



**APRIL 2018  
NETWORK**

**A networking tool for Activists and other interested parties**

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## EDITORIAL

I've included in this edition FEMA's tribute to one of the loveliest & dedicated people I've ever had the honour to meet – Simon Milward, The Ultimate Activist.

We've all been reading how the Mayor of London appears to be ignoring common sense, not to mention, the concern and advice of motorcycling bodies of which MAG is one together with the Motorcycle Industry. To me his reasoning doesn't make sense and all it will served to do, besides, of course, costing thousands per annum to the PTW road user, is that it will only add to congestion and therefore emissions. Why? Because, if its hammering down or there's snow/ice and you've got 4 wheels sitting in the garage I'm thinking you might choose that as you commute rather than the wheels.

I was one of those sucked in by his encouraging manifesto prior to election & indicated promises therein to motorcyclists and I make no apologies for reminding you of his exact words further on in this edition.

Another thing I found interesting whilst co-ordinating this edition is the article on Clean Air Zones and the edict from the Government of the 5 cities which must have clean air zones in place by 2020.

Strange then that I've heard there are 28 considering such zones! Even more worrying is that I was told (and I'd like clarification of this) that, when a council official (not sure where) was asked if this revenue was going into a special fund for the environment, the reply was 'no, its going into the council's general coffers'!!

Oh well then, that's easy – we need more funds so knobble the road user!

Catch you next time, AG

[Acknowledgments: George Legg. Lembit Opik. Colin Brown. Selina Lavendar. Plus anyone else I've forgotten]

For the next edition please send copy to [aine@mag-uk.org](mailto:aine@mag-uk.org) subject heading:- Network

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## Political unit Network report

*Colin and Lembit are getting going as the new dynamic duo at the centre of MAG's Political Unit. It's been a busy few weeks with more to come. Here's a run-down of some of the key activities, and you might be able to help with some of them.*

- 1 Are you faced with a **Clean Air Zone** in your area? These are focussed on the idea that cleaning up our air will improve our health. The science is a bit dubious – the health benefits are not as clear cut as has been claimed. But what’s really bad is that they’re using this as an excuse to tax and ban vehicles, including motorbikes and scooters. If you’ve heard of any such activity in your locality, please let us know via MAG HQ. We’ve got all the materials you need to challenge the poor thinking if they DO try and cut powered two wheelers from the transport mix. We can show they reduce emissions rather than increasing them. If they’re talking about Clean Air Zones in your area, we really need to know.

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- 2 Colin’s handling the **crime** agenda for MAG now. He’s talking with the Home Office, the police and other agencies to get a coherent approach in which MAG is involved at an active level. There’s no harm in you contacting the local police and politicians too. Some big sentences have been handed out to the criminals recently and that’s hopefully going to be a bigger deterrent. But we need to keep our views out there and heard. The more noise we make, the more they’ll treat this as a priority. Security awareness events and local initiatives are a vital part of the battle on crime, and do us no harm in winning new memberships. If you need any support or advice in running an event in your area get in touch with Colin.
  - 3 MAG has got itself really well organised for this year’s round of **bike shows**. We’re going to be at the MCN Scottish Motorcycle Show at the Royal Highland Centre near Edinburgh, on 7<sup>th</sup>-8<sup>th</sup> April, 2018. If you fancy running a stand for MAG at a local event that would be great. It doesn’t have to be a biking event – people often haven’t been up close to bikes and bikers and the organisers often welcome us as an interesting addition. Just give them a call and see what they say!
  - 4 **London** hassles continue: Transport for London continues to push forward with some very bad policies. These restrict our road space and charge us for using roads on older bikes. The problem is, often these ideas are then exported around the land. We’re doing our best to tackle this. If you live in the London area and can help, please tell us. Our Regional Rep Tim Fawthrop is doing a great job and needs as many hands as he can get to help him out. We have some powerful allies in City Hall and by the time you read this we expect some of them will have given the Mayor, Sadiq Khan, a hard time over motorbike policy. We’ll keep you posted on developments.
  - 5 **MP and Councillor members** – here’s the usual ask: please invite your local politicians to join MAG. You can always ask and it’s OK if they say no. But many say yes and the more voices we have in politics the better we’ll be listened to. Go on, it’ll only take you two minutes.

- 6 **Potholes and manhole covers** – have you reported bad road problems to your local authority yet? If you don't ask, you don't get – and they're often pretty good at fixing these problems. Just give them a call or find the pothole reporting system which probably exists on the internet for your local authority. Same goes for slippery manhole covers, which, as every biker knows, can kill.
- 7 **Classic Bike Show** – Lembit's going to visit the Classic Bike Show around 21<sup>st</sup> April. If you're there let us know and we can meet up.
- 8 There's lots going on at **Highways England** – Colin and Lembit attended the recent meeting in Manchester and it was quite heavy duty. There's a huge agenda of work and we're trying to play our part in making sure biking is integrated in road planning. We've got lots of allies and if you have particular ideas you'd like us to raise about the big roads in your area, let us know.
- 9 **ULEZ Action Day April 2018** - Colin and Tim Fawthrop are working final plans for the action day on 21<sup>st</sup> April. Meeting points are Ace Corner NW10 7UD, Rykas Café RH5 6BY, The Prince of Wales SW19 3BP, Original High Beech Tea Hut IG10 4RH, The Beehive N17 8BQ, The Iron Horse DA15 7AB and Blackheath Tea Hut SE3 0UA. Some regions are organising meet points to travel in to London. Keep your eyes on Facebook for details.
- 10 **Autonomous vehicles** – an autonomous car has reportedly killed woman In Arizona, USA. Uber, who were operating it at the time, have stopped autonomous trials for now. This new technology is still under development and there's no clear picture how these machines will be integrated with other road traffic. Lembit is attending various meetings about this, and has watched like a hawk to ensure that road space won't be stolen to accommodate these new devices in segregated lanes. He's also meeting an MP, Iain Stewart, to hear his thinking on the matter, as he's working on some tech matters for Theresa May the Prime Minister.

*Let us know if you need anything – we're both here to help. And if you think there's something we need to know, tell us. We'll do all we can to help you deal with whatever you're facing in your area.*

**Lembit Öpik & Colin Brown**

Motorcycle Action Group

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## MAG PRESS RELEASES

*[I hope you managed to find a pothole to report – you don't need reminding there's lots out there, more than enough to go round- and if you didn't get round to it on March 8<sup>th</sup> then please don't hesitate to put it on your 'to do' list. I reported 3 and.....wait for it.....they've been filled in!!].*

### Join the 'holey' crusade: MAG backs National Pothole Day

The Motorcycle Action Group calls on riders to use National Pothole Day on March 8th 2018 to get local authorities to fill holes and save lives.

MAG is inviting all riders to highlight holes in the road on National Pothole Day: March 8th 2018. MAG's Director of Campaigns & Political Engagement, Colin Brown, asks bikers to 'make a simple call to the Council or send an email about the road damage you've noticed – and which could cost lives.' Colin is determined to hold local authorities accountable for providing safe road surfaces: 'bikers are a hardy lot, but that won't prevent dangerous accidents because of holes in the road. Hospital treatment is far more costly than fixing a pothole. We're determined to work with the authorities to ensure road-related accidents are prevented before they happen.'

It's worth noting that adverse weather conditions wreck badly repaired potholes, making the investment pointless and the repair potentially more dangerous than it was in the first place. Frost fractures a poor repair, making it an accident waiting to happen. By contrast, a good repair leads to a lasting improvement to the road surface and doesn't need repeated maintenance.

Colin adds, 'MAG asks you to take two minutes to tell your local authority about troublesome irregularities in the road. It's essential to preventing spills. If we don't tell them, they won't know. If we do tell them, then they've got a responsibility to act. It's as simple as that. Let's help ourselves by giving them the information they need to stop avoidable – and potentially life-threatening – accidents. It's common sense and easy to do.' Find out who to contact by calling your local authority, or follow this link:

<https://www.gov.uk/report-pothole>

You can learn more about National Pothole Day at:

<https://www.thunderclap.it/projects/68437-national-pothole-day-2018>

<https://www.facebook.com/pg/NPD2018/about/>

<https://twitter.com/hashtag/nationalpotholeday2018?src=hash&lang=en>

**MAG welcomes GLA Transport Committee bike safety report but slams 'Third World roads in a First World capital'**

The Motorcycle Action Group (MAG) has praised the Greater London Authority (GLA) Transport Committee for their intelligent assessment of the shortcomings in London Mayor Sadiq Khan's attitude towards motorcycle safety in the city.

London's Regional Representative for MAG, Tim Fawthrop, clarifies the riding community's concerns: 'MAG has actively worked with Transport for London (TfL) and the GLA to assist with creating a coherent safety agenda for motorcycle and scooter riders. While some of the recommendations have been accepted, others have been either ignored or apparently agreed to but subsequently not actioned.

'For instance, the Urban Motorcycle Design Handbook, which was a great piece of work to which MAG actively contributed, appears to have created no urgency amongst TfL officers. In addition, the opening of all bus lanes to bikers across London is a proven life saver. Why haven't we seen any effort by TfL to persuade Boroughs to do that?

'Cycle schemes receive hundreds of millions of pounds in funding, even though their safety figures indicate far fewer fatalities and injuries than for motorcyclists. Yet TfL's own data shows that the fatality rate amongst motorcyclists in 2016 was four times greater than that for cyclists. Compared to just eight cycle users, thirty-three bikers lost their lives. Yet a number of the changes that TfL has implemented are making motorcycling riskier: for example, narrowing lanes so the perfectly legal process of filtering by motorbikes is made more dangerous. Also, the state of the road surface in places is shocking; something the Chair of the Committee, Keith Prince, and his team, have rightly included in the report. There are locations where we've got Third World roads in a First World capital.

'MAG once again offers to work with TfL to help secure the training, the road policy and to get the attitude towards the hundreds of thousands of bikers in the capital right. It's not difficult. They just have to listen to the advice they've repeatedly been given. They've done it for cyclists. If they're serious about Londoners' lives, they'll do what it takes to reduce the unacceptably large number of motorcyclists' lives which are being lost too. To not do so is a breach of their duty of care towards an economically important community of road users in London.'

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Manny, Phil & myself are all taking part in the 'Daftway Up', that's Land's End to John O'Groats on an inappropriate motorcycle to raise funds for MAG and Macmillan Cancer Care. If you would like to sponsor any of us that would be great, or you can do so electronically (link below). Most importantly you can follow us and share the Facebook page below.

Daftway Up Just Giving page - to electronically donate:- <https://www.justgiving.com/crowdfunding/mag-daft-way-up>

Daftway Up Diary - to follow our progress:- <https://www.facebook.com/daftwayup>

Thank you, Selina

## West Midlands Bike Theft: Light at the end of the tunnel?

Freedom of Information (FOI) figures that have been received by the Motorcycle Action Group (MAG) in the West Midlands are demonstrating a glimmer of hope for all riders in the region.

Figures for the last quarter of 2017 show a 25% reduction in motorcycle theft in the West Midlands when compared with the same period in 2016. Figures for the last quarter of 2016 showed a massive spike that seemed to coincide with the antisocial use of motorcycles around Halloween. West Midlands Police activity on the lead-up to Halloween 2017 appears to have shown dividends.

PC Paul Ennis of West Midlands Police said "West Midlands Police are delighted to see a reduction in the number of motorcycle thefts for the period; it shows that a partnership approach to this area of crime can make a significant difference. We will continue to work with partners and offer advice at a series of events over the coming year. Our aim is to reduce the number of machines that get stolen, reducing the personal loss to individuals and the knock on effect that stolen machines have in other areas of criminal antisocial behaviour" Colin Brown, Director of Campaigns & Political Engagement for MAG said "This is a welcome development that demonstrates that proactive policing and the raft of measures being used by West Midlands Police are having an impact." Colin went on to air a word of caution: "We do need to recognise, however, that overall theft figures for 2017 were still more than 13% higher than in 2016. The scale of this issue sees bikers being significantly more likely to have their vehicle stolen than other road users. The fight is far from over but this may just indicate a tipping point – let's keep up the pressure."

Despite a massive rise in car theft (78% increase in 2017 compared to 2016) West Midlands motorcyclists are still over 8 times more likely to suffer from vehicle theft than car owners. Interestingly cyclists, who have seen significant infrastructure investment in secure parking facilities, can boast that cycle theft has, in the same period, actually reduced by nearly 7%. West Midlands MAG has partnered with West Midlands Police and Streetbike to hold a motorcycle security night on 6th April. Attendees will have the chance to hear what West Midlands Police are doing about bike theft, hear how MAG is working on the issue locally and nationally and receive some excellent discounts on security devices for their machines. The event will give bikers the opportunity to ask questions and make points directly to the Police as well as getting help and advice on keeping their machines secure. Find more details on the West Midlands Motorcycle Action Group Facebook Page.

<https://www.facebook.com/WestMidsMAG/>

Contact MAG at 01926 844 064 or [central-office@mag-uk.org](mailto:central-office@mag-uk.org)

ENDS

Event flier link: <https://wiki.mag-uk.org/images/4/46/SB---Security-Night.png>

Updated position statement: [https://wiki.mag-uk.org/images/d/d1/Position\\_Statement\\_Theft\\_updated\\_12.03.2018.pdf](https://wiki.mag-uk.org/images/d/d1/Position_Statement_Theft_updated_12.03.2018.pdf)

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# Simon Milward: Never Forgotten

by *Wim Taal* - March 4, 2018



On the 4th of March 2005, FEMA had to announce the death of its former General Secretary Simon Milward.

Simon died following a road accident near the city of Kayes in Mali (West Africa).

Simon Charles Milward was born on the 28th of January 1965 in Strete, South Devon, United Kingdom. Truly passionate about motorcycling and wanting to make a difference in life, on January 1st 2000 Simon left Europe to fulfil a lifelong dream: to ride his motorcycle around the world on a humanitarian mission in support of health charities. His Millennium Ride was supposed to last for 18 months, but it turned into a five year long adventure full of enriching experiences. Simon was expected to arrive back in the UK around October 2005, but at forty years of age his life was tragically brought to a halt.

Simon Milward certainly made a difference to riders through his achievements. In 1992 he left his position at MAG UK to establish the Brussels headquarters of the Federation of European Motorcyclists (FEM). As FEM General Secretary he found his way through the EU maze and co-ordinated efforts towards specific legislative targets. This resulted in bikers being among the first citizens to benefit from the democratic changes of the Maastricht Treaty and due to Simon's never ending work, FEM became a well-known and effective lobby group in the EU institutions.

When in 1998 FEM merged with the EMA (the European Motorcyclists Association) to form the Federation of European Motorcyclists' Associations (FEMA), Simon became FEMA's General Secretary. He successfully held that position until the decision to entirely dedicate his energy to the Millennium Ride.

In 2005, the then FEMA President Kees Meijer said: "In Simon we lost a dear friend, and a very inspiring person. He died following his heart. A pioneer in the fight for riders' rights, he managed to combine his wish to ride around the globe and contribute to the struggle against human suffering. He did that in a way only Simon could. We will remember him as a man with a good heart."



In 2005 the motorcycle community lost a colleague and a friend, but Simon still inspires those who have had the honour and the privilege to work with him and we will never forget him.

## FEMA

### **RDW: ‘Adaptive Cruise Control Does Not Always See Motorcyclists’** by *Wim Taal* - March 16, 2018

Research by RDW (the Netherlands Vehicle Authority) shows that cars with an innovative driving system, such as an adaptive cruise control (ACC), are capable of noticing motorcycles. But when motorcycles are riding at the edge of their lane, the adaptive cruise control does not respond well to them.

In many tests, action had to be taken by the driver of the car to prevent a collision. That is why RDW warns users of such systems *and* motorcyclists to pay attention while driving, because the systems do not always see and react to small objects such as motorcycles.

***RDW: ‘Car drivers should stay alert when driving with driver assistance systems.’***

At the [request](#) of FEMA (Federation of European Motorcyclists’ Associations) and the Dutch motorcyclists’ organizations [MAG](#) and [KNMV](#), [RDW](#) investigated the visibility of motorcycles for vehicles with innovative driving systems that control the speed of the vehicle.

Cars are increasingly equipped with innovative driving systems such as advanced driver assistance systems (ADAS) and adaptive cruise control. ADAS can support the driver while driving, with cameras behind the windscreen. They assist when a car involuntarily leaves a lane, they can assist with making an emergency stop, they improve visibility at night and they offer a 360-degree view and help with parking. They are the forerunners of autonomous driving (self-driving) cars. With adaptive cruise control, a car accelerates and slows down to keep a preset distance between the car and the vehicle in front.

The research was carried out at the test center of RDW with various passenger cars. It has been investigated whether there are any differences between the detection of passenger cars and motorcycles. RDW also investigated the behavior of the system when the motorcyclist rides in different places in their lane. The manufacturers of all tested vehicles specifically warn about this situation in the manual of the car.

***Volvo XC60 manual: ‘Small vehicles, such as motorcycles, or vehicles not driving in the center of the lane may remain undetected.’***

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The tests show that in some cases the system detects motorcycles at a greater distance than it detects a passenger car. In all cases, the systems see the other vehicles early enough for the adaptive cruise control to work. Only if a motorcycle rides at or near the edge of the lane the system fails to see the motorcycle. In those cases, action had to be taken by the driver of the car to prevent a collision.

*[Click here for the full RDW report.](#)*

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## IN THE HOUSE

road safety : 1 Westminster Hall debate

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Death by Dangerous Driving: Sentencing (28 Feb 2018)

<https://www.theyworkforyou.com/whall/?id=2018-02-28a.362.0&s=Road+Safety#g364.5>

Eddie Hughes: ...who kill while speeding face the full force of the law, but that there is a new charge for those who fail to stop at the scene of an accident. On that point, I completely agree with Brake, the \*road safety\* charity, which said: "There needs to be a new charge of 'failing to stop following a fatal or serious injury crash'. This would not have any requirement to prove the...

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[https://www.bennetts.co.uk/bikesocial/news-and-views/news/2018/march/crime-warning-new-scam-targets-victims-of-motorcycle-theft?cid=sm\\_000005](https://www.bennetts.co.uk/bikesocial/news-and-views/news/2018/march/crime-warning-new-scam-targets-victims-of-motorcycle-theft?cid=sm_000005)

## Mayor of London ignoring 'common sense' on motorcycle policy

The mayor of London is putting the safety of motorcyclists at risk by failing to properly include them in his transport strategy, according to the Motorcycle Industry Association.

On 28 February, Sadiq Khan outlined his plans to improve transport in the Capital over the next 25 years – with the ambition for 80% of trips to be made by foot, cycle or public transport by 2041.

The strategy includes 'record investment' in rail, tube and bus services, an 'unprecedented focus' on walking and cycling, and a commitment to make London's entire transport system zero-emission by 2050.

The Motorcycle Industry Association (MCIA) is accusing Sadiq Khan of ignoring the benefits of using powered two wheelers (PTWs).

The MCIA says that in TfL's 'war on motorised transport', it is lumping commuter motorcycles and scooters in with cars, taxis and construction traffic – despite the fact that PTWs significantly reduce congestion in the Capital, take up less road space and are far less damaging in terms of air quality.

Tony Campbell, CEO of the MCIA, said: "The mayor clearly has his own agenda around motorcycles and scooters, which was not made clear to the riders who elected him following his promise to champion their contribution to reducing London's congestion.

"At a recent meeting with the MCIA, the mayor said that he agreed PTWs had an important part to play. In doing so he also agreed to review his transport strategy, taking into account the feedback he had received during the consultation period.

"Given this statement, it is more than disappointing that the mayor has decided to yet again ignore what is clear common sense for transport policy.

"The MCIA strongly urges the mayor to take another look at his plans to not only fulfil his pre-election commitment to riders and London's voters, but also to honour his words at the recent meeting with (the motorcycle) industry."

Mayor of London: <https://www.london.gov.uk/press-releases/mayoral/strategy-for-the-future-of-londons-transport>

MCIA: <http://www.mcia.co.uk/newsstory/motorcycle-industry-urges-mayor-to-think-again-about-lack-of-support-for-powered-two-wheeler-riders-in-london>

*[.....and, this may be a good time to remind you of the Mayor's pre-election manifesto:-]*

**Sadiq Khan MP**  
**Labour candidate for Mayor of London**

The London Assembly Transport Committee recent report 'Easy Rider,' backed by all parties on the GLA, provides some stark illustrations of the safety challenges motorcyclists experience in the capital, and riders' concerns about road design.

As Mayor, I'll work with the motorcycling community to make sure that riders' rights and interests are taken on board as an integral part of the transport mix in the city. It's clear motorbikes and scooters generate far less pollution, save time and money for the rider - and don't create congestion. It's absolutely right for us to enable powered two wheelers to play their part in delivering a less congested road network.

As the report recommends, one clear policy area is the case for a more consistent approach to bikes in bus lanes – a scheme which has proved itself effective, without creating undue problems or risks for other road users such as cyclists. But riders can fall foul of regulations because boroughs don't all have the same approach. As Mayor, I'll work to create consistency across the city to make bus lanes open to riders throughout the Capital.

There's also the question of safety. In 2015, three dozen riders lost their lives on London's roads – yet the budget for bike safety is zero. I don't make promises I can't keep, so let me make a promise I can definitely honour. As Mayor, I will meet with representatives of riders' rights organisations and learn at first-hand what you need and want. This will include a discussion about lane width and secure parking.

Politics is a dialogue, so that will be the beginning of what I hope turns out to be a very productive relationship between you and the city. From bikes carrying urgent blood supplies, Internet shopping deliveries through to commuters - this city IS big enough for all of us as long as we co-operate together.

Should I have the honour of being elected Mayor, I will use the London Assembly's report as an excellent starting point to improve safety for all of us on London's roads. I'm looking forward to serving London's 130,000 biker riders.

*Sadiq Khan MP is the Labour Candidate for Mayor of London*

## Motorcyclist deaths still way too high

Motorcycles account for just one per cent of journeys made in London, yet 27 per cent of people killed or seriously injured on London's roads are motorcyclists. [1]

The London Assembly Transport Committee report 'Motorcycle Safety in London: Update report' is published today.

It reveals:

- Motorcyclists face an unacceptable level of risk on London's roads
- The rate at which motorcyclists are injured in road traffic collisions is disproportionately high
- Motorcyclist casualties in London have not fallen since TfL published its Motorcycle Safety Action Plan in 2014
- The Plan is now outdated and needs to be renewed with new safety measures.
- The condition of the road surface is crucial for safe riding

The Transport Committee report recommends the Mayor and Transport for London (TfL):

- Get serious about ensuring motorcyclists can ride in all bus lanes
- Update the Motorcycle Safety Action
- Reinstate plans to develop a 'London Standard' or an equivalent measure for motorcycle safety training
- Allay concerns about reductions in TfL's road maintenance budget

Keith Prince AM, Chairman of the London Assembly Transport Committee said;  
"Motorcycles are an efficient form of transportation which can cut congestion - and motorcyclists shouldn't be dicing with death every time they take to London's streets.

In 2016 this Committee published a report outlining its concerns about the safety of motorcyclists. It's clear from the evidence we have recently heard that riding a motorcycle in London is no safer than it was two years ago. Why is that the case?

TfL has failed to implement key recommendations made by the Transport Committee and we are also disappointed to see the Mayor change his previous proposal to improve safety training. The landmark commitment to a 'London Standard' for training needs to be reinstated and a more proactive approach is needed from boroughs to give motorcyclists access to bus lanes.

How many more motorcyclists need to die for TfL to sit up, take notice and do something?"

Notes to editors

1. This data does not account for journey length. As motorcycles tend to be used for longer journeys than cycling or walking, this may be considered an under-estimate of the modal share of motorcyclists.
2. Caroline Russell AM is not convinced that Transport for London fully considered the evidence of safety issues at the time it made the decision to allow motorcyclists to ride in bus lanes. Caroline Russell AM is not convinced there was a compelling case for TfL to make this change and does not agree that London's boroughs should be urged to adopt TfL's policy of permitting motorcyclists to ride in bus lanes.

3. David Kurten AM of UKIP adds that Cycle Superhighways take up a lot of room on trunk routes which make things less safe for motorcyclists as lane width is reduced and they are squeezed into fewer lanes with other motorised vehicles.
  4. David Kurten AM of UKIP adds that it would also improve safety for motorcycles if they could use Cycle Superhighways at less busy times of the day outside rush hours, when there are hardly any bicycles on them and they lie dormant and empty.
  5. The report 'Motorcycle Safety in London: Update report'.
  6. Keith Prince AM, Chairman of the Transport Committee, is available for interview – see contact details below.
  7. London Assembly Transport Committee.
  8. As well as investigating issues that matter to Londoners, the London Assembly acts as a check and a balance on the Mayor.
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## **UK Motorcycle Industry Association tells UK Government US/EU trade war will harm motorcycle industry**

The UK's Motorcycle Industry Association (MCIA) has today written to the UK Government expressing the industry's concern regarding a potential trade war following the U.S President's announcement to significantly increase tariffs on steel and aluminium imports to the U.S.

The EU Commission has prepared retaliatory counter measures, which if initiated, have an extremely high risk of negatively impacting a number of MCIA member companies.

Should the situation escalate, there is a strong possibility that the European and UK market will suffer significant damage at a time when Brexit brings enough uncertainty and challenge to the economy.

The MCIA's position will mirror that of the European trade body, ACEM.

MCIA, ACEM and its members are committed to a free and balanced trading environment to preserve businesses and jobs. The ACEM position can be read in full [here](#).

### **ENDS**

- The Motorcycle Industry Association represents major manufacturers and importers operating in the UK, as well as accessory and component suppliers/manufacturers and service providers. MCIA members include Honda, BMW, Harley-Davidson, KTM, Suzuki, Yamaha, Triumph, Kawasaki, Ducati and Piaggio.
- ACEM members include 17 manufacturing companies and 17 national industry associations.

For a full list of members see here: <http://www.mcia.co.uk/about-members.php>



*How is the following really possible – 26 thousand caught using mobile phones in a year? The ignorance of the danger this poses is amazing. Plus, just think of the thousands you and I see every day who haven't been caught!! :-*

#### **New THINK! campaign marks first anniversary of harsher mobile phone penalties**

More than 26,000 motorists – including 500 novice drivers who had their licences revoked – have been caught using a mobile phone since tougher penalties came into force.

On 1 March 2017, the penalties for the offence doubled from £100 and three penalty points to £200 and six points.

To mark the first anniversary of the introduction of the new penalties, THINK! is highlighting the chances of being caught in a series of adverts which will run on radio, social media, on demand video and in shopping centres, as part of its ongoing campaign to raise awareness of the dangers of using a mobile phone while driving.



Road Safety GB is calling on drivers to 'work out for themselves' that it is 'totally obvious you cannot do well two things at once', and therefore using a mobile phone can lead to 'life-changing or life-ending crash situations'

Jesse Norman, road safety minister, said: "The penalties for holding and using a mobile phone while driving have proven to be a strong deterrent, and more and more people are aware of just how dangerous this is

"But some motorists are still not only putting their own lives at risk, but the lives of others.

"Everyone has a role to play to encourage drivers to put their phone away and not use it while at the wheel."

Almost 2,000 motorists – 74% of whom were male – were handed fines as part of a national crackdown between 22-28 January, organised by the National Police Chiefs' Council (NPCC).

Chief constable Anthony Bangham, NPCC lead for roads policing, said: "In the year since the new legislation was introduced, we have started to see changes in driver behaviour as the public begin to understand the impact that driving whilst using a mobile phone can have.

"However, there are still far too many people underestimating the risk that they take when using their mobile phone at the wheel.

"We used intelligence to identify hotspots and repeat offences to stop over 3,000 drivers in one week. 66.5% of which were committing a mobile phone related offence."

Steve Horton, Road Safety GB director of communications, said: "A meaningful level of punishment is important to help drivers appreciate the magnitude of the offence, and the size of fine and points given to those caught makes it very clear that the offence is taken seriously.

"To properly benefit from this deterrent, the fear of detection needs to be at the front of every driver's mind – and as police forces target this behaviour with more visible policing, the likelihood of being caught is increasing.

"But ideally drivers would work it out for themselves; it's totally obvious that you cannot do well two things at once – one of those things will dominate your attention and it's always the use of the phone that detracts from safe driving.

"Talking, texting and accessing apps will impair a driver's ability to focus on what really is important – maintaining control of a large, heavy object while mixing with other road users. Get that wrong and you don't just misspell a message, you create life-changing or life-ending crash situations.

"Those extreme violators who persist with thinking it's OK, or they won't get caught, are kidding themselves and placing the rest of us at risk – and they should rightly face the full weight of prosecution."

THINK! says that following the March 2017 campaign, nine in 10 people were aware of the new penalties. The campaign's adverts were seen by around 29 million people and social media content was seen by a further 12 million people.

And the THINK! 'Pink Kitten' video, which highlighted how much you miss if you glance at your phone while driving, reached an audience of about 21 million people in October 2017.



GOV.UK: <https://www.gov.uk/government/news/tens-of-thousands-of-drivers-get-increased-fines-for-using-mobiles-at-wheel>

<https://news.npcc.police.uk/releases/tens-of-thousands-of-drivers-get-increased-fines-for-using-mobiles-at-wheel>

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### **One in five local roads ‘structurally poor’**

An annual survey has identified more than 24,400 miles of roads across England and Wales that are in need of ‘essential maintenance’ in the next year.

Each year the Asphalt Industry Alliance (AIA) commissions a survey of highways departments in all local authorities in England and Wales to build a picture of the general condition of local roads.

The 2018 Annual Local Authority Road Maintenance (ALARM) survey estimates that 18% of England’s road network (excluding London) is in poor structural condition – meaning they have ‘less than five years’ life remaining’ – compared to 23% in London and 17% in Wales.

These figures represent a year-on-year rise of 1% in England (excluding London) and 7% in London. However, the figure in Wales fell by 1% from the 2016/17 survey.

However, the 2018 survey also highlights a reduction in the estimated ‘one-time catch-up cost’ to get roads in England and Wales back into reasonable condition – from £12.06bn in 2016/17 to £9.31bn this year.

The percentage of roads in good condition – meaning they have 15 years of more life remaining – stands at 54% in England (up from 53%), 51% in London (up from 45%) and 55% in Wales (up from 51%)

The funding gap between what local highway teams received and what they actually needed to repair and maintain roads also narrowed last year – down from an average of £4.3m per authority to £3.3m.

However, this means that councils are £556m short of what is required to keep the network in ‘reasonable order’.

Rick Green, chairman of the AIA, said: “Although local authorities report an increase in average highway maintenance budgets this year, looking back over the last decade they have barely kept in line with inflation.

“This is reflected in road condition, with one in five of our local roads now classed as structurally poor – with less than five years’ life remaining – compared with one in six reported last year.

“We accept that there is no magic wand to wave, nor is there a bottomless pot of money to tap into. There are difficult choices to be made at both local and national level but the Government needs to provide adequate funding for a well maintained and safe local road network if it wants to support communities and drive economic growth.”

The RAC says the report shows it is ‘time for some fresh thinking when it comes to finally getting on top of Britain’s pothole problem’.

Nicholas Lyes, RAC head of roads policy, said: “Short term funding and creating pots by which local authorities can bid for cash doesn’t appear to be addressing the root cause of the problem.

“Instead, the Government should be looking at how it can guarantee councils the certainty of reliable long-term funding so that they can finally bring every road up to a standard road users think is acceptable.”

AiA: <http://www.asphaltuk.org/wp-content/uploads/alarm-survey-2018-FINAL.pdf>

RAC: <https://www.rac.co.uk/press-centre#/news/statement-on-aia-alarm-road-maintenance-report-299075>

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### **Motorcyclists face ‘unacceptable level of risk on London’s roads’**

The London Assembly Transport Committee says motorcyclists in the Capital face ‘an unacceptable level of risk’, adding that riders shouldn’t be ‘dicing with death’ every time they take to the roads.

Statistics show that just 1% of journeys made in London are by motorcycle, yet riders account for 27% of the people killed or seriously injured on the Capital’s roads.

In a new report published on 15 March, the London Assembly says TfL’s Motorcycle Safety Action Plan – developed in 2014 – is now outdated and needs to be renewed with new safety measures.

The report concludes that the mayor of London and TfL should consider reinstating plans to develop a ‘London Standard’ for motorcycle safety training – which was omitted from the mayor’s draft Transport Strategy published in February.

The London Assembly raises concerns over reductions in TfL’s road maintenance budget, suggesting that motorcyclists are particularly susceptible to poor road surface conditions. It also calls for motorcyclists to be allowed to ride in all bus lanes.

On a positive note, the report describes TfL’s Urban Motorcycle Design Handbook as a ‘major step forward for motorcycle safety’ – adding that it is important the guidance set out in the book is followed.

Keith Prince AM, chairman of the London Assembly Transport Committee, said: “Motorcycles are an efficient form of transportation which can cut congestion – and motorcyclists shouldn’t be dicing with death every time they take to London’s streets.

“In 2016 this Committee published a report outlining its concerns about the safety of motorcyclists. It’s clear from the evidence we have recently heard that riding a motorcycle in London is no safer than it was two years ago. Why is that the case?

“TfL has failed to implement key recommendations made by the Transport Committee and we are also disappointed to see the mayor change his previous proposal to improve safety training. The landmark commitment to a ‘London Standard’ for training needs to be reinstated and a more proactive approach is needed from boroughs to give motorcyclists access to bus lanes.

“How many more motorcyclists need to die for TfL to sit up, take notice and do something?”

## **Autonomous technology project culminates in public tests**

Members of the public are being invited to test a fleet of driverless pods as part of the final phase of the GATEway Project.

Launched in 2016, the GATEway Project is a research programme led by the Transport Research Laboratory (TRL) and funded by government and industry.

Much of the early work focussed on exploring public perceptions and understanding of driverless delivery vehicles – including the first autonomous grocery delivery trial in June 2017.

However, the focus has now switched to public interaction with the technology, culminating in an open public trial of driverless pods – for which more than 5,000 people have registered to participate.

Taking place over the next four weeks, the trial will see four driverless pods navigate a 3.4km route around the Greenwich Peninsula, using advanced sensors and software to detect and avoid obstacles.

Members of the public who have not registered will still have an opportunity to take part during a series of drop in sessions.

TRL says GATEway has helped ‘advance the UK’s position in the autonomous vehicles revolution’.

Richard Cuerden, academy director at TRL, said: “As we explore the future of mobility solutions, it is essential that we consider the experience and benefits delivered to the consumer.

“This is why understanding and exploring the public perception of automated services has always been at the heart of the GATEway Project.

“This Project is enabling us to discover how potential users of automated vehicles respond to them, in a real-world environment, so that the anticipated benefits to mobility can be maximised.

“We see driverless vehicles as a practical solution to delivering safe, clean, accessible and affordable mobility and we are proud to be part of creating our future transport system.”

Gateway Project: <https://gateway-project.org.uk/>

Gateway drop-in sessions: <https://gateway-project.org.uk/get-involved/>

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## **London’s motorcyclists to protest over safety, security and ‘economic fairness’**

Motorcyclists in London took to the Capital’s streets this afternoon (27 March) over concerns they are being marginalised by TfL and the mayor of London.

The protest (4.30-5.30pm) was organised by the lobbying group We Ride London which says that TfL is ignoring the positive contribution powered two-wheelers (PTWs) make to reduce congestion and pollution.

We Ride London hoped the rally will raise awareness of three 'key' areas, including safety.

We Ride London is calling for TfL to end schemes that narrow roads to accommodate painted cycle lanes – such as the Cycle Superhighways. The group also wants consistency when it comes to the use of bus lanes for PTWs.

The issue of security is also being highlighted. 16,000 motorcycles and scooters were stolen in London last year and We Ride London is calling for extra parking bays and harsher sentences for motorcycle thieves.

Ahead of the introduction of the new Ultra Low Emissions Zone (ULEZ) charge, We Ride London is also asking that motorcyclists pay a lower tariff than drivers, who will be charged £12.50 per day.

The rally, which begins at Parliament Square is being supported by the presenter, travel writer and actor Charley Boorman and Channel 5's Matthew Wright.

Charley Boorman said: "Motorcycling in London is part of the solution for reducing congestion and pollution as much as cycling, but policy makers continue to ignore the positive benefit motorcycling brings to our Capital.

"Most people who ride in London do so because it's cheaper and quicker than other forms of transport, and they have journeys that aren't practical on a bicycle.

"Motorcycles and scooters take up less road space, are proven through TfL's own studies to contribute to less than 1% of the overall pollution in London, and are more versatile than bicycles.

"Other capitals around the world recognise and embrace this; why not London?"

WRL: <http://www.weridelondon.com/blog/2018/3/20/protest-rally-march-27th>

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## **Clean Air Zones – what are they and where are they?**

In 2015, the government revealed plans to improve air quality in cities, with the introduction of five Clean Air Zones, to be operational by 2020.

With that date nearing, we take a look at what a clean air zone might consist of, where they are likely to be and how they will affect UK motorists.  
What are Clean Air Zones?

A Clean Air Zone is an area in which a local authority has brought measures into place to improve the air quality.

Initially, it was thought that the Clean Air Zones would apply only to buses, taxis and HGVs. However, following a legal challenge, this was widened to include non-compliant private vehicles – meaning private motorists may be affected by them, not just commercial operators.

The creation of Clean Air Zones in major UK cities and possibly beyond is part of the government's broader Air Quality Plan, which aims to improve air quality and address sources of pollution.

By working at a regional level, it is hoped that local authorities and businesses can take the most effective steps locally to contribute to improved air quality at a national level.

There will be two types of Clean Air Zone: non-charging and charging.

In a non-charging Clean Air Zone, the focus is on improving air quality, without charging money for vehicles entering the zone. Measures can include retrofitting certain vehicles; traffic flow management to reduce vehicle emissions where evidence suggests this approach would be effective on the road in question; rerouting some traffic or other local solutions.

In a charging zone, drivers will be charged a fee to enter the area if their vehicle fails to meet the required environmental standards - this will most likely be based on a car's Euro emissions standard.

Why have they come in?

Government ministers were ordered by the Supreme Court to deliver measures aimed at tackling the levels of nitrogen dioxide (NO<sub>2</sub>) in the air, following pressure by environmental groups.

The Royal College of Physicians and of Paediatrics and Child Health estimates that 40,000 premature deaths a year in the UK are linked to poor air quality.

It is hoped that each Clean Air Zone will contribute to the UK's compliance with the EU's clean air directive and will reduce levels of air pollution.

READ MORE: Engine idling - why it's so bad and what's being done. Where are they?

The five cities required to introduce a Clean Air Zone by 2020 are Birmingham, Derby, Leeds, Nottingham and Southampton, and each local authority is required to produce an initial proposal by March 2018.

## Birmingham

Birmingham City Council is currently considering how its Clean Air Zone will operate, and although the exact location of the zone is unknown, it is expected to cover at least part of the city centre. The council is yet to decide which vehicles will be charged to enter the zone.

## Derby

Derby City Council is in discussions with stakeholders to fully understand the implications of a Clean Air Zone in the city.

## Leeds

The proposed charging Clean Air Zone for Leeds would cover all roads within the Outer Ring Road, with the motorways acting like a southern boundary.

The charges will apply to HGVs, buses, coaches, taxis and private hire vehicles. Daily fees would range from £12.50 for taxis and private hire vehicles, to £100 for buses, coaches and HGVs.

Leeds City Council is also considering seeking government funding to encourage local businesses and transport operators to upgrade their vehicles to meet environmental standards. The council will submit its proposal to the government in early 2018.

Nottingham

Nottingham City Council is working with the government to establish the most effective form of Clean Air Zone, which will run in parallel with other measures designed to improve the city's air quality.

These include an 'Eco Expressway' prioritising electric buses, a Go Ultra Low Nottingham scheme intended to encourage the uptake of Ultra Low Emission Vehicles, and new cycle routes.

Southampton

The Southampton Clean Air Zone was introduced on a non-charging basis in 2017 and consists of a number of measures designed to reduce emissions while offering incentives to encourage people to become more environmentally conscious.

Access restrictions and penalty charges will be introduced in 2019, with Southampton City Council saying the charges will be set at levels designed to reduce pollution. The full extent of the Clean Air Zone, and which vehicles will be charged, will be announced in January 2018.

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