



**October 2019
Network**

A networking tool for Activists and other interested parties

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Editorial

Having just returned from West Yorkshire, where the MAG Annual Group Conference was hosted – many thanks to Manny and his crew for working so hard.

Conference itself was extremely productive and the After Party = truly excellent. If you weren't in attendance you missed a chance to debate where MAG goes from here and a superb band.

As is usual with AGC weekend, I met up with loads of friends, however, there is never enough time (I propose a 3 day weekend where one day is devoted to just 'catching up'!) and I have to give a special mention to Steve Travis' beautiful lurcher who, being the doggy person I am, I instantly fell in love with.

The journey up from Bristol was horrendous due to both weather and traffic and, besides reaffirming what we all know that there are a lot of total ****s on the road, confirmed the danger of smart motorways and no hard shoulder and, lastly, if you can avoid travelling long distance on a Friday – do so!!!!

Included in this edition is a statement from the Highways Agency on 'the safety of smart motorways'. May I respectfully suggest the author of that statement takes a motorcycle out, parks up with a puncture on a 'live' lane, which wasn't closed even when the breakdown wagon arrived as recently happened to our Regional Political Officer, Geoff Mills, and then see if that statement still holds!!

There's also loads of input from FEMA and it would appear GB is not the only country dealing with appalling road surfaces as it seems German riders have mobilised to fight back against poor surfacing and potholes.

That's it from me. Ride safe and free, *Aine G.*

And, after Conference.....relax



Acknowledgments:- George Legg, Lembit Opik, Colin Brown, Julie Sperling, FEMA
.....and anyone else I've forgotten

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Lembit Opik and Colin Brown Political Unit

2010 09 25

Here's the latest news from your friendly MAG Political Unit. The heat is on in various areas including clean air zones, electric bicycles and the general usual complicated negotiations around the country about road access and crime. Colin Brown and Lembit Opik report.

AGC

The Motorcycle Action Group is highly democratic and, at time of writing, we're looking forward to the AGC. That's the annual conference that reviews our work across the year, and looks ahead at next year. As we'll report in a forthcoming Network, there's a lot to celebrate. We've been super-active in a whole load of areas. As long as AGC approves the report, we'll share it with you as well. Look forward to good news and a strong plan for 2020.

Crime

With responses now in from Leicestershire and Humberside the bike theft rankings are as complete as we will get for this year. We are now working on ensuring that we get responses next year from the 6 offending forces that refused to respond this time round. It seems that the relevant PCC's are not that interested, saying it is an operational matter for their force commanders, so we will continue to contact Chief Constables. We have had some positive engagement from Nottinghamshire Police and are hoping to get in to see Merseyside soon. Work with West Yorkshire is ongoing and we are hopeful will lead to results.

Highways England

Colin Brown attended the most recent meeting of the Highways England committee which deals exclusively the motorcycle issues. The appointment took place on 25th September in Manchester, and covered the needs of bikers on England's main arteries. 'It's a very useful relationship and they really do take our input and act upon it,' says Colin. 'Our friends from the BMF were there too. It's good we work together on these matters. That strengthens our voice nationwide.' We are engaging with Highways England safety campaigns and helping to shape those campaigns.

Top London politician takes an interest in electric scooters

Keith Prince, described by Piers Morgan as a high profile West Ham supporter, has been looking at electric scooters and the law. Lembit Opik met Keith – who's the Conservative spokesperson for transport on the Greater London Authority and the former Chair of the all party Transport Committee - in September. Mr Prince wanted to know MAG's position on the subject. In short, MAG has supported the legalisation and regulation of these machines, because its far more sensible than simply letting them run around without any control whatever. Keith said: I'm working with Lembit to get the Government to change the law so

that we can have a sensible approach to this valuable means of personal transportation. However, we don't just want to change the law on this one issue. We want the Government to give regional authorities overarching powers to be able to respond much more quickly to technical innovations, especially with regard to the grey area between motorcycles, scooters and electric devices.

Don't forget to tell us about your ULEZ experiences

Remember to keep telling the confused Mayor of London, Sadiq Khan, of his failourous Ultra Low Emissions Zone scheme at:

<https://www.london.gov.uk/about-us/contacting-city-hall-and-mayor-0/queries-about-mayor>

We don't think it's improved air quality – it's just discriminating against riders who are part of the solution and not part of the perceived problem.

Brexit baloney

As you may have noticed, the government – in fact the whole of Parliament - is in hot water over Brexit. The situation is so confused that even by the time you read this the events will have progressed, probably towards a General Election. Nobody seems to know what to do. While MAG remains neutral about Brexit itself, we'll make sure that bikers are heard in the event of an election. We'll keep you posted with a special bulletin if that becomes necessary. Enjoy the fireworks in the meantime. Lembit, who was an MP, has said he prefers 'the relative calm of MAG versus the chaos of the Commons!'

Road safety conference looms

As reported last month, Lembit Öpik, MAG's Director of Communications and Public Affairs, is talking in Telford at the National Road Safety Conference in Telford on 13th November 2019. He will challenge Vision Zero- that ludicrously pretends that all deaths and serious injuries can be prevented. This is obviously rubbish.

Details of the conference are here:

<http://nationalroadsafetyconference.org.uk/2019-agenda/an-afternoon-with/>

No need to attend unless you absolutely want to. Lembit expects the event to be 'quite lively.'

Liverpool Conference is closer

Colin will be presenting on motorcycles and air quality at the Smarter Tomorrow conference in Liverpool on 23rd October. However we are saddened to report that the opportunity to present at the Cambridge Citizens Assembly fell through. We are attempting to fully understand the reasons for this, but given that motorcycles have effectively been removed from the conversation, we are not best pleased.

Bus Lane Progress

The Leeds City Council Scrutiny Board have now recommended that Leeds City Council conduct a bikes in bus lanes trial. Those who have been fighting this campaign for access in

Leeds for over 7 years will know that whilst this is by no means a done deal, it is a big step in the right direction. Well done to Manny and all the other activists that have put untold hours into this battle.

In the West Midlands we are seeing some progress in Sandwell, Dudley and Wolverhampton. We are not counting our chickens yet, but the pressure is being applied consistently and relentlessly.

See elsewhere in this edition of Network the details on the Nottingham City Bus Lane trial.

Recruitment video is on its way

A brilliant team of biking's best amateur dramatists converged in Yorkshire to make some recruitment videos for MAG. They'll be premiered in the AGC. After that, it's time for general release. Could these lead to MAG's first Oscar...? Huge thanks to all who participated. More details to follow.

MAG PRESS RELEASES

MAG challenges conclusions of the recent report by The Real Urban Emissions (TRUE) Initiative.

The Real Urban Emissions (TRUE) Initiative issued a report on real world emissions from vehicles in Paris LAST week. The Motorcycle Action Group is seeking to discuss the research with the report authors and has expressed concern regarding the accuracy of the report conclusions.

The headline conclusions outlined in the report with respect to motorcycles were:

- L-category vehicle fuel-specific emissions (grams per kilogram of fuel consumed) are up to 11.1 times higher for CO emissions and 6.1 times higher for NOX emissions compared to average petrol passenger car emissions.
- While fuel-specific emissions of CO and NOX from L-category vehicles have declined with the implementation of more stringent Euro standards, they have trailed behind passenger cars, and L-category standards only go up to Euro 4.
- Considering L-category vehicles only certified to current Euro 4 standards, CO emissions are almost 10 times those of both Euro 6 diesel and petrol cars, and NOX emissions are three times those of Euro 6 petrol cars.

The research was funded by the FIA Foundation. Sheila Watson, Deputy Director of the FIA Foundation, said: '[the report] shows that two- and three-wheelers are neither the answer to urban air quality nor traffic issues.'

MAG's Director of Campaigns & Political Engagement stated "I have approached the report

authors asking for the opportunity to discuss and examine their data. Having read the full report, I have concerns that the conclusions reached from such a small sample of motorcycles and the fact that there was a very high failure rate in EDAR readings raises questions about the validity of the conclusions. Certainly the comments by Sheila Walsh with respect to the role of motorcycles and other L category vehicles are highly questionable. The effect of motorcycles on congestion was not within the scope of the research, so to claim that motorcycles are not the answer to urban traffic issues is entirely spurious.

I welcome research into real world emissions from motorcycles but the methodologies used for cars in the real world are clearly demonstrated in this report to be poor with respect to motorcycles. Jumping to conclusions based on this research would seem extremely premature.”

MAG completes its National Bike Theft Rankings having finally received Humberside Police FOI Response.

This version: 2019 09 20

The Motorcycle Action Group released a national police force ranking system for motorcycle theft in August. Two forces failed to respond to FOI requests within the time restraints. Leicestershire Police have responded recently and now the only remaining response has been received from Humberside Police and analysed.

Humberside Police’s response explained that a change in reporting procedures meant that data pre-June 6th 2017 could not be provided. Whilst this makes it impossible to quantify the improvement from 2017 to 2018, it is clear that there was an improvement.

In the almost 7 months that were covered for 2017, one more motorcycle theft was reported than for the whole of 2018. The figures for 2018 reveal that with 22,895 registered bikes and 99 reported thefts, the theft rate is 4 stolen for every 1000 registered bikes. This gives Humberside Police a healthy ranking of 7 out of 38.

Commenting on the results, MAG’s Director of Campaigns & Political Engagement, Colin Brown, said “We are aware that Humberside Police have been working on the bike theft issue for a while now. Their Operation Yellowfin is clearly showing results. We hope that they continue with the good work and are happy that this is a clear demonstration that an impact on bike theft is not a pipe dream, but something that can be a reality in any area given a robust response by the police.

We would like to re-state to the 6 forces that were unable to supply figures for their areas, the importance of this basic data. I hope that they will all take a long hard look at bike theft in their jurisdictions. Sweeping the issue under the carpet is neither sensible, nor beneficial, to the motorcycle owners that are entitled to the protection of their local police. As Humberside have demonstrated, a change can be made to recording techniques; let’s see

that change happen in those 6 remaining force areas.”

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

ENDS

Notes for Editors

The original rankings report can be found here: https://wiki.mag-uk.org/images/e/e7/Rankings_August_2019.pdf

Two forces, Leicestershire and Humberside, requested further time to respond to the FOI.

Six forces were unable to provide theft data for motorcycles within the constraints of the FOI regulations. Those forces were: Essex, Hampshire, Police Scotland, South Wales, Thames Valley and Wiltshire Police.

FOI regulations permit a body to decline to respond if the cost of obtaining the information exceeds £450

National Average theft rate has been calculated from Police National Computer data which is known to vary from recorded thefts. PNC figures are believed to be lower than recorded crime figures.

Her Majesty's Inspectorate of Constabulary and Fire & Rescue Services (HMICFRS) carries out Crime Data Integrity Inspections on all forces. These inspections show varying accuracy between forces' crime reporting. The results of the HMICFRS inspections were used to create a simple adjustment to the reported theft figures, which did lead to some changes in the rankings. The adjusted rankings are shown in the full report.

Calling Local Members – Nottinghamshire

Director of Campaigns and Political Engagement, Colin Brown is calling for Nottinghamshire MAG members with an interest in getting involved as a local point of contact for work with Nottinghamshire Police. If you have the time and interest in tackling bike theft in Nottinghamshire please get in touch with Colin by email at cbrown@mag-uk.org

Colin would also like to ensure that all Nottinghamshire members are aware of the bus lane trial on Mansfield Road. The trial will be running until May 2020.

To date a number of comments have been received by Nottingham City Council including a small number in favour of the proposals.

A total of 7 comments have been recorded as requesting either further analysis or as objections to the proposal. The formal date for submitting objections to the proposal has now passed, but monitoring of the usage and impact of the lanes continues.

NCC is unable to give an indication as to whether the project will be taken forward but can share the following information which has been gathered so far.

- Recorded personal injury collision statistics don't appear to have been impacted during the trial so far.
- The percentage of motorcyclists utilising the lanes in peak periods is perhaps lower than expected (69% of motorcycles are using the lanes)
- The number of trips being undertaken by motorcycle in the peak periods is quite low. (Average of 0.51%)

Please contact Nottingham City Council at Traffic.Management@nottinghamcity.gov.uk or your local councillor to express your opinions on the bus lane access and request that the decision is taken in the spring of 2020 to extend access to all "with flow" bus lanes in Nottingham.

FEMA

'While Carmakers Suffer, Motorcycles Are On A Roll In Europe'

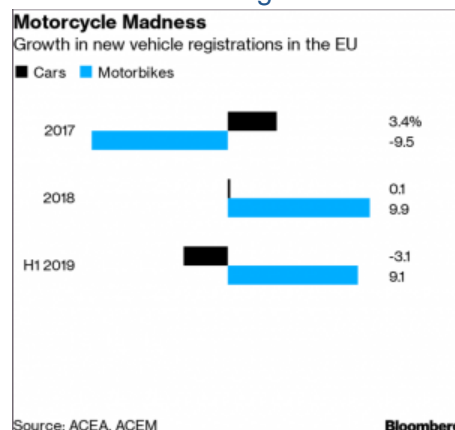
- **FEMA news**
by *Wim Taal* - August 30, 2019



Even as European auto sales decline, increasing congestion and renewed interest in two-wheel transportation have helped boost deliveries of motorcycles.

New car registrations in the European Union fell 3.1% in the first half of 2019, according to the European Automobile Manufacturers Association, while motorbike sales jumped 9.1% in the period, the European Association of Motorcycle Manufacturers reports.

Auto sales are falling but deliveries of two-wheelers are up: 'Younger people aren't so interested in owning a car'



"We're seeing two-wheelers come back as an option for commuting," said Stefan Pierer, chief executive officer of KTM Industries AG, Europe's largest manufacturer of big motorcycles. "Younger people aren't so interested in owning a car, and many can't afford one."

Italy's Piaggio & C. SpA, which makes Vespa scooters and Moto Guzzi and Aprilia motorcycles, says its unit sales of two-wheelers jumped 5.9% in the first half. BMW AG sold 7.3% more motorbikes in the seven months through July, while its auto deliveries climbed just 0.9%.

Automobiles, though, still far outnumber motorbikes as EU drivers last year registered 15.1 million cars, versus 1 million motorcycles and mopeds.

BMW's Harald Krueger: "Even with an electric car, you can sit in a traffic jam, so electric motorcycles are important for us"

Much of the growth in two-wheelers is coming in electric models. Across Europe, sales of e-motorcycles and scooters jumped 77% in the first half, to 34,000. "Even with an electric car, you can sit in a traffic jam in a city like Paris or Rome, so electric motorcycles are important for us," BMW then-CEO Harald Krueger told analysts on August 1.

KTM is developing a low-voltage platform for smaller electric motorbikes in India with partner Bajaj Auto Ltd., with the first models coming to market at the end of 2021. Pierer said he'll invite European manufacturers such as Piaggio and Volkswagen AG's Ducati to join that project to share costs. KTM also expects to sell some 65,000 electric bicycles this year, a figure that Pierer predicts will approach 100,000 by 2021 as the company initiates sales in Australia and the U.S.

German motorcyclists join forces in Berlin

FEMA News by [WimTaal](#) - September 12, 2019



The highlight of this year's Biker Union rally, called the 'Sternfahrt' or star ride, took place at the Brandenburg Gate in the heart of Berlin's government district.

The five-day motorcycle demonstrations of the Biker Union were launched throughout Germany under the motto 'Riding together, fighting together for our rights' and attracted riders from every corner in the country, who rode to Berlin together in convoys.

With this 13th Biker Union rally the German riders' protest was aimed at a number of issues:

- Against road closures for motorcycles, which are considered a clear violation of the principle of equality.
- In favour of better underrun protection on crash barriers, because the posts work as a guillotine in a motorcycle accident.
- Against improper road repairs with bitumen, which acts like soap in wet conditions.
- Against the ban of badges of certain motorcycle clubs.
- In favour of the inclusion of motorcycles in modern mobility concepts, as a comparatively environmentally friendly means of transport.

Biker Union, one of FEMA's member organizations, shows that riders are still ready and willing to fight for their rights and take to the streets to get their point across.





Acoustic cameras: do we want big brother to measure motorcycle sound?

FEMA: by [WimTaal](#) - September 10, 2019



New on our streets: 'acoustic cameras' or sound enforcement cameras, a combination of several microphones and a camera, designed to register and fine vehicles that produce excessive noise.

When the sound equipment measures a sound level that is over the limit and recognizes the source (that's why it has to have several microphones), the vehicle is photographed or filmed. This started eight years ago in the Canadian town of Calgary with a pilot that wasn't continued. Seemingly, the results of the acoustic measurements could not be used for enforcement. This didn't stop others: in the Canadian town of Edmonton several cameras with sound recording equipment were installed in 2018, next to sound recording devices that were attached to LED matrix signs. The Brussel region government is still discussing the possibility of sound enforcement cameras since a resolution was proposed in March 2017. In the Paris suburb Villeneuve-le-Roi, near Paris Orly Airport, the first systems are already installed. They are not active yet, according to French law you still cannot fine an offender this way, but this is going to change soon. The British Department for Transport (DfT) has announced known that in the UK acoustic cameras will be installed as a reaction to excessive vehicle sound. Finally, the city of Tilburg in the south of the Netherlands is considering acoustic cameras against excessive noise by cars, motorcycles and quads in the inner city.

Calgary:

<http://www.calgaryherald.com/technology/noise+snare+program+scrapped+after+disagreement+between+city+inventor/8666943/story.html>

Edmonton: <https://edmontonjournal.com/news/local-news/photo-radar-for-noise-electronic-displays-cameras-being-tested-in-eight-spots>

Brussels Resolution: <http://weblex.brussels/data/crb/doc/2016-17/131773/images.pdf>

Paris: <https://www.reuters.com/article/us-france-noise-motorcycles/paris-suburb-pioneers-noise-radar-to-fine-roaring-motorcycles-idUSKCN1VK1AA>



To be honest, I'm a bit sceptical about these acoustic camera systems. Excessive traffic noise is a problem: it is not just annoying; it is a health issue. There is much research done about this and there are many studies written. Institutions like the World Health Organization and the European Union have long been warning and writing reports about

the hazards of too much noise and indicated traffic as a prominent source. So yes, I am convinced that something must be done about that. Also, we know, and often can hear ourselves, that motorcycles can be an important source of sound and of excessive noise. Especially when fitted with illegal exhaust systems with inadequate sound reduction, that are tampered with or still legal exhaust systems with valves that open when the rotations per minute (RPM) of the engine are outside the bandwidth that is used for the type approval tests. Or when some moron doesn't seem to know how to switch to a higher gear.

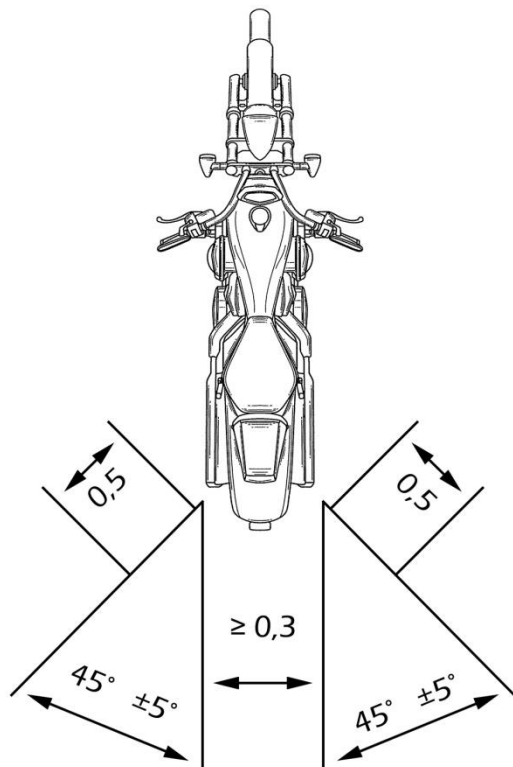


Illustration by WimTaal

As said, something has to be done about that and enforcement is a good way to start with. Better than closing roads or ban motorcycles from towns during the night. We see that already happening in the Netherlands and Germany. But sound is not like speed, where it is technically quite simple to measure the speed and identify the offender. There is a good reason why the present static sound measurements for enforcement must be done in a described precise way, with fixed distances and angles between the exhaust pipe(s) of the vehicle and the microphone, far away from buildings and other objects that can reflect the sound. Just ask a police officer how difficult it is to have a reliable reading that can be used in court and he will not show you a happy face: FEMA: <http://www.fema-online.eu/website/index.php/2018/07/09/sound/>

I have witnessed several such tests and I know how narrow the margins are. Compare that with the situation where all kinds of vehicles cross those microphones in several directions, where other sources of sound are (in the case of Villeneuve-le-Roi there is even a big airport

nearby), where the sound reflects from objects, where the distance between the microphones and the vehicle can be anything.

Exactly for some of the reasons that I mentioned above, the pilot in Calgary was not prolonged after 2011. However, those objections may well be overcome when the technique is further developed and with the right legislation that takes the possibilities of the technique into account. Although in my view, the last would be reversing the order, which is why it didn't happen in Calgary. My objections are more of a principal nature. In some of the examples I mentioned in the first part of this article, the measures are solely or mainly aimed at motorcycles and other powered two-wheelers. This makes me suspicious. Is excessive noise the only reason? If so, then why not also focus on cars and trucks, or is this a way to discourage motorcycling or even ban them altogether from – for example – the Brussels region?

Besides, enforcement by electronic means is not very effective and can appear to be a way of just collecting money. Often when you receive a fine in the mail, you hardly remember the circumstances, or you just get mad. When you are familiar with the local situation, you adapt your behaviour on that spot or pick another route. We have seen that happen with fixed speed cameras. The alternative way of pointing out to offenders their offence without penalties doesn't work either, as was shown in Edmonton where instead of mailing out fines, the cameras were equipped with a display board. Motorists would drive by full throttle to see how much noise they could register: <http://canadamotoguide.com/2018/09/17/edmonton-noise-camera-project-backfires/>

If the authorities really want to do something about excessive noise disturbance, then the old fashioned (and yes, more expensive) way of enforcement by police officers is the only right thing to do.

Written by [DolfWilligers](#)



Motorcyclists being pulled over for a sound test by Dutch police (photo by DolfWilligers).

Advanced training saves Greek motorcyclists cash

FEMA: WimTaal - September 5, 2019



Greek riders can save a lot of money on insurance if they successfully follow the advanced riding training provided by Greek motorcyclists' organization (and FEMA member) MOTOE.

Motothesis, the Greek Institute of Motorcycles founded by Greek motorcyclists' organization MOTOE, is launching its partnership with insurance company Q Rep SA.

Q Rep SA offers riders who have attended the institute's Advice in Advanced Riding (AAR) training program and successfully passed their advanced riding exams an excellent offer: a 40% discount in their insurance fees.

Insurer Q Rep SA, as the legal representative of Qatar Insurance Company Europe Limited in Greece, rewards the effort and the self-commitment of any motorcyclist who wishes to improve his or her safety without being forced by legislation.

With this, Q Rep SA recognizes the quality training Motothesis offers. The AAR training program is a long-term endeavor to obtain prestige and acceptance of post-license trainings. This effort is for the motorcyclists' road safety and it contributes to the safety of all users on everyday roads.

Motothesis: <http://www.motothesis-motoe.org/info-in-english.html>

MOTOE: <http://www.motoe.gr/>

Q Rep SA: <https://www.qrepsa.com/en/>

German Riders Go Looking For Trouble

- **Member news**
by *Wim Taal* - September 17, 2019



German motorcyclists' organization Biker Union has organized another successful bitumen rally. On a joint motorcycle tour of the Biker Union's volunteers through the district of Ostalbkreis, problem areas for motorcyclists were photographed and documented.

The problem areas were registered on the registration forms of the Institute for Two-wheeled Safety. A few days later, the results were presented in the context of a discussion of the district administration and possible solutions were discussed.

Ailing roads, improper bitumen repairs and crash barriers without underrun protection can be fatal for motorcyclists. [Biker Union](#) has actively campaigned against such abuses for many years and held a bitumen and road condition rally in the [region Ostalbkreis](#). After the bitumen rally, Biker Union was informed in an official letter that some of the offending sites had already been (provisionally) repaired. Further defects would be fixed in the following weeks. Notifications that fall outside the area of responsibility of the district have been forwarded to the respective competent authority for processing.

“After our first bitumen rally a few years ago, we have found an open ear for our concerns in the district’s administration,” says Biker Union’s Bernhard Feifel. “The responsible employees have realized that our bitumen rallies are a valuable addition to their work. Those in the road maintenance departments, who are responsible for the street maintenance, often lack the view of the specific dangers for single-track vehicles. We experience again and again that even experienced motorcyclists do not immediately recognize critical points in the road network. We fill this gap with our bitumen and road condition rallies as so-called ‘inventory audits from the user’s point of view’.”

The concept of bitumen rallies was developed about 15 years ago by Biker Union. In 2013, the concept was awarded the first prize by the Federal Minister of Transport in the idea competition ‘Safe on country roads’. “After a first, successful test run, bitumen rallies have taken place throughout Germany,” said Michael Musche, member of the Biker Union’s Management Board and responsible for road infrastructure. “The results are forwarded to the responsible road authorities, but they are also stored in a database. Thus, if necessary, they are available for the enforcement of claims for damages if a biker has had an accident at an unresolved danger spot.”

“Of course, we will not be able to examine all the roads in the entire federal German territory,” continues Michael Musche. “Our very concrete, voluntary work has opened many doors for us in politics and to the authorities. This has led to the fact that today the Biker Union is the contact for motorized two-wheelers in Germany. That is why we are also involved in regulations for road construction, which become mandatory throughout our country.”



Should we accept automated cars on the road?

FEMA: WimTaal - September 3, 2019



Automated cars are coming, that's for sure. But we should not allow them on our public roads as long as they are not safe for all road users, including motorcyclists.

In this blog FEMA's DolfWilligers explains the impact automated cars will have on motorcycle safety and what FEMA is doing on this issue.

'How will automated cars impact motorcycle safety?' This is the title of the newest ACEM position paper. ACEM is the association of European motorcycle manufacturers. And it is a good question, one that we at FEMA have also asked after an incident in Norway in which a motorcycle, a Tesla and an Audi were involved. This was in 2016, and still we have to ask the same question: do automated cars, (that in fact at the moment are only on the public roads for test purposes) and cars equipped with so-called ADAS (advanced driver assistance systems) that are already quite common on the public roads, see motorcycles and do they react adequately to them? ACEM Position Paper: <https://www.acem.eu/policy-areas/safety/acem-position-paper-how-will-automated-cars-impact-motorcycle-safety>



In 2018 we reported on the preliminary tests that the Netherlands Vehicle Authority (RDW) had done on the way cars that were fitted with advanced cruise control (ACC) systems reacted to motorcycles: <http://www.fema-online.eu/website/index.php/2018/03/16/acc-does-not-always-see-motorcyclists/>

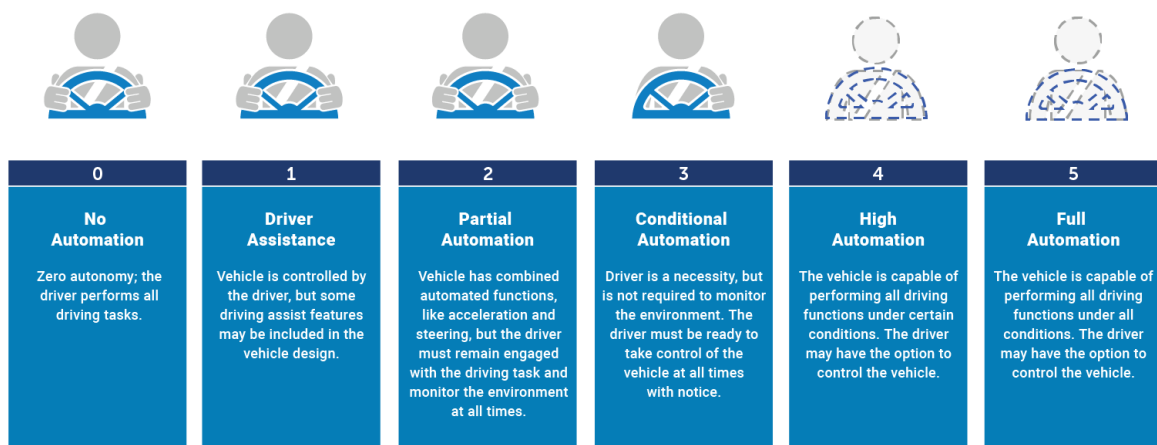
These tests were done after we expressed our concern to the RDW about the circumstances of the Norway accident. The outcome of the tests was conclusive: cars with ACC did, in circumstances when the motorcycle is riding on the edge of the lane, not notice the motorcycle. This test is also mentioned in the ACEM position paper: http://www.fema-online.eu/website/wp-content/uploads/Final%20Report_motorcycle_ADAS_RDW.pdf

Other tests (<http://publicaffairsresources.aaa.biz/wp-content/uploads/2014/12/Blind-Spot-Monitoring-Report.pdf>), not mentioned by ACEM, were performed in the USA by the AAA (American Automobile Association) in 2014. They showed a poor performance of blind spot assist systems in dealing with motorcycles. Also in the USA, in 2016, John Lenkeit did research (<https://www.ifz.de/wordpress/wp-content/uploads/2016/10/John-Lenkeit.pdf>) on the response of forward collision warning systems to motorcycles. Again, the results showed that these systems did not react adequately to motorcycles. For the record, we are not talking about automated cars (SAE level 4 or 5) here, but this is about normal cars, fitted with SAE level 2 driver assist systems.

It is obvious that we cannot even think about autonomous driving cars on our public roads when the base is not good. That base are the systems that are used in cars nowadays: lane keeping assist systems, forward collision warning systems, advanced emergency brake systems, blind spot assistance systems et cetera. These systems are still not good enough. As long as this is the case, cars that rely on these techniques, which is any car that is supposed to be automated above SAE level 2, should not be allowed on our roads.

SOCIETY OF AUTOMOTIVE ENGINEERS (SAE) AUTOMATION LEVELS

Full Automation



(click on the image for a larger view)

The ACEM policy paper ends with several conclusions. Part of them I will quote here:
“Automation must not only improve convenience for drivers but also safety for all road users. According to their degree of automation, passenger cars must be able to recognize motorcycles and their inherent complex manoeuvres and react accordingly. Automated vehicles have to be able to recognize potential dangers and react appropriately. Now, instead of being designed solely with passenger car requirements in mind and to an even

greater extent than in the past, all the sensors used will have to be designed and validated for motorcycles... As well as improving the recognition capability of the sensor systems, development and validation will have to take into account the different driving dynamics of motorcycles. In a virtual environment, it will be necessary to consider motorcycles by means of a realistic and validated driving dynamics model." I have nothing to add to this.

FEMA fully supports the ACEM position paper and we will keep cooperating with all parties that work on motorcycle safety, including ACEM. FEMA is also selected to be part of the Single Platform for open road testing and pre-deployment of cooperative, connected, automated and autonomous mobility (the CCAMplatform) of the European Commission. this is an informal group of experts which task it is to provide advice and support to the European Commission in the field of testing and pre-deployment activities for Cooperative, Connected, Automated and Autonomous Mobility (CCAM): https://ec.europa.eu/transport/themes/its/c-its_en

We also were part of the C-ITS Working Group, we will attend the ERTICO Workshop on ITS connectivity and we give our input in two advice groups of the European Commission: the Motorcycle Working Group (MCWG) and the Motor Vehicle Working Group (MVWG), where we already have asked questions about type-approval testing of car drivers' assistance systems with motorcycles.

C-ITS: <https://ec.europa.eu/transport/sites/transport/files/themes/its/doc/c-its-platform-final-report-january-2016.pdf>

ERTICO: <https://ertico.com/>

MCWG:

https://circabc.europa.eu/faces/jsp/extension/wai/navigation/container.jsp?FormPrincipal:_id cl=navigationLibrary&FormPrincipal_SUBMIT=1&org.apache.myfaces.trinidad.faces.STATE=DUMMY&id=08880174-18dd-4b1e-80e4-20d488f64231

MVWG: <https://circabc.europa.eu/faces/jsp/extension/wai/navigation/container.jsp>

Automated cars may be coming, be its not as soon as some want us to believe, but we are ready for them and we should not allow them on our public roads as long as they are not safe for all road users, including motorcyclists.

Written by [DolfWilligers](#). Top photograph courtesy of [Audi](#)

Speeding drivers targeted by new campaign



A new campaign has been launched in the Midlands to highlight the risks and pitfalls of speeding.

The Drive4Life campaign has been devised by the Midlands Air Ambulance Charity (MAAC), who attended 672 road traffic collisions in 2018 – at a cost of £1.68m: <https://www.midlandsairambulance.com/news-and-campaigns/news/midlands-air-ambulance-charity-highlights-risks-of-drivers-speeding/>

The charity says speeding heightens a driver's risk of a serious incident on the roads – pointing to statistics which show that 52% of cars exceeded the speed limit on roads with a 30mph limit in 2018.

The DfT statistics, which measure speed and compliance at sites where the road conditions are 'free flowing', also show that on 20mph roads, 87% of cars exceeded the speed limit: <http://roadsafetygb.org.uk/news/majority-of-drivers-continue-to-exceed-20mph-limits-in-2018/>

MAAC is calling on drivers to know the speed limits and how to identify them – without seeing the speed limit signs.

Emma Gray, fundraising and marketing director for MAAC, said: "When major RTCs occur in our region, we are generally called to the most traumatic collisions because the flight doctors and critical care paramedics are able to bring advanced specialist medical care to the scene.

"These statistics show that some drivers are continuing to take unnecessary risks by speeding, and ultimately putting themselves and others in danger."

According to the MAAC's corporate partner, TTC Group – which runs speed awareness courses across the UK – drivers can make it easier to follow the posted speed limit by using second gear for 20mph, third for 30mph, four for 40mph and so on.

Andy Wheeler, head of technical delivery at TTC Group, said: "Research suggests that a third of all collisions are caused by excessive or inappropriate speed.

"Having dealt with hundreds of collisions while serving in roads policing, I would even suggest this figure is rather conservative.

"Driving at a safe and legal speed is not an option, it is a necessity for the driver or rider, and the wellbeing of all other road users."

Green light for London's 20mph plans



TfL has confirmed speed limits on central London roads will be reduced to 20mph from early next year, after receiving public support for the plans.

The 20mph proposals, which were put out for public consultation in June, are described as a key part of the mayor's Vision Zero ambition to eliminate death and serious injury on the Capital's transport network: <http://roadsafetygb.org.uk/news/20mph-in-central-london-would-deliver-consistently-safer-roads/>

TfL received more than 2,000 responses to the consultation, with 59% of respondents saying the lower speed limits would lead to more people cycling. Half said the plans would have a positive impact on walking and 40% on public transport: <http://roadsafetygb.org.uk/news/scotlands-default-20mph-limit-rejected-by-holyrood-committee/>

Additional comments were made in support of making the streets safer, as well as more pleasant and welcoming.

Following the consultation outcome, authorities are also accelerating proposals to bring safer speeds to some of the 'most high-risk areas' in outer London.

Sadiq Khan, mayor of London, said: "Every single death on London's streets is one too many, so I'm really pleased that Londoners have backed our plans to introduce a 20mph speed limit on TfL roads.

"By also bringing forward plans to lower speed limits in other parts of London, we will help protect more people walking and cycling across our city."

Which roads will become 20mph?

The 20mph limits will initially cover all TfL roads in the Congestion Charge Zone (CCZ) including Millbank, Albert Embankment, Victoria Embankment and Borough High Street – as well as Aldgate Gyratory, which is on the boundary of the CCZ, rather than within it.

TfL will introduce the 20mph speed limits by early 2020 – mirroring the lower speed limits already in place on the majority of borough roads in the central London area.

Figures from 2016, 2017 and 2018 (provisional) suggest 128 people were killed in speed-related collisions on London's streets.

TfL says cutting speeds from 30mph to 20mph significantly reduces the likelihood and severities of these collisions.

Penny Rees, head of network sponsorship at TfL, said: "We know that lower speeds save lives, it's that simple. As more and more people choose to walk and cycle around London we must reduce the risk of them being killed or seriously injured."

"It's clear people agree that making our roads safer will encourage Londoners to travel in more active and sustainable ways."

Press release

Safety on smart motorways

Highways England media statement:



Highways England has released the following statement to the media in relation to recent commentary about the safety performance of smart motorways:

Chief Highway Engineer Mike Wilson said:

Motorways in this country are among the very safest roads in the world. Highways

England would never carry out a major improvement scheme without being confident that we would maintain or enhance this position.

Evidence indicates that smart motorways are helping to improve safety. The first nine of the latest generation of smart motorways have reduced casualty rates by more than 25 per cent.

Smart motorways are good for drivers, adding vital extra lanes to some of our busiest motorways and making journeys safer and more reliable. As with other roads, we monitor the safety performance of smart motorways and are rolling out enhancements to improve the road user experience.

Background

Driving on a smart motorway is simple and intuitive, and no different from on other roads. The main things to remember are:

- keep left unless overtaking
- do not drive under a Red X

- stick within the speed limit
- know what to do if you break down.

There is more information available on safe motorway driving on [our website](#). We are also working closely with recovery operators to operate safely on smart motorways; [view our advice](#).

Smart motorways are designed with safety in mind, to be at least as safe as the conventional motorways they replace. Our evidence shows that they are reducing casualty rates:

- a risk assessment of the design for the latest generation of smart motorways estimated an overall 18 per cent reduction in risk compared to a conventional motorway
- the evidence indicates that, since opening, across nine 'all lane running' schemes the casualty rate has reduced by 28 per cent.
- this figure is based on three years' data from two smart motorway schemes on the M25 and one year of data from seven other schemes across the country.

The hard shoulder is not a safe place - more than a hundred people are killed or injured on the hard shoulder every year, and people stopping on them unnecessarily is an issue. Smart motorways effectively eliminate this risk.

Smart motorways have places to stop in an emergency, including emergency areas, hard shoulders on junction slip roads and motorway service areas. These are a maximum of 1.5 miles apart - we have committed to reducing this distance on new smart motorway schemes (beginning construction in 2020) to one mile apart.

Feedback from road users show a clear majority feel confident driving on a smart motorway, and that they are safer and improve journey times. The watchdog, Transport Focus, recently published the Strategic Roads User Survey for 2018/19 and reported that 94% of people feel safe on motorways.

There has been comment in some media outlets about smart motorways increasing risk by 216%. This is incorrect – smart motorways were predicted to reduce safety risk compared to conventional motorways and evidence has demonstrated this prediction to be correct:

- the figure is an estimate made before the schemes were built and relates to one specific hazard relating to the risk associated with stopping in a live lane when there is little traffic.
- this is one of over 140 hazards that exist on a motorway when driving. Others include driving too fast, driver fatigue and the risks associated with hard shoulders.
- many of these hazards are reduced by the introduction of smart motorways; as we have always said the risk around stopping in a live lane increases, but this represents less than 5% of the overall risk of driving on a smart motorway.
- this same analysis showed that overall there would be around an 18% reduction in risk – this has been shown in practice with a reduced casualty rate with completed schemes of 28%

General enquiries

Members of the public should contact the Highways England customer contact centre on 0300 123 5000.

Media enquiries

Journalists should contact the Highways England press office on 0844 693 1448 and use the menu to speak to the most appropriate press officer.

WEBSITES YOU MAY WANT TO VISIT

Press release: Extra motorway lanes saving drivers 40 minutes each week

<https://www.gov.uk/government/news/extra-motorway-lanes-saving-drivers-40-minutes-each-week>

RSGB: Smart motorways 'helping to improve road safety' – Highways England

<http://roadsafetygb.org.uk/news/smart-motorways-helping-to-improve-road-safety-highways-england/>

London: 20mph speed limits in central London – Assembly response

<https://www.london.gov.uk/press-releases/assembly/central-london-20mph-speed-limit-assembly-responds>

RSGB: Speeding drivers targeted by new campaign

<http://roadsafetygb.org.uk/news/speeding-drivers-targeted-by-new-campaign/>

Statistical data set: Motorcycles (VEH03) (Last updated 12 September 2019)

<https://www.gov.uk/government/statistical-data-sets/veh03>

RSGB: Nearly 12,000 new drivers have licences revoked last year

<http://roadsafetygb.org.uk/news/nearly-12000-new-drivers-have-licences-revoked-last-year/>

RAC: What kind of music makes you a worse driver? Find out which songs to avoid

<https://www.rac.co.uk/drive/news/motoring-news/what-kind-of-music-makes-you-a-worse-driver/>

RAC: Driving in France requirements change: French MPs vote to ditch breath-test law

<https://www.rac.co.uk/drive/news/motoring-news/driving-in-france-requirements-change-french-mps-vote-to-ditch-breath-test/>

RAC: Young drivers could be required to share dash cam footage with their parents

<https://www.rac.co.uk/drive/news/motoring-news/young-drivers-could-be-required-to-share-dash-cam-footage/>

MOT inspection manual: motorcycles (Last updated 24 September 2019)

<https://www.gov.uk/guidance/mot-inspection-manual-for-motorcycles>

Press release: New look emergency areas planned for Yorkshire

<https://www.gov.uk/government/news/new-look-emergency-areas-planned-for-yorkshire>

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