers

https://www.surveymonkey.com/r/FIM_touring?fbclid=IwAR2YKe_HHMTZOb7SPZYa6QWCYIK8MTpLwIBsfz-z1gptUaiPDqFzg-2FycE

RAC: Development and deployment of self-driving vehicles

<https://www.racfoundation.org/research/mobility/development-and-deployment-of-self-driving-vehicles>

ABD: What MPs Are Saying About The CEBR Cost:Benefit Analysis Of The 2030 Petrol/Diesel Vehicles Ban

<https://abd.org.uk/what-mps-are-saying-about-the-cebr-costbenefit-analysis-of-the-2030-petrol-diesel-vehicles-ban/>

PACTS: PACTS response to the Government's consultation on safety standards for self-driving vehicles

<https://www.pacts.org.uk/pacts-response-to-the-governments-consultation-on-safety-standards-for-self-driving-vehicles/>

RSGB: Mark Harper appointed new transport secretary

<https://roadsafetygb.org.uk/news/mark-harper-appointed-new-transport-secretary/>

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