



October 2017

October Network

A networking tool for Activists and other interested parties

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Editorial

I've been in MAG for a long time and into Rider's Rights even longer so, when I say we have the best Political Team with Leon and Lembit MAG has ever had I'm not kidding. Therefore, Network's editorial this month is about one half of that dynamic duo who has decided to step down and do things with his life he's always wanted to. This is Leon Manning's story:-

Aged 14, Leon learnt to ride a motorbike on muddy tracks round a small farm and a disused gravel pit on the outskirts of London. The bike belonged to his mates elder brother who had fallen out of love with it because it was in such a shabby state.

Leon went to what he describes as a dump Secondary Modern school in Shepperton – and spent as much of his time as possible in the metalwork shop. For his 'O' level project he made what we would now describe as a mid engine trike. Two scooter wheels at the front and the back end of a very second hand Puch were welded together with a steel seat nestling between the engine and the motorbike wheel.

On his sixteenth birthday Leon rode to school on the first bike he owned, a 250cc Royal Enfield. The mile and a half ride was the best trip he had ever made to school although it did involve spending the day with trousers soaked in oil from the notoriously leaky engine.

Since then, Leon has owned and ridden a broad range of bikes. At one point this included a Honda Blackbird which Leon felt was in many ways a perfect machine, albeit with one fundamental flaw. It was the most effortless bike to ride at speed he had ever encountered and would probably result in a loss of licence or life – neither of which seemed like a smart way to go so he looked for a bike that would be fun – and definitely let him know what speed it was doing. That search led to a used Harley Davidson Road King. Being addicted to London and filtering through traffic the deciding factor was the width of any motorbike. The Road King was an inch narrower than the Blackbird's mirror tips so Leon became a Harley rider.

Since then he fell in love with an ex-demo Triumph Rocket III, rides three wheeled Gilera Fuoco for daily work trips – and is converting a 500cc Royal Enfield GT into a street scrambler for fun.

Leon's active engagement with riders' rights was triggered by proposals in the 1990's to have a new centralised body to coordinate transport in London and he was determined that the importance and positive role of motorbikes and scooters should be properly included.

His first efforts at campaigning were focused on persuading the newly formed Transport for London (TfL) to make motorcycles exempt from the Congestion Charging scheme that Mayor Ken Livingstone was determined to impose.

Years later, Leon discovered that a significant reason for success on that front was because somebody in TfL made a decision that the ANPR cameras should be forward facing – and that somebody happened to be a biker...

During that time, Leon started work on research into the politics of UK transport policy to shed fresh light on the causes of an overall shift from accommodating movement by road to constraining it. This led to him being awarded a PhD by the University of London.

Part of the benefit of that was that he interviewed key players who were the real driving force in the policy world – including those who were fanatical about promoting walking, cycling and public transport and killing off biking. Knowing your enemies can be as useful as knowing friends in Leon's view.

Leon's most relieving moment in campaigning terms was the day that motorcycle access to all of TfL's was made permanent. That resulted from years of covert work with sources inside TfL at the time – and a plan to reveal in public that Mayor Livingstone had censored all the data that proved the idea was a good one. He also ensured that Boris Johnson, Livingstone's opponent had the full report and kept a pledge to allow bikes in bus lanes if elected. He was and did.

The thing that Leon is most pleased to see and proud of his part in helping MAG achieve is, however, outside his beloved London. "The way that MAG has evolved the Pathways for Progress concept is something I always hoped would happen. Seeing the way that MAG activists have promoted the role of motorcycling in various regions – and got local authority Councillors, MPs and officers to take notice is wonderful for me to see. It shows everyone in the riders' rights scene that more progress for bikers can happen – and to an extent that few of us would have believed possible ten years ago.

The most recent result that Leon is pleased to see MAG achieve is some positive proposals for biking in the current draft of the Mayor's Transport Strategy (MTS). However, he adds a note of caution. "I'm sure that TfL will to do their best to thwart progress for bikers so the value of words in a strategy document is zero unless MAG 'encourages' them to treat bikers and motorcycling with the respect they and it deserve."

Leon's thoughts on MAG:- MAG is in the greatest shape I've seen it in and has new blood taking up the campaigning cudgels in ways that I'm sure will result in more progress than we've seen in a generation.

That will probably require a much greater emphasis on direct action than we have in the last few years – but MAG can do that just as well as diplomacy – which is always needed in the end to make motorcycling related policies better.

"Thank you Leon for all your hard work and dedication. It has been an honour to work with you". AG



Leon on his first bike!

Message from the editor about this edition:- ‘Having compiled it and read through it there doesn’t seem to be much about motorcycling per se, however, as road users, what is here, I’m sure, will affect us all at some time’. Also, those of you at AGC will know that I couldn’t attend (bug caught off grandson!) & missed catching up.

REPORT FROM LEON AND LEMBIT – MAG’s Political Unit:

Remember, you can get in touch anytime if you’d like more information or assistance with a campaigning matter.

Last chance to have your say on mad charges for bikers in London – and a raft of proposals to squeeze motorcycling out of the Capital.

The closing date for submitting your views on the Draft Mayor’s Transport Strategy is 2nd October. [I sent details out on list last week and many thanks to those of you who got back to me about your responses, Ed]

Lembit attended the Transport for London Board meeting recently, and they seemed very upbeat about the proposed £12.50 per day pollution charge for older vehicles, including bikes – meaning those built before 2007. Even if you’ve got a tiny engine, they want to slap that charge on you, every day, 7 days a week. Riders of old mopeds will therefore pay around £4,000 a year if they use their little bike every day. Please submit your views to:

<https://www.london.gov.uk/what-we-do/transport/our-vision-transport/draft-mayors-transport-strategy-2017>

Leaving aside the questionable science behind this charge, it effectively bans old bikes from London for anyone apart from the super rich. Have your say of be banned by this crippling financial burden.

Highways England – heroes of the fall MAG continues to be well represented at the Highways England meetings. These cover planning matters relating to everything from road signage to how lanes are designed. The meetings usually occur in Manchester and they’re very business-like. Jimmy Torrance is helping to collect information on accidents which people have experienced as a result of road conditions. That’s because Highways England are currently planning campaign to young motorbike riders (17-22 years old), who ride bikes of 300cc or less. So, if you or somebody close to you has been in an accident, they would be really grateful for you taking the time to tell them a bit about it. They appreciate that you will be providing very personal information and promise to treat it with the utmost confidence and respect. They want to feature elements of the account you give us in their South East safer rider campaign - either online or through the press. It could be that Highways England will contact you after you have completed the survey should this be the case. One of the key activities they want to happen as part of their campaign is to share real stories and help young bikers learn from each other, the older more experienced biker community and training providers. This is why your participation is so important. We’d be grateful if you

could share your information as soon as you can – ideally as soon as you've read this – and return your information to MAG HQ at /central-office@mag-uk.org <mailto:central-office@mag-uk.org> and we'll pass it on to Jimmy.

Pathways for progress update

MAG's Pathways for progress document has now been update by Leon to incorporate a recommendation that local authorities embrace the Wheels to Work program that offers cheap hire schemes for mopeds and scooters to enable young people to get to work or college.

Other bits of the pathways have also been refined and the whole document is still on just two pages for ease of reading by would be converts to the joys of motorcycling.

FACTS

Leon has been heavily engaged with ensuring that MAG's Pathways for progress plays a key role in a paper that is being written for publication by the Parliamentary Advisory Council for Transport Safety. The result is that the current draft is based on relevant proposals from the Pathways document as a 'bottom up' approach to improving the treatment of bikers – in harmony with the MCIA's 'top down' approach contained in its Motorcycling Strategy Document.

Street signs survey: Highways England is also conducting a survey of what motorcycle related signage exists, particularly in Motorway Service Areas. If you've noticed and motorcycle specific signage in these areas, please let us know at HQ. What did the sign say and was it electronic or 'ordinary?' Please let us know and we'll pass on your information to the Highways England people.

Ilfracombe courage: despite threatening weather Trace and her team persevered with the Ilfracombe Bike Show in early September. Their courage was rewarded with a very good turnout and improving weather throughout the day. It's a real public relations success story and credit to the team for putting it on. Lembit was less successful in returning to London – a journey dogged by delays and cancellations, resulting in an 8 hour odyssey – an average speed of 28 miles per hour.

MAG response to London Mayor's Transport Strategy (MTS)

The current draft has a handful of good proposals for biking but the general thrust of it ignores the positive role tat motorcycling can and should play in reducing many transport problems. A vigorous and comprehensive response from MAG to a draft of the MTS is being written by Leon. In essence we will be quoting all the promises made by the Mayor and his Transport Deputy to MAG and suggesting radical amendments to the current draft to ensure that it makes. Leon will also be reiterating our objections to plans for charging bikers as if they were car drivers in such schemes as the Silvertown tunnel and ULEZ.

Moped muggers crime spree continues: the on-going crime epidemic involving stolen bikes being used by lawless idiots to plague the streets of our cities continues. The Home Office held a crisis summit to discuss the problems and Lembit and Colin Brown attended for MAG. There were representatives from the police, two Ministers, insurance firms and the

new head of the Motor Cycle Industry Association (MCIA), so everybody is taking it very seriously. Lembit and Colin left with the impression that the Government wants to act but it will take time for this to happen. 'We raised the real possibility of vigilantism,' says Lembit, and this point was also made by others in the meeting, most notably the Motorcycle Crime Prevention Community representative. The Ministers recognised this is a serious probability, and let's see if they act before it becomes a widespread reality.' If you have information regarding crime in your area, it's very important you report it to the authorities. Ignoring it means it doesn't show up in the crime statistics and the problem will then be under-reported.

AGC. The Political Unit presented the results we've achieved since the last AGC and we're putting forward a programme of action for the year ahead. Lots to celebrate and lots more to do.

Farwell from Leon

As some of you will know already, I have reluctantly recognised that it is time for me to step down as your Policy and Campaigns adviser. It has been a tremendous honour and a great privilege to do my bit for you and MAG over the last seven years— and as one of two professional lobbyists in the later stages of that period. And, as those of you who know me well may imagine my decision has been one of the hardest I've had to make in my working life.

In short, I have been forced to accept that I must step down for a combination of reasons. Not least of those being that I have reached a time in my life where I go to more funerals of dear friends of my own age than weddings. And there are quite a few things I want to do before growing too old to do them – one of which is ride motorbikes for fun rather than work – which I've only managed twice in the last 18 months! This, accompanied by a recent health scare for me, has forced me into making some deeply challenging choices about the number of things I try to do each week, month and year. However, another really important and positive aspect of the situation is the health of MAG – plus the form and thrust of what it needs to do next.

MAG is stronger and healthier than any riders' rights group I've seen during the last three decades of campaigning as a volunteer and a professional adviser and lobbyist. And, MAG is quite possibly in the best shape it's ever been in to defend and promote riders' rights and interests. There are other factors and changes in the way that transport policy is evolving right now in the UK to consider that I believe will make my moving on make more sense than it may seem at first glance.

The primary emphasis we have made on diplomatic mechanisms to influence policy shapers over the last few years really has effectively counteracted some nasty threats to our freedoms in ways that all should be proud of. Similarly, this modus operandi has delivered significant progress for bikers in various parts of the UK. All of which is progress that everyone in MAG should feel rightly proud of. Examples include the incorporation of MAG's input and proposals in the development of long term transport strategies in the West Yorkshire region – and a recent move to allow motorcycle access to bus lanes in the Scotland's Capital, Edinburgh. Another promising example of this is the fact that some of

MAG's key policy proposals are now included in the Mayor of London's Transport Strategy (MTS).

But progress on other fronts is being blocked by policy shapers whose devotion to promoting cycling and walking is resulting in a regression in the way that riders' rights and interests are being duly respected. Our emphasis on diplomacy and dialogues rather than demos to influence policy shapers over the last few years really has effectively counteracted some nasty threats to our freedoms. Similarly, this modus operandi has delivered significant progress for bikers in various parts of the nation.

Now though, and although paths for dialogues must still be maintained and made the most of wherever possible, I truly believe that the next significant phase of progress by MAG will require much more emphasis on direct action than diplomacy.

But the Mayor's dismal track record of keeping promises to MAG so far – and TfL's ongoing anti-biking stance – clearly shows that turning words into action will take sustained campaigns of direct action by bikers. And, MAG will need to manage and lead such actions to optimise the success of such action. In the light of the situation ahead, the need for the type of work I have done will significantly reduce – as will its value for the money that countless volunteers work so hard to raise.

Lastly for now I would like to express my huge and heartfelt gratitude for all the support you have given me over the years – and for the trust you have honoured me with to be your adviser and representative. I will miss you all as colleagues, but hope that the friendships we have will continue to grow – and please stay in touch if you feel remotely inclined to do so.

Thanks again to you all – and I hope to see you out there on a ride sometime soon!

MAG Political Unit

MAG PRESS RELEASES

MAG hails Home Office anti-moped crime talks 'a promising start'

The Motorcycle Action Group (MAG) welcomed the first meeting dedicated to dealing with the current moped-related crime epidemic as a promising start towards finding a multi-agency solution to an escalating problem.

The summit, held at Home Office headquarters in Westminster, was chaired by two Ministers – Sarah Newton MP and Nick Hurd MP – both of whom hold crime and policing responsibilities in the Government.

MAG was represented by Colin Brown (who also attends the Motorcycle Crime Reduction Group for the organisation), and Lembit Öpik, MAG's Director of Communications & Public Affairs. Colin commented 'the importance of the issue nationally was underlined by the people in attendance. Tony Campbell, the new chief of the Motorcycle Industry Association, was present, as were top brass from the police, Home Office and other interest groups including the Motorcycle Crime Prevention Community, as well as insurance companies. It

could have been a talking shop but actually it wasn't. The Home Office official summed up the next steps very well, and it sounded to me like the makings of an action plan.'

The figures for crimes involving mopeds are high, with 16,180 recorded crimes of this nature across the last 12 months. Four out of five of these crimes involved attempts at property theft and just about all of them involved stolen mopeds being driven illegally, for example on pavements. Colin asked about the ring-fencing of cycling budgets. Given that 0.24% of all pedal cycles in the West Midlands were stolen in 2016 as opposed to 3.24% of motorcycles, he proposed a rethink on the disproportionate spending on cycle security and suggested a dual-use solution for motorbikes and cycles, using Sustrans funding.

'Colin said that riders are around 16 times more at risk of falling victim to bike theft in the West Midlands, versus car theft,' notes Lembit. 'The figures are staggering and I hope they were taken on board by the Home Office representatives.'

Colin added, 'the solutions discussed ranged from better motorcycle security from manufacturers to more secure parking options for riders, especially in urban areas. It was also noted that if the authorities don't act then vigilantism will inevitably increase; a point noted by the ministers. Let's hope it doesn't come to that, though it seems that in some parts of London, we're already there.'

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

MAG appeals to all riders to challenge 'nutty' pollution charge

The Motorcycle Action Group (MAG) is calling on all riders in the UK to submit their concerns regarding a mad London charge which could cost a user of an older moped thousands of pounds a year in pollution taxes.

Selina Lavender, Chair of the Motorcycle Action Group (MAG), has made an urgent appeal to all riders to challenge a new 'Ultra Low Emissions Zone' charge being proposed by Transport for London (TfL) which could make riding small, clean and congestion-busting bikes totally uneconomic in the British capital.

Selina says: 'TfL seems very upbeat about the proposed pollution charge for older vehicles, including bikes – meaning those built before 2007. It would mean that from September 2020, even if you've got a tiny engine, they want to slap a £12.50 charge on you, every day, seven days a week. Riders of older mopeds will therefore pay thousands of pounds a year if they use their little bike on a daily basis. How can that be fair? Many who use these small machines do so because they're not well off and they do multiple jobs in the city to make ends meet. This hits them so hard that some will simply give up and go on benefits, because they'll be better off that way. And for what? The environment is helped, not harmed, by these small bikes as they reduce congestion and make a negligible impact on the environment – even according to TfL's own figures. Please write in – it'll only take you a few minutes and what happens in London has a nasty habit of happening elsewhere too. Submit your views on the Mayor's draft Transport Strategy before 2nd October or lose your right to comment.'

Submit your views, BEFORE 2nd October, at:

<https://www.london.gov.uk/what-we-do/transport/our-vision-transport/draft-mayors-transport-strategy-2017>

This charge effectively bans old bikes from London for anyone apart from the super-rich. Have your say now, or prepare for a desperate and unjust charge in the very near future.

The following is written by the West Midlands Rep., however, this applies all over the Country:-

Bike theft in the West Midlands is on the increase.

Figures for the first 6 months of 2017 show that thefts have risen by 51% compared to the same period in 2016. See more depressing facts and figures [here](http://west-midlands-region.mag-uk.org/assets/West-Midlands-PTW-Theft.pdf): <http://west-midlands-region.mag-uk.org/assets/West-Midlands-PTW-Theft.pdf>.

Currently you are 16 times more likely to suffer theft of your vehicle as a rider in the West Midlands than as a car driver.

MAG is putting in a large amount of work to get this issue addressed appropriately both nationally and in the West Midlands. You can see MAG's position statement [here](http://west-midlands-region.mag-uk.org/assets/Position-Statement-Crime.pdf): <http://west-midlands-region.mag-uk.org/assets/Position-Statement-Crime.pdf>. but what can you as an individual do to help combat this problem.

Lock it or Lose it

Whilst we may all feel that we should not need to, the reality is that using additional security devices on your bike is a necessary evil these days.

We urge all riders to use chains, disc locks, trackers, alarms and marking kits to protect their bikes. Don't think that your bike is not likely to be stolen. No matter what you ride your machine is a target for theft. Don't think you will be immune because you keep it out of sight in your garage, shed or back garden. Don't think parking in broad daylight in a busy public place means your bike is safe. Don't think that because you will only be stopped for 5 minutes that you can afford to risk it. Always use additional security devices, get the best you can afford, but even a cheap lock is better than none at all.

- If you see someone trying to steal a bike call 999
- If you see damage to a bike or see suspicious activity call 101
- If you have intelligence on motorcycle crime, call Crime Stoppers on 0800 555 1111

You can also help by speaking to fellow bikers and asking them to lock their bikes too.

MAG has produced A5 leaflets which you can download and print [here](http://west-midlands-region.mag-uk.org/assets/MS-MAG-Awareness-Doc-1.pdf): <http://west-midlands-region.mag-uk.org/assets/MS-MAG-Awareness-Doc-1.pdf>.

If you want a supply of pre-printed leaflets and will use them email cbrown@mag-uk.org with your address details and I will send some out to you. Please bear in mind that these leaflets cost money, so only request them if you are serious about helping to spread the word to other bikers.

Colin Brown
Motorcycle Action Group
West Midlands Region Regional Rep

Minute-taker/Administrator for NC meetings and AGCs

MAG requires an experienced Minute-taker to take accurate Minutes of its National Committee meetings, which take place on the second Saturday of February, April, June, August, October and December near Warwick. In addition, they will provide a small amount of administrative support in relation to the meetings and Minute the Annual Group Conference, which takes place at the end of September.

Responsible for: None

Responsible to: National Committee

Main duties:

1. Send out timely reminders for Reports prior to each NC meeting and collate the Reports for inclusion in the Minutes.
2. Maintain an Attendance List for each NC meeting, including apologies for absence.
3. Generate an Agenda for each NC meeting, taking into account AOB items.
4. Provide accurate, timely Action Points identified during meetings immediately following each NC meeting.
5. Provide accurate, timely Minutes of all NC meetings.
6. Provide accurate, timely Minutes of Annual Group Conferences.

This is a volunteer role but it is envisaged that commitment will be given to attending all meetings.

If you feel that you have the right skill set for this role and would like to know more, feel free to contact The Lady Rootveg for an informal chat. Contact 01205 357417 after 6.30 pm or email nrio@mag-uk.org

FEMA

Update: Research Into The Visibility Of Motorcyclists By 'Self-Driving' Cars

Motorcyclists' organizations MAG NL, FEMA and KNMV discussed research by the Netherlands Vehicle Authority RDW into the visibility of motorcyclists by supporting systems in cars.

In October 2016, the riders' organizations expressed their concern towards the RDW because ADAS (advanced driver assistance systems) apparently are not tested with motorcyclists.

Motorcycle organizations reached this conclusion after a number of accidents and near-accidents with Tesla's on 'autopilot' had taken place. RDW shared the concerns of the riders' organizations and proposed to increase the knowledge of this subject jointly by conducting its own test program. RDW and the motorcycle organizations believe that motorcycle testing should be part of the test protocol for European type-approval of vehicles with support systems.

The progress of RDW's research into the visibility of motorcyclists by supporting systems in cars has recently been presented to MAG NL, FEMA and KNMV.

RDW researcher Robert Rood has been working on the development and first performance of a series of tests over the last six months: "The last six months we have investigated how to identify the recognition of traffic in a safe, simple and repeatable way, focused on the recognition of motorcyclists. "Because there is no dummy that can ride a motorcycle, the motorcycle tests have been performed by an RDW employee.

The tests focused on Adaptive Cruise Control (ACC) and on the Advanced Emergency Braking System (AEBS). This is a system where the car automatically adjusts the speed when approaching another vehicle in the same lane. It was examined how the car's system responds when a motorcycle rides in front of the car at a lower speed. The car was found to automatically adjust its speed at the time the motorcycle entered the detection field. The moment a motorcycle overtook the car, the car also responded as it should. When the motorcycle drove slower than the car after the overtaking manoeuvre, the system also registered this and adjusted the speed of the car.

Robert Rood: "Further research on other brands and types of vehicles will follow in the coming months. The RDW will check whether, when and how passenger cars with Adaptive

Cruise Control and other Advanced Driver Assistance Systems react when they approach a motorcycle.”

The research is still in the early stages, so no conclusions have yet been drawn and there are no test results that can be shared. RDW hopes to deliver the first results at the end of 2017.

Written by [Vera de Bruijn](#) (MAG NL)

Photography (not included here): Wim Taal

PACTS signs joint letter to Minister on vehicle standards

PACTS September 1, 2017

In a joint letter to the DfT, PACTS has urged new Minister Jesse Norman MP to support improvements to European legislation and to champion continued improvements under UK legislation regarding minimum standards for vehicles, post-Brexit.

The letter calls on the Minister to support the introduction of all 19 safety measures listed in the European Commissions' December 2016 report.

Letter: <http://www.pacts.org.uk/wp-content/uploads/sites/2/Modern-Vehicles-joint-letter-to-DfT-FINAL.pdf>

MIB reports rise in claims from collisions involving uninsured drivers

For the first time in more than a decade, the Motor Insurance Bureau (MIB) has reported an increase in the number of claims made following collisions involving uninsured drivers.

Since 2004, the MIB says the number of claims against uninsured drivers has reduced by more than 50% - from around 25,000 per year to around 11,000.

However, new figures published yesterday (29 August) show that in the last 12 months MIB has seen claims against uninsured drivers rise by almost 10%.

While the RAC says ‘the facts need to be confirmed’, it has described the figures as ‘a cause for concern’.

The MIB says a range of factors impact on the number of claims, including an increase in the number of people driving without insurance, increases in the number of vehicles and drivers on the roads, and the effectiveness of enforcement.

Ashton West OBE, chief executive of the MIB, said: “The number of claims handled by MIB each year highlights the devastating impact of uninsured driving on communities and families up and down the country.

“In the last year or so, for the first time in a decade or more, we are starting to see the trend of reduction actually change direction, and we have started to see it increase.

“We recognise the need to understand the increase in claims further so are currently undertaking a piece of work to explore what impact this could be having. Ultimately our message is the same as always – if you are driving without insurance you will get caught.”

Mark Godfrey, RAC insurance director, said: “Although the facts need to be confirmed, there is a clear suggestion here that we might be seeing an increase in uninsured drivers on our roads – which, if true, would be a cause of concern.

“Industry figures from 2016 suggest there are around a million uninsured drivers on UK roads and that’s a figure we want to see come down, not go up.”

MIB: <https://www.mib.org.uk/media-centre/news/2017/august/mib-hit-by-rise-in-claims-for-uninsured-accidents/>

RAC: <https://www.rac.co.uk/press-centre#/news/rac-comments-on-reported-increase-in-the-number-of-compensation-claims-by-victims-of-uninsured-drivers-257110>

I do believe MAG is consulted. However, IMHO, I’m not sure what Insurers and the Industry has to do with it!:-

1 Written Answer

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Written Answers - Home Office: Motorcycles: Crime (12 Sep 2017)

<https://www.theyworkforyou.com/wrans/?id=2017-09-04.8120.h&s=Motorcycle#g8120.r0>

Sarah Newton: The Government is very concerned about crime enabled by ***motorcycle***, moped and scooters. On 12 September, together with the Policing and Fire Service Minister Nick Hurd MP, I will co-chair an event, bringing together motor and insurance industry leaders, law enforcement partners, local government agencies, as well as youth charities and other groups, on addressing this emerging threat and to...

AND, I think I might have mentioned the loathsome conduct of 99% of commuting cyclists with total disregard for the HC in Bristol. I don’t think its any different anywhere else:

Written Answers - Department for Transport: Cycling (14 Sep 2017)

<https://www.theyworkforyou.com/wrans/?id=2017-09-05.HL1218.h&s=Road+Safety#gHL1218.r0>

Lord Callanan: As with all ***road*** users, cyclists need to adhere to the rules set out in the Highway Code regulations 59 to 82. Anyone not doing so is at risk of a penalty, fine or imprisonment. Enforcement is a matter for individual police forces. The Government also promotes ***road safety***, including encouraging safe cycling, through its Think! campaigns. The Government continues to keep ***road safety*** and ***road***...

Electric vehicles: focus should be on more charging points, not ULEZ

London’s roads could experience a ‘charge rage epidemic’ if the predicted demand for electric car charging points is not met, according to a new report.

Clearing the Air, authored by London Assembly member Shaun Bailey and published by Greater London Authority Conservatives, says the installation of electric charging points is occurring at an 'unsatisfactorily slow' rate compared with the uptake of electric vehicles.

Latest DfT figures show electric car sales are increasing by 174% every five years. However, according to the report, electric charging points are being installed at a much slower rate which means there will be just one charging point available for every 15 electric cars by 2031.

The report also says that many of the charging points currently being installed – including the 1,500 recently announced by London mayor Sadiq Khan – are 'standard' or 'slow' speed, taking between six and eight hours to fully charge a vehicle.

Mr Bailey's report recommends the mayor abolishes his 'costly' plans to expand the Ultra-Low Emissions Zone (ULEZ) and instead invests in rapid electric charging points – which can charge a vehicle in under an hour.

Shaun Bailey said: "If London is going to fully support the adoption of electric vehicles we need adequate charging infrastructure in place.

"This report found London is not preparing to provide the right number and quality of charging points to meet predicted demand.

"The adoption of electric vehicles would go a long way to improving London's air quality. In contrast, the mayor's plans to expand the ULEZ will have a negligible impact on emissions.

"That is why I'm urging the mayor to abandon those plans and instead invest some of the money in improved electric-charging infrastructure."

Clearing the Air: <http://glaconservatives.co.uk/wp-content/uploads/2017/08/ClearingTheAir.pdf>

GLAC: <http://glaconservatives.co.uk/news/clearing-the-air/>

Cumbria County Council has a website on which potholes can be reported. They then really do come and fill them in!

<http://www.cumbria.gov.uk/roads-transport/highways-pavements/reporting-problem-on-highway/WDM/default.asp>

David Wheeler.

You may find the article from Biker and Bike very interesting:-

<https://www.bikerandbike.co.uk/police-pursuit-policy-changed-early-december/>

The Government will consider introducing new legislation to address dangerous behaviour by cyclists." Well, I don't think its before time. As I commuted into the city for nearly 25 years I witnessed many times cyclists blatantly ignored traffic law particularly running red lights and

weaving in and out of pedestrians on the pavement. If I had done that on my bike I would have been nicked – end of – and, what’s more I would have expected to be. So, I can’t say this piece of legislation isn’t warranted. In my humble opinion, of course. AG

PM hints at new dangerous cycling legislation: BBC News

Theresa May has indicated that the Government will consider introducing new legislation to address dangerous behaviour by cyclists.

According to the BBC News website, the prime minister made the commitment during today’s Prime Minister’s Questions (6 Sept) when asked about the recent trial of the cyclist Charlie Alliston who knocked over and killed a female pedestrian, Kim Briggs.

Mr Alliston - whose fixed gear bike had no front brakes - was cleared of manslaughter but convicted under the 19th century offence of ‘wanton or furious driving’.

Heidi Alexander, Labour MP for Lewisham East, said the law was "hopelessly out dated and wholly inadequate".

In her reply, Mrs May said it is important to ensure legislation is kept up to date, and added: "I am sure this is an issue that the secretary of state for transport will look at."

BBC: <http://www.bbc.co.uk/news/uk-politics-41172434>

Councils given online access to Good Egg Safety Guides

Good Egg Safety has created a webpage from where the guides are easily accessible via council websites. The guides have traditionally been in print form, but Good Egg Safety says it is ‘moving with the times’ by offering ‘life-saving advice online with these free flipbooks available at families’ fingertips’.

Participating councils can choose which online guides they would like to provide for their residents, including:

- Child car seat safety – advice for parents of children from birth to 12 years
- New drivers – information for learner and new drivers on how to get and keep their licence
- Parents of new drivers – advice for parents of young drivers on how to help keep them safe on the road
- In-home child safety – information and tips to help keep children aged from birth to five years safe in the home.
- Family cycling – advice for all the family about cycling safely.
- Older persons – a guide for older people on how to be safe while driving, cycling and using public transport.
- New riders – safety information for those thinking about and starting to ride motorcycles.

Jan James, CEO of Good Egg Safety, said: “We are delighted to be able to offer all residents within each of these council areas, free access to vital information we know parents want and need.

“Because of drastic cuts in public spending, it has become increasingly difficult for our local authority partners to afford these publications. With this free digital access, many more families can get access to this potentially life-saving information.”

Road Safety Scotland (RSS) has a dedicated platform hosting the In-Car Child safety guide.

Michael McDonnell, RSS director, said: “Many parents are horrified to find that their child car seats aren’t fitted properly and, therefore don’t give the protection their children need.

“By offering easy access to vital free information using Good Egg Safety’s new digital platforms, these parents can get everything they need to know to be able to make better safer choices.”

Councils benefitting with the free resources are:

Scottish councils

Aberdeen, Aberdeenshire, City of Edinburgh, East Ayrshire, Fife, Highland, North Ayrshire, North Lanarkshire, Orkney Islands, Renfrewshire, Shetland Islands, South Ayrshire.

English councils

Newcastle, Wolverhampton, Tameside, Trafford, Liverpool, Leeds, Kirklees.

Good Egg: <https://www.goodeggsafety.com/>

Drivers need reassurance on safety, cybercrime and terrorism if truck platoons are to deliver, says IAM RoadSmart

With the Department of Transport announcing today (25 August) trialling of platoons of self-driving lorries on England's motorways, Britain's biggest independent road safety charity is advising there must be more reassurances on issues such as cyber attacks as well as basic road safety needs such as telling other drivers which trucks are in the platoon.

The trial, due for 2018, will see up to three lorries travel in automated convoys which will be controlled by a driver in the lead vehicle in a bid to cut congestion and emissions (reference 1).

Neil Greig, IAM RoadSmart director of policy and research, said: "Motorways are our safest roads and that record must not be jeopardised by any rush towards autonomous technology. The pilot study may answer these questions but car and motorbike users will need a lot of reassurance that the systems will not block the inside lane with an extra-long 'wall' of trucks."

IAM RoadSmart members were polled by the organisation in September 2016 (reference 2) on driverless vehicles and cybercrime was the top concern.

Neil added: “The technology exists to implement platooning but in the real world it must deliver real economic benefits to outweigh our safety worries. How will other drivers know which trucks are in a platoon? Will the sight of tailgating trucks be a distraction? Can we still use slip roads and view important roadside signs clearly?

“The public quite rightly also have real concerns in the light of current terrorist attacks and the rise in cybercrime generally. These are all genuine questions in people’s minds that need to be answered by the trial.”

IAM: <https://www.iamroadsmart.com/media-and-policy/newsroom/news-details/2017/08/25/drivers-need-reassurance-on-safety-cybercrime-and-terrorism-if-truck-platoons-are-to-deliver-says-iam-roadsmart>

Survey uncovers biggest driver distractions

A survey undertaken as part of a 'driver focus' event has revealed that sat-navs and in-car technology are the biggest distractions for motorists.

On 25 August, Northamptonshire Fire and Rescue Service (NFRS) joined colleagues from Derbyshire, Leicestershire and Nottinghamshire Fire and Rescue Services and officers from Highways England to talk to drivers at a number of service stations on the M1 motorway.

Representatives of the Safer Roads Alliance, a partnership between NFRS, Northamptonshire Police and Northamptonshire Highways, were also involved in the event.

Of the drivers surveyed by the NFRS, 50 picked sat-nav or other in-car technology as the biggest culprit for distracting them from the road. A further 45 said stress, emotions, tiredness, daydreaming or road rage, while 41 said talking to passengers.

Sara Postlethwaite of the Safer Roads Alliance said: “Talking to people about the issues posed by driver distraction helped many to consider their personal distractions and realise the potential impact they could have.

“We often see reports from road traffic collisions which say ‘for unknown reasons the car left the carriageway’, and whatever those reasons are, they are distractions we want to prevent.”

Other distractions revealed by the event were looking at passengers/children in the back seat (39 drivers), eating, drinking, doing make-up/hair (35 drivers), and adjusting in-car controls (34 drivers).

Nine people admitted being distracted as a result of using a handheld mobile phone when driving, while 26 said using their mobile on hands-free was a distraction.

Ms Postlethwaite added: “Preventing mobile phone use is obviously very important because of the risk it poses, but we also wanted drivers to identify with distractions they might not readily think of as problems, the day-to-day issues which compromise road safety.

“Hopefully the conversations we had with drivers will result in them thinking more about their behaviour and making changes to keep themselves, their families and other road users safer.”

Nottinghamshire Police: <http://www.northants.police.uk/press-release/worst-driver-distractions-highlighted-motorway-safety-event>

Official dash cam guidance urgently needed says IAM RoadSmart

The UK's biggest road safety charity IAM RoadSmart has warned that the rush of drivers investing in dash cams may not yield any increase in prosecutions for dangerous driving as many hope – and may also lead to fewer visible traffic patrols as officers spend more time analysing amateur footage.

In 2015 The Daily Telegraph reported that sales of dash cams had increased by 918% (reference 1), with many insurance companies now accepting footage as part of insurance claims.

But IAM RoadSmart has urged caution, as drivers are potentially lulled into a false sense of security in thinking a dash cam will protect them or exonerate them from all blame in the event of a crash – when in fact the opposite might be the case.

Neil Greig, IAM RoadSmart director of policy and research, said dash cam footage often does not show the full picture of a crash – often being too short, poor quality, failing to show how a crash developed or only showing one very restricted angle.

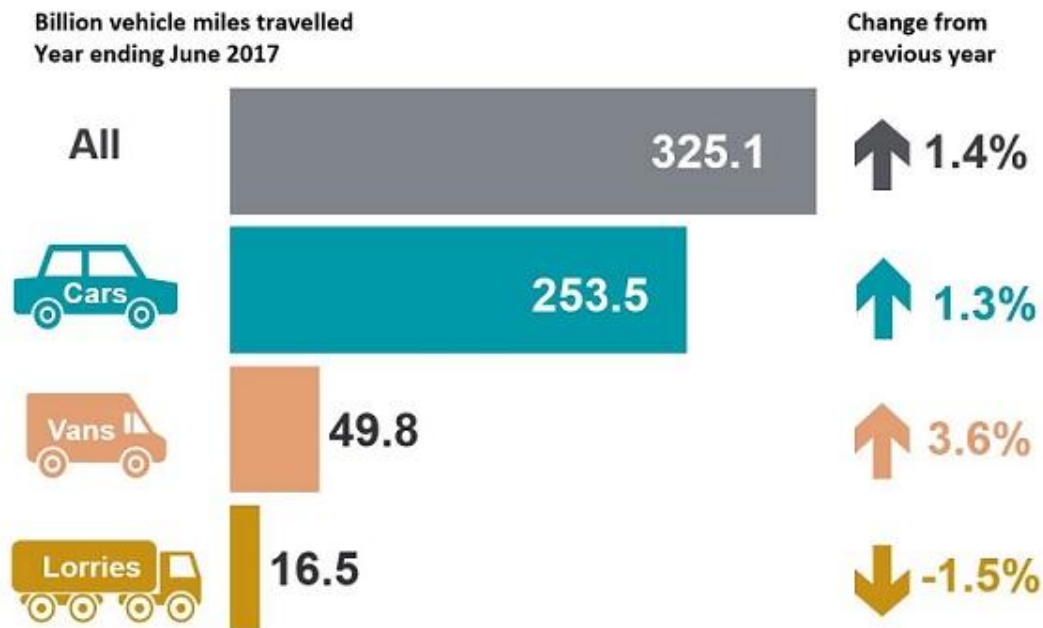
He added that there is no consistency over which police forces would accept dash cam footage – on Monday (21 August) both North and South Wales Police were widely quoted in the media as saying they would welcome it (reference 2) through its Operation Snap, but as of now the situation is vastly different or unknown by many across the country.

Neil added: "IAM RoadSmart is calling for consistent national guidelines on the standard of dash cam footage required for prosecutions, what the police will do with it and how to submit it in the correct way. Our members are very supportive of high profile policing but it takes time for police to evaluate the footage, decide what to follow up, trace the driver, serve paperwork and then obtain a successful prosecution within legal time limits. Our main concern is that dash cams must not become a replacement for fully trained officer undertaking high profile roads policing.

Neil said: "A dash cam isn't the be-all and end-all. People need to realise they must improve their own standards of driving as well as expecting others to do the same. "We at IAM RoadSmart are very concerned that drivers might be investing in a dash cam as a substitute for better driving, instead of using it as a back-up.

"In many ways a dash cam is the end of the line; real accident prevention requires better driver training and tackling ingrained attitudes and behaviours."

Traffic levels continue to soar - but delays ease slightly



Provisional estimates show that motor vehicle traffic in Great Britain was at a record high in the year ending June 2017.

Published by the DfT today (14 Sept), the provisional figure of 325.1bn vehicle miles travelled equates to a year-on-year rise of 1.4%.

The figure also means rolling annual traffic levels have now increased each quarter in succession for more than four years.

Looking at vehicle type, car traffic increased by 1.3% to a record 253.5bn vehicle miles in the year ending June 2017.

Van traffic also continued to rise, increasing by 3.6% to a new peak of 49.8bn vehicle miles. However, lorry traffic fell by 1.5% to 16.5bn vehicle miles.

Traffic rose on all road types apart from urban 'A' roads where it stayed broadly stable. Record levels of traffic were seen on motorways (68bn vehicle miles), rural 'A' roads (94.5bn miles) and rural minor roads (46bn miles).

However despite these rises in traffic levels, new figures also published by the DfT today show a small reduction in delays on the Strategic Road Network (SRN).

The figures show that between July 2016 and June 2017 the 'average delay' on the SRN decreased by 0.1 seconds per vehicle per mile (1.5%), and is now estimated to be 8.9 seconds per vehicle per mile compared to 'free flow'.

The average vehicle speed also rose slightly by 0.5%, up to 59.5mph.

However, the figures are not all positive, with average delays on local 'A' roads increasing by 1.0 seconds per vehicle per mile (2.2%); while average speeds on local 'A' roads fell slightly, down 0.5% to 25.2 mph.

DfT:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/644751/prov-road-traffic-estimates-Jul-2016-to-Jun-2017.pdf

DfT:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/644758/travel-time-measures-on-srn-local-a-roads-england-july-2016-to-June-2017.pdf

Bikesure

MAG does not exist to make money but without money MAG is out of the professional lobbying game so we need to make the best of the deals that keep us alive.

When anyone calls the MAG specific BikeSure telephone number and takes out motorcycle insurance MAG get £15.00 as MAG are the introducer. When anyone renews direct with BikeSure who is eligible for the MAG member discount then MAG receive a further £15.00 as again MAG brought the business to BikeSure. So basically once the BikeSure database shows that MAG introduced the insured to BikeSure, MAG will continue to receive £15.00 every time that rider renews bike insurance with BikeSure.

Please keep telling all your members this and try and convince them all to at least give Bikesure a chance.

Mr M

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