



NETWORK

October 2020

A networking tool for Activists and other interested parties

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[Acknowledgments:- George Legg, Lembit Opik, Colin Brown, Selina Lavendar, Julie Sperling, Manny, FEMA, plus anyone else I've forgotten]

Editorial

As you can see, the Network Editor is up and running with a new laptop and up to date version of Windows. Its all a learning curve. George, MAG's National Research Officer and my Network proof reader is also up and running having had his PC repaired.

Sincere thanks to everyone who contacted me offering help with retrieving my precious photos off my old laptop and Julie's help with sorting out a few problems to begin with We did have a laugh!

I'll keep this short because its going to be a lengthy edition as I've tried to retrieve as much as I can of what might have been in the September edition from various sources.

So, suffice it to say, its good to be back and I know Covid is putting more restrictions on things but we'd best hang in there and ride as much as we can because that's the ideal form of social distancing.

Be safe, ride free, *Aine G.*

November edition copy date is 25th October. Please email aineq@mag-uk.org with the subject heading of 'Network'.

Political Report from Colin and Lembit

With the Government still occupied with the Coronavirus pandemic, this issue is being used to push forward with 'emergency' road closures for motorcyclists and other road users, in the name of 'social distancing.' MAG's Policy Unit has been closely following these developments, together with others that hint at Big Brother authoritarianism at a difficult time for bikers and the rest of the petrol engine travelling community.

Road closures latest

As reported in the previous Network, MAG has become aware of a series of worrying road closures, promoted by Government and implemented by zealous local authorities. The consistent justification for these is to promote social distancing, for which, apparently, we need guidance to walk and cycle.

Leaving aside the obvious questions about what the scientific evidence is to show cycling is safer than a motorcycle (or a car) in terms of Covid-19 transmission; the major problem is the massively increased obstruction all this road space removal is causing. Anecdotal evidence has indicated that these schemes have increased journey times and congestion- with the ironic result that the process may have also increased vehicle emissions.

MAG has researched the legal situation in regard to these restrictions. We conclude that the Government has enabled local authorities to make these road closures without the usual

consultation process. This is possible because of the 'emergency' we are currently living in – namely the Covid-19 pandemic. As a result, there's not been any public opportunity to submit objections to these schemes, even though MAG members have repeatedly reported to us that their lives are being heavily disrupted by the measures.

MAG's Political Unit is clear that the opportunity to object to these measures will come once the emergency powers come to an end. At that time, we will actively support you if you have legitimate reason to object to what are technically 'temporary' measures. The councils will therefore have to consult if they intend to keep these road closures in place.

We therefore ask you to tell us if these steps have been taken in your area, and if you feel we should be taking a stand when the time comes.

It's worth noting that similar measures in Germany have fallen foul of the law and have already been the subject of orders for their removal.

Points mean prizes: but not in a good way

The Association of Police Chief Constables (PCC) is trying to gather evidence about whether you agree they should get to keep money they raise in fines for do even more enforcement work on our highways. MAG has major issues with this idea. IT basically turns fines into a money making scheme for the police.

We've seen this with speed cameras. They're sometimes put in places that don't have an accident problem, but do have lots of potential to raise vast sums of money for the authorities. If this latest idea goes ahead, then be aware it introduces a huge incentive to the police to go out and fine more people regardless of whether it makes anything safer, because the money would come back to the police service. It corrupts the system away from safety and towards making money.

The policy will submit the results of this survey to the Department for Transport Call for Evidence about roads policing. To quote the PCC: 'This survey will allow PCCs to advocate the strength of public feeling to make roads safer and give the Government the evidence it needs to act.' SO, as you can see they're already assuming you agree with the proposal! Please share YOUR view, and get as many people as you can find to reply. The survey takes about a minute to do:

<https://www.surveymonkey.co.uk/r/apccsaferoads>

Delivery Riders Union takes offence at Khan snub

Jabed Hussein who is the leading voice for delivery riders in London has complained about some rather shocking treatment he says he has experienced from the Mayor of London, Sadiq Khan. Originally, the Mayor had agreed to meet Jabed about various matters related to London's problematic policies towards road usage and the work of these riders. Jabed has informed MAG that as soon as the Mayoral election was postponed, the meeting vanished into thin air.

MAG is working with Jabed to get him heard in the Greater London Authority. Keith Prince, the Transport Spokesman for the Conservatives, has already met him and is seeking other meetings for Jabed and his people. It's a great shame that the impression has been given by the Mayor that he was only interested in meeting Jabed for votes. Whether this is the case or now, it does seem disappointing that the meeting failed to occur when the election was delayed.

Did you respond to claimed 'consultation?'

MAG is still looking for ANYONE who responded to the reintroduction of the Ultra Low Emission Zone Tax in London, and the Congestion Charge too. So far we have not found a soul, though the Officers representing Khan claim that 14,000 people responded and that they generally agreed with the reintroduction. Let us know if you replied or if you know anybody at all who did. This is an important matter of probity and MAG will not take kindly to being lied to that's what actually has occurred here.

Ever park on a pavement?

There's a consultation about the right to park on pavements. Lembit freely admits this has been common practice where he's parked his motorbike, and it might be the same for you. The proposal is to ban all pavement parking, and as things stand there's a good chance that would affect bikers too. Have your say at:

You may respond via the online survey at:

<https://www.smartsurvey.co.uk/s/2Xl2G/>

Or by downloading the response form, which you'll find, together with information about the consultation, at:

<https://www.gov.uk/government/consultations/managing-pavement-parking/pavement-parking-options-for-change>

And emailing your response form, when you've completed it, to

pavement.parking@dft.gov.uk

Or if you just want to write a letter in your own words, emailing:

pavement.parking@dft.gov.uk

The consultation closes on 22nd November 2020.

Manchester CAZ

Transport for Greater Manchester will be launching a consultation on their CAZ on 8th October. Initial indications are that it will be a Class C Zone, and thus not affect private cars and motorcycles, but we will keep an eye out for surprises. There is never any harm in putting in a supportive response if the proposal is for class C as you can be sure that others will call for a more draconian class D

Highway Code Review

Colin continues to push for open debate on the Highway Code Review and hierarchy concept. We have published an opinion article on the website (<https://www.mag-uk.org/highway-code-review/>) – please share it all over social media. The consultation is open until 27th October, but we want you to share with us your ideas for new rules or rule changes that would make motorcyclists safer or “feel” safer. The review is not asking for these ideas, but we will be making the point of suggesting them anyway in our formal response. Email Colin on cbrown@mag-uk.org with any rule changes or new rules you would like to see included. Feel free to be selfish and ignore the impacts on other road users as apparently that is how we make policy these days.

RSGB Festival of Road Safety

Colin and Lembit will be aiming to rattle a few cages at the RSGB Festival of Road Safety in November. Colin has been invited to do a podcast interview and we are working on at least one video presentation for this online event. The PTW conference has been delayed till 2021, but this online event should be free from Coronavirus measures.

<https://roadsafetygb.org.uk/festival/>

Welsh Transport Strategy

In another demonstration of the value of writing letters, MAG member Stuart Kennedy writing to Welsh Assembly Members as part of the three demands campaign led to a very productive “pre consultation” meeting with Welsh transport planners working on a draft transport strategy. Colin was able to make some useful suggestions that should be put into the draft document that is due to come out for consultation in October. Keep a look out for this consultation – we don’t know the dates yet, but hopefully we should have the word motorcycle appearing in areas other than KSI statistics.

Tangible progress with DfT

Once again due to pressure from the three demands campaign we secured a series of meetings with the DfT which culminated in an offer for MAG to take up a seat at the Road Safety Delivery Group, a place on the new Motorcycle Strategic Working Group and membership of the DVSA Bike Training and Testing Advisory Group (BikeTTAG). This represents an unprecedented level influence at the DfT that the political unit fully intends to use. As you will be aware we are not afraid of speaking up, and we now have direct access into the very heart of the DfT.

We are fully aware that we need to extend the influence to more than the road safety branch of the DfT, and this will be an ongoing process, but we have, due to the efforts of you our letter writing members, gone far further than a mere foot in the door.

We cannot expect over-night results, but we fully expect that we will be able to report many more positive stories in the coming months and years.

There is still a shocking blind spot when it comes to motorcycles in Government policy, but your political team will continue to change perceptions, challenge misconceptions and slowly bring them round to realising that motorcycles are good.

MAG PRESS RELEASES

COVID-19 Motorcycle Riding Guidelines reviewed for compliance with the ‘Rule of Six’. 25/09/2020

Review keeps the guidelines up to date with evolving legislation

In light of the new ‘Rule of Six’ regulations, the Coalition of Motorcycling Organisations (CMO) has reviewed its COVID-19 Riding Guidelines. Only minor amendments were necessary to ensure that the guidelines meet not only the moral goal of staying safe, but also remain within legislation and the spirit and intended outcomes of the law.

The Coalition has removed references to groups of 30, and now refers to groups of six in alignment with the new restrictions. Richard Gladman (IAM) and Roger Bibbings (VMCC) have checked the changes to legislation and advice issued by the Government over this recent period of announcements, and the Coalition is happy that the revised edition is fully compliant with the letter and intent of all laws and guidelines.

Commenting on behalf of Coalition members, Mario Costa-Sa, Chair of the Trail Riders Fellowship, said:

“We need to understand what is both possible and lawful as responsible organisations who are capable of carrying out risk assessments, and equally capable of making Covid-safe arrangements should our members wish. The guidelines must remain the go-to guide for those motorcycling organisations making these difficult decisions.”

The revised guidelines can be found online at <http://bit.ly/CovidSafeV3-02> . The member groups of the Coalition of Motorcycling Organisations encourage their members and all other riders to read the guidelines, and to apply the advice to their own efforts to fight the spread of the virus.

Issued on behalf of the Coalition of Motorcycling Organisations by the Motorcycle Action Group

Press and other enquiries c/o MAG at 01926 844 064 or central-office@mag-uk.org

ENDS

Notes for editors

The Coalition of Motorcycling Organisations (CMO) membership consists of representatives from the Motorcycle Action Group (MAG), the Vintage Motorcycle Club (VMCC), the Trail Riders Fellowship (TRF), the British Motorcyclists Federation (BMF), IAM, RoadSmart, the Auto Cycle Union (ACU), the Triumph Owners' Motorcycle Club (TOMCC), the Vintage Japanese Motorcycle Club and Biker Down UK.

The original White Paper “Riding COVID safe: a discussion paper” submitted to the Secretary of State on 14th May 2020 can be accessed here: <https://bit.ly/2LqZSrt>

The latest version of the Coalition’s Guidance for motorcyclists can be found at: <http://bit.ly/CovidSafeV3-02>

MAG DELIGHTED TO JOIN THE DFT ROAD SAFETY DELIVERY GROUP. 23/9/2020

The Motorcycle Action Group (MAG) has accepted an invitation from the Department for Transport (DfT) to join the Road Safety Delivery Group (RSDG). Officials offered the invitation at a meeting between MAG and the DfT.

MAG has secured meetings with the DfT as a result of concerns regarding an apparent lack of consideration for motorcyclists. Following discussions across the series of meetings, officials suggested MAG's inclusion in the RSDG.

The RSDG provides a forum for key road safety stakeholders to share knowledge and experience. The Group aims to reduce the numbers of people that are killed or injured on British roads.

Pauline Reeves, Deputy Director, Road User Licensing, Insurance and Safety, wrote in the invitation letter:

'As a leading road safety stakeholder and representative of one of the vulnerable road user groups we believe that you will provide a valuable contribution to RSDG.'

MAG Chair, Selina Lavender commented:

'I am delighted that the DfT recognises that MAG has a valuable contribution to make. MAG is now in a position to ensure that the views of motorcyclists are fully expressed. As a result, we expect positive outcomes for our members and all riders.'

Colin Brown (MAG's Director of Campaigns & Political Engagement) will attend the quarterly full RSDG meetings. Additionally, MAG will develop a significant role in the Motorcycle Strategic Working Group. This will include input to the THINK! team who deliver DfT safety messaging.

MAG also joined the DVSA's Bike Testing and Training Advisory Group prior to this latest meeting.

Colin Brown said:

'This is significant progress, not just for MAG, but the whole riding community. We now have the direct line to the heart of the DfT. Becoming a member of the RSDG is not an end in itself, but a beginning. We can move forward with renewed vigour and more influence.'

POSITIVE ENGAGEMENT BY MAG DELIVERS RESULTS IN RYE

Local MAG representatives deliver results in Rye, as proposals to close Strand Quay to motorcycles have been dismissed.

Strand Quay is a well-established gathering place for motorcycle riders enjoying the local roads around Rye and visiting the Sussex town. Steve Mallett, MAG's South East Regional Representative, engaged the town council and residents with the aim of ensuring that the views of legitimate riders were represented in discussions.

Easing of lockdown restrictions has seen bikers getting out and re-discovering their passion for riding. But meanwhile, in many places, new complaints about noise and speeding have increased, and this now familiar pattern has been emerging in Rye. The overwhelming majority of motorcyclists ride legally and responsibly, but unfortunately a minority choose to act in a way that leads to complaints.

MAG points out that noise and speeding are not only an issue with motorcyclists. For example, a recent police speeding clampdown near Rye caught mainly car drivers. It is noted that a tiny minority of riders endanger efforts to promote the image of motorcycling, but Steve Mallett and other MAG members will work with the local community to find solutions to the problems.

Rye Town Council approached MAG in early June, and Steve Mallett, along with Colin Brown, MAG's Director of Campaigns & Political Engagement, joined a virtual meeting with Councillors in July. Steve joined a further virtual council meeting on August 24th, and at this last meeting, Councillors voted against proposals to close Strand Quay to motorcyclists.

Ongoing initiatives

More importantly, ongoing initiatives have been agreed. Rye Town Council appreciates the business that bikers bring to the local economy and Rye does welcome motorcyclists. The issues of speeding and excessively loud exhausts need to be tackled, however. Steve Mallett said:

“I found the whole process very positive. The council recognises that the behaviour of a minority should not affect all riders. We at MAG will do all we can to encourage riders to respect local residents. We will support a ‘Rye meets the bikers’ event that the Council is planning at some point in the future. Building mutual understanding and respect will be key.”

MAG Chair, Selina Lavender, said:

“Steve’s work shows that positive engagement is the forte of MAG groups. It is wonderful to see local MAG groups taking a progressive approach to dealing with such issues. Once again MAG has shown its value – not just to riders, but also to the wider community.”

I’d like to add my sincere thanks to everyone who worked so hard to ensure the Yorkshire Pudding went ahead. I cannot even hazard a guess as to how much dedication it took to enable this event to happen and all those in MAP and Yorkshire should be commended. Thank you so much guys for your tenacity and dedication – amazing. AineG xx

Despite current concerns over Coronavirus and appalling August weather, last weekend saw **the Yorkshire Pudding Rally** go ahead without incident.

The Yorkshire Pudding Rally, held at Escrick Estate near Selby, traditionally takes place on the first weekend in August but, due to Covid-19 restrictions, which have decimated this year’s biking calendar, the event had to be rescheduled to August Bank Holiday weekend.

Before organisers could confirm the new dates, they worked closely with all relevant authorities to ensure that they had a plan to make sure riders would have a rally to attend this summer.

Authorities satisfied and risk assessments inspected with a fine-tooth comb, the weather then did its best to scupper proceedings! Weather reports predicted the lowest August Bank Holiday temperatures on record, and throughout build-up and rider arrival, there was heavy rain and strong winds.

Over a thousand riders attended this weekend event and managed to enjoy themselves under the unusual circumstances. Everyone arriving had their temperature checked before being allowed entry, there was a winding path to the bar, and rally-goers were reminded to stick to groups of no more than six and within social ‘bubbles’. None of these measures phased those in attendance, who regularly stopped marshals to express thanks to everyone involved for putting a rally on and brightening their lives. As was expected, there was a visit from local officials, who left satisfied that all measures were in place and being followed.

MAG is truly grateful to the organisers for their untold hours and patience dealing with the authorities and getting the go-ahead for the event, the marshals for their dedication, the traders and bands, and the riders who attended and gave so much positive feedback on the event.

MAG Chair, Selina Lavender, said ‘It’s taken the dedication and hard work of many people to put this event on and there’s no underestimating the amount of joy this has brought to those attending the event. Those present attended because they’ve missed meeting in a field, and they were all fantastic, following the guidelines and showing respect to everyone else on site.’

***** IT IS WITH THE GREATEST OF REGRETS THAT WE HAVE TO INFORM YOU THAT FARMYARD PARTY 2020 IS CANCELLED FOR REASONS BEYOND OUR CONTROL *****

Late this afternoon (Monday 7th Sept) we received a telephone call from Ryedale District Council Licencing Dept. informing us that due to the recent increase in the R (infection) rate in the Ryedale area, their SAG (Safety Advisory Group) in conjunction with the Director of Public Health for North Yorkshire, have regrettably withdrawn support for this year's Farmyard Party. Whilst they are only there in an advisory role we fully respect their decision and it would be wholly irresponsible of us to proceed without their full support. As a result of this decision our Event Liability Insurance is no longer valid which automatically puts an immediate halt to the event.

We realise this will come as a huge disappointment to many of you, it certainly has to us, but our hands are tied, we need to preserve the longer-term future of our events and we hope that you support us in this decision, and will continue to support us in the years to come.

A huge thanks again from all of us and we look forward to seeing you in a field in 2021, till then stay safe.

Please allow us a few days to respond to any questions, as we have a lot of traders, caterers, bands, marshals etc. to communicate with in the meantime. We will make a full statement over the next few days when the written notification has come through from Ryedale District Council.

WHAT CAN I DO WITH MY FARMYARD PARTY 2020 TICKET(S)...

1. Simply keep your existing ticket(s) (including upgraded tickets) and use them for Farmyard Party 2021 (Provisional dates 18th – 20th June 2021) – new ticket(s) will not be issued, your 2020 ones will be valid

2. Donate the ticket cost to MAG – please email enquiries@mapevents.co.uk with your ticket numbers to notify us of this intention OR return your tickets to the PO Box*below with DONATED written on the back

3. If tickets were purchased from a MAG REP or one of our OUTLETS/SHOPS:

Return them to the PO Box*below for a refund** – Please enclose a note or write on the back of one of the tickets your name, sort code, bank account number and a contact phone number

4. If tickets were purchased ONLINE VIA OUR WEBSITE with a debit or credit card or with a cheque via the PO Box:

Return them to the PO Box*below for a refund** (excludes booking fee(s), these are retained by our 3rd party booking agent)

* MAP EVENTS, PO Box 247, Beverley, HU17 6BB, please write your contact number on the back of one of the tickets.

**REFUNDS WILL BE ISSUED FOR ANY TICKETS RETURNED TO THE PO BOX BEFORE 31st OCTOBER 2020.

For all enquiries call 0800 988 3199

More words from The Chair

October marks Julie Sperling's ten-year anniversary working for MAG. Julie's role has evolved quite a lot over those years, and I'm sure that when she joined she did not envisage becoming our Executive Officer!

Many of you will have dealt with Julie over the phone or via email. We are truly lucky to have her: she takes on every task we throw at her, she is dedicated, hardworking and honest.

Thank you Julie on behalf of all the members.

And, sincere thanks from me Julie.

Julie has always helped me when I've needed it and we've had a laugh as well which makes all the difference. Aine, Network Ed, xx.

Expired driving licences automatically extended by 11 months

Photocard licences or entitlement to drive that expires between 1 February and 31 December 2020 have been extended for 11 months from the date of expiry.

Published 1 September 2020. From: [Driver and Vehicle Licensing Agency](#).

Under the changes, drivers whose photocard driving licence or entitlement to drive runs out between 1 February 2020 and 31 December 2020 will have their entitlement automatically extended from the expiry date, for a period of 11 months. Drivers do not need to apply to renew their licence until they receive a reminder before their extension expires.

The [initial extension](#) expired at the end of August. This has now been further extended to the end of the year under temporary changes announced by DVLA today (1 September 2020).

DVLA Chief Executive Julie Lennard said: "Being able to drive is a lifeline for millions of people and this further extension will ensure that in these continued uncertain times, drivers don't need to worry about the admin or the associated costs with renewing their licences.

The temporary extension is automatic, and drivers do not need to do anything. Drivers who have already applied to renew their photocard driving licence or entitlement to drive can usually carry on driving while we process their application, providing they have not been told by their doctor or optician that they should not drive.”

Notes to editors:

The initial extension from the EU expired at the end of August and we have now agreed a further extension with the EU to the end of December.

The extension only applies to full driving licences, not provisional driving licences.

If a driver applies to DVLA to renew their photocard or their entitlement, they can continue to drive while DVLA is considering their application, providing they have not been told by their doctor or optician that they should not drive. Further information is available [here](#).

By law, all drivers must ensure they always meet the medical standards for fitness to drive when driving. Information about driving with a medical condition is available on [GOV.UK](#).



AN INTERESTING ARTICLE THAT MANNY (Yorkshire Regional Rep) HAS FOUND, WRITTEN BY By John Milbank OF BENNETTS. The only thing being, as someone pointed out, the one thing that’s missing is ‘waterproof’ clothing!!

Motorcycle clothing: The CE approval law explained

It could be argued that a large proportion of motorcycle kit available for the last 24 years was, technically, not legal. Since 1994, any garment described as Personal Protective Equipment has had to be demonstrably able to meet a CE standard – in the case of

motorcycle jackets, trousers, and one/two-piece suits, this has been by testing to EN 13595. But most bike kit has been sold as being 'non-protective', with only the armour being tested to CE-standards.

The dodgy part comes from the fact that many manufacturers' marketing departments – and the motorcycle media – had been describing these garments as protective, leading to confusion for the consumer.

From 21 April 2018, new legislation came into force that should at least see the beginning of the end for this confusion.

We spoke to Paul Varnsberry, technical director of PVA-PPE Group, which provides advice to companies around the world looking to sell protective equipment within the EU. Paul was originally involved in the manufacture of motorcycle clothing, running his own business for ten years – Swift Leathers – which at the time was a high-end made-to-measure manufacturer. He later helped to establish a range of off-the-peg CE-marked motorcycle clothing with RS Performance Protection, then in 1996 went freelance as a Personal Protective Equipment (PPE) consultant covering various fields, including industrial, sports, police and motorcycle.

“For years, the choice of motorcycle kit has been down to CE – Conformité Européenne or Caveat Emptor,” Paul tells us. “You could buy something that had been independently tested, or you could judge the quality for yourself.

Employers have long had an obligation to provide staff with PPE where necessary, hence police riders for instance using CE-approved BKS and Hideout leathers. But as the standards were very tough, consumer bike kit has generally been sold as not being protective to avoid being deemed PPE.

“The European Commission had 20 years' experience of how the motorcycle industry – en masse – had tried to avoid its legal obligations under the 89/686/EEC Personal Protective Equipment Directive of 1989. This is presumably why, in January 2016, it got the MEPs in European Parliament to say that from 21 April 2018 – the date of full implementation of the new PPE regulation 2016/425 – all motorcycle clothing would be PPE, and must be independently tested and certified by an independent body.

“The Commission presumably looked at all the loopholes that the industry had used, and how to close them. The only item of motorcycle clothing now that will not be deemed to be protective clothing is specific, dedicated rainwear with no other purpose, and no capacity to take any form of protector. Just an outer shell that keeps the wet at bay.”

What about wax cotton jackets?

“If there are no protectors in there, it's a rainproof garment,” says Paul, “because of course wax cotton is also worn as a fashion and shooting accessory. It just so happens that some people wear it on a motorcycle because it fits in with the style and era of their bike. But if it's described in any way as being for use by bikers, it's PPE.

“There are still one or two exclusions, but the Commission and European parliament have evidently looked very closely at where exclusions had been mischievously applied, and they have dealt with it.”

Is this going to make bike kit more expensive?

Potentially, it could have done, and many brands will have seen costs increase. For a start, everything has to be tested and certified, but also, compared to the testing fees that those companies already making products to EN 13595 have paid, the new testing process could

have cost as much as three times more; however, competition in the marketplace among test houses has kept a check on fees.

In addition, the more data companies get, the more they can implement what they've learned into new products and spread and recoup the costs involved. It should also be pointed out that some of the first companies to release fully CE-approved kit – like RST and Hood to name two – showed no noticeable increase in costs to their consumers.

Who's behind all this?

The regulation that says all bike kit is now Personal Protective Equipment is from the European parliament. The way manufacturers can comply with this legislation is through standards set by the European Committee for Standardisation (CEN), which is a separate body to the parliament in the same way that the British Standards Institute (BSI) is not a government body, rather a separate business that happens to be the national standards agency. CEN's membership is made up of all the national standards bodies in the European member states, which also includes DIN in Germany, AFNOR in France, UNI in Italy etc, as well as BSI.

CEN commissioned a working group (WG9) – made up of the interested parties in motorcycle clothing, like manufacturers, test houses etc – to come up with the standards required for motorcycle clothing.

Regulation 2016/425 is the legislation with which all bike kit must be comply. prEN 17092 was the provisional draft of a testing method that, if met, enabled a manufacturer to comply with the regulation, and their products to be CE approved. Put simply, from 21 April 2018, all kit should have had proof that it's protective.

Initially, proof came from either already having been certified to EN 13595 (until April 2023 when existing certificates, issued under the PPE directive, become invalid), or by certifying to the new standard, prEN 17092, which from March 2020 became EN 17092, as it's no longer provisional.

EN 13595 was expected to continue to run alongside EN 17092, but was withdrawn in error by the European Standards agency, with efforts being made to correct the mistake so that it can still be available to certify new clothing, or update the existing 'EC' certification to 'EU' under the new regulation.

But it was just a draft standard when this started

“As of April 2018, there was a lot of stability in the draft standard,” says Paul, “and it was much the same as it was around the middle of 2017.” Earlier than that, and prEN 17092 was evolving extremely rapidly – goal posts sometimes moving on a weekly basis – making it very difficult for companies to adapt their product lines, especially given a typical two-year or more design and production cycle.

After a series of delays, prEN17092 was finally circulated to the National Standards bodies of the EU Member States for final approval, and EN 17092:2020 was published in March 2020.

“The draft standard was a logical approach,” says Paul. “If you met the draft standard, and there were any minor changes by the time the final standard was published, all you did was retest those affected material or components. Or it was just a paperwork exercise.”

With Brexit, can't we just ignore all this?

Any manufacturer in any country – including the UK, China, USA, India etc – who wants to sell motorcycle clothing to members of the European Union from 21st April 2018 – regardless of whether they're selling online or not – must comply with Personal Protecting Equipment Regulation 2016/425.

A small UK company that wanted to seriously limit its potential for growth might think it could decide to ignore the European Regulation and only sell to UK customers after we leave the European Union, but that might not be the case. The British government said that from 29 March 2019, all existing EU legislation in place on that date would be automatically adopted into UK law, then over the following weeks, months and years, Parliament will sift through it in order of priority to decide what to keep, what to modify and what to repeal.

Also, the British Standards Institution (BSI) has already made it clear that it will (sensibly) continue its membership of CEN, regardless of what decisions are made about our country's future. So BSI will continue to contribute to the development of European standards and generally publish them as British Standards (as they have done in the past).

For two years after the end of the Brexit transition period, the CE Mark will continue to remain valid in the UK, but during that time the UKCA (United Kingdom Conformity Assessed) Mark will be set up, and will replace the CE Mark for the UK market.

Finally, the majority of European brands assemble their products in Asia, so if they're making a jacket with a CE mark for 27 member states, they're not likely to make a different one for the small UK market, although they will in time need to dual label their products with the CE and UKCA marks to cover both bases.

Why was this dumped on the industry at such a late hour?

Some might argue that it wasn't. Anything deemed personal protective equipment has always had to meet PPE Directive 89/686/EEC, which was introduced 21 December 1989, and fully implemented 30 June 1994. To comply with this legal requirement, jackets, trousers, one and two-piece suits needed to be tested to EN 13595:2002.

Boots needed to meet EN 13634:2015, gloves EN 13594:2015, elbow, knee, hip and shoulder protectors to EN 1621-1:2012, and back protectors to EN 1621-2:2014. EN 1621-4:2013 covers lanyard-activated air bag protectors, while EN 14021:2013 is for specialised protectors like those used off-road.

Besides testing and certification being a cost to factor into production, many products – particularly some textiles – simply wouldn't meet the required standards. So manufacturers just avoided saying their products were protective (you'll often find a label saying the product isn't meant to be protective).

This was confusing for customers, compounded by some brands placing huge 'CE-approved' labels in the garments that related to the armour, not the clothing. Others got into the habit of declaring their brand as a manufacturer of CE-approved PPE on the label of a product that was not certified. Some even used spurious testing standards, like declaring gloves as being CE-approved when they simply met EN 420's industrial standard for dye-fastness.

Motorcycle clothing either had to become a lot tougher – and heavier – or the industry needed to agree a new set of standards that its products could meet. A committee had been trying to come up with these since 2010. In January 2016, the European Parliament made the decision to put an end to any ambiguity and forced the industry to take immediate action.

How does the new testing compare to the previous standard?

EN13595 uses two test levels, with the body divided into four zones: Zone 1 must have impact protectors, and along with zone 2, needs to last four seconds on the Cambridge Abrasion Machine to meet Level 1 protection, and 7seconds to meet Level 2. Zone 3 requires 1.8seconds for Level 1 and 2.5 for level 2, while zone 4 can be used for ventilation and stretch panels, but must still last 1second on the abrasion rig for Level 1, and 1.5seconds for Level 2.

EN17092 has five test levels, covering three key zones of the garment – Zone 1, Zone 2 and Zone 3, with samples tested on a Darmstadt machine that spins them at a set speed until they're dropped onto a slab of control concrete where they slow to a stop.

Classification AAA: The highest level, with the machine spinning at 707.4rpm (the velocity of the sample holder being equivalent to 120km/h) in Zone 1, at 442.1rpm (equivalent to about 75km/h) in Zone 2 and at 265.3rpm (equivalent to around 45km/h) in Zone 3.

Classification AA: More suited to touring gear, this specifies Zone 1 at 412.6rpm, 265.3rpm in Zone 2 and 147.4rpm (the equivalent of around 25kmh) in Zone 3.

Classification A: Deemed suitable for urban riding, with Zone 1 requiring 265.3rpm and 147.4rpm in Zone 2. There's no requirement for abrasion resistance in Zone 3 materials.

Classification B is the same as A, but impact protectors are not required.

Classification C covers garments such as the mesh under-suits that have impact protection for off-road riding.

It's important to understand that the velocity of the sample holder is not a true indication of the speeds at which protection will be provided in a slide along the tarmac in the real world. Experts like Paul point out that it's inadvisable to suggest that speeds, times or distances calculated from laboratory tests will be achievable in real world incidents, simply because one uses controlled conditions and a single specification of abrasive surface to generate data, while the other occurs in chaotic circumstances that can involve multiple factors influencing the outcome.

Having had hands-on experience of the concrete bed used in testing, I agree that it feels less abrasive than the tarmac typically found on UK roads.

For the full article, along with photos of PPE labelling go to:-

comments at the end.

<https://www.bennetts.co.uk/bikesocial/news-and-views/features/product/motorcycle-clothing-the-ce-approval-law-explained> Manny.



Free Magazine Offer

Are you a non-MAG member? Would you like to receive a free copy of a back issue of "The Road", the magazine of the Motorcycle Action Group? It features road tests and news from the motorcycling world as well as details of our campaigns and membership activities. To receive a free, no obligation copy of a back issue please email your name and address to magazineoffer@mag-uk.org. One copy only per person, while stocks last. If you enjoy what you read, and would like to receive further copies, please see membership details included with the magazine.

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F E M A

Did you know that a wet road can have the same road grip as an icy winter road? The poor friction can be a result of bleeding asphalt, loose gravel, diesel spill et cetera.



To raise awareness amongst riders about friction, FEMA member SMC, the Swedish Motorcyclists Association, and the company Roadfriction made a film together. They want everyone on a powered two-wheeler to know to ride carefully on wet roads and also to report slippery roads and streets to the road authorities. During this summer SMC has received loads of phone calls and emails about slippery roads. Unfortunately, there are also several riders who have crashed and injured themselves, their passengers, and damaged their vehicles because of slippery roads.

There are several reasons for the poor friction:

- Bleeding asphalt
- Loose gravel from road maintenance
- Maintenance methods that involve weeks of loose gravels on paved roads
- Supporting roadsides made of gravel that is dragged out on the roads in curves on narrow roads

The Swedish Transport Administration published an action plan towards slippery roads in summer in 2014. They have also made stricter regulations for the entrepreneurs. But this is not enough. On many roads, roundabouts and streets it seems like the only action to improve road friction is to install a warning sign. In some places the signs been there for as long as 10-20 years.

SMC wants everyone who is out on the roads on two wheels to pay attention to the roads. Even in the middle of summer, a road can actually have the same friction as a ski track. This is something that no one is expecting. This is not something you can be prepared for, no matter how skilled you are as a rider.

*Written by Maria Nordqvist (SMC). Photograph by Jesper Christensen (SMC)
Movie: SMC and Roadfriction.*

French motorcyclists: 'To defend our freedom, we must respect others'

FEMA News: August 4, 2020



The excessive noise of some bikes can lead to bans for motorcycles. The French motorcyclists' organization [FFMC](#) (member of FEMA) launched a campaign to point out that the only way to get respect is to respect others.

If the weather is nice, it's the perfect opportunity to get the bikes out, take beautiful rides, and meet in cool places in the region. This often leads to the concentration of many motorcyclists in one place, which can lead to complaints by residents about the excessive noise of some bikes.

'Certain individual behaviour has a negative impact on the entire biker community'

The noise level produced by concentrations of motorcycles is less and less supported by residents and petitions are being organized. Under pressure, politicians might want to ban motorized two-wheelers from certain places or roads.

Just call it motophobia and hop, that's the end of the story? Let's be honest: the excessive noise and behaviour of some bikes and bikers can be unbearable. A lack of consideration for others on the part of a small part of the biker population, and it is the entire biker world that shoots itself in the foot. A peril not to be overlooked, at the risk of expanding prohibitions and other limitations on travel.

Of course, the issue of noise cannot be boiled down to the simple question of the behaviour of some. There are also:

- bad approval standards,
- manufacturers who cheat a little with these standards,
- unlicensed exhausts,
- the repetitive aspect of noise for the residents of 'biker roads',
- tampered exhausts,
- exhausts with the dB killer removed,
- less tolerance for noise, et cetera.

'If we want to defend our freedom, we must respect others'

In short, the problem is complex, and we want to move forward with all the players in the two-wheeled world, to encourage responsible practice, without blaming each other. The simple question of [standards](#) is complex, but if we want to defend our freedom, we must respect others.

FFMC does not want to be a lecturer; it leaves everyone in charge of their choices. But it cannot condone certain individual behaviours which have a negative impact on the entire biker community and which ultimately only leads to limiting our freedom to move.



If for you 'it's the explosion', the passer-by takes everything in the eardrums. To be respected, let's respect others.

Are all the symphonies really to everyone's taste? To be respected, let's respect others.



Even if for you it makes a nice sound, this is not necessarily the opinion of all! To be respected, let's respect others



Let's preserve our sympathy capital. To be respected, let's respect others.

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

Cyprus police bans bikes on certain roads to control noise pollution

FEMA News: August 19, 2020



Motorcyclists on Cyprus do not accept the ban on bikes and quads that the police implemented on certain roads to control 'noise pollution'.



A Cypriot police officer

On 13 August 2020 the deputy chief of the Cyprus police issued a decree banning the use of motorcycles above 125cc in certain areas at specific dates and times during the holiday season all over Cyprus, due to complaints by various residents about noise and disruption, especially at night.

The Cyprus Motorcycle Rights Club (CMRC), a member of FEMA, issued a written letter of protest to the ministry and the chief of police, stating that motorcyclists are being targeted as a community, due to the problems caused by a few outsiders. CMRC asks the decree to be either cancelled completely or amended, pointing out that a better solution would be intense policing of the areas and the soonest implementation of periodical technical inspections:
<https://cmrclub.weebly.com/>

Letters of protest were also sent by various motorcycle clubs and organizations affected by the decision, thus making it clear that this was not a well-thought-out plan, lacking communication with the relevant parties involved and lacking any intention of co-operation between the police and the motorcycle community in Cyprus in order to find alternative solutions to this, but also for any other existing or future problems.

CMRC immediately carried out a meeting with the presidents of almost all motorcycle clubs and organisations. It was a big success in participation and in agreement about our course of action.

'The ban is a clear violation of our basic human rights as free and law-abiding citizens'

CMRC raised the following questions:

- Why should motorcyclists be punished in order to solve the inability of the police department to control a few misfits? The overwhelming majority of motorcycle riders are law abiding citizens, carry a driving license, pay road tax and insurance, and obviously adhere to all safety rules and regulations. We consider this decree unconstitutional and a clear violation of our rights as citizens of the Republic of Cyprus.
- What about citizens who use the motorcycle as the only way to commute to work in the specific areas mentioned in the decree? How can they commute since there is no public transport after 23.00h?
- What about citizens who run a motorcycle rental business as a means of income? How can they survive financially especially after the big hit in economy due to the various COVID-19 restrictions the past few months?
- How can the police justify the noise levels of any motorcycle without the use of a decibel reader? Is this available to them?

- What about the increase of traffic which will occur due to the ban? The use of motorcycles and bicycles is the primary solution to traffic jams.
- What about the noise from modified cars and their owners who stage illegal speed competitions, especially at night? How does the police intent to control this problem?
- What about the noise and disruption from large groups of underage people gathering systematically at these specific areas? Many of them also ride motorcycles, but up to 125cc and many of them do not have a license or have modified their bikes to maximise noise to show-off to their peers.
- What about other areas in Cyprus which will have similar problems if the decree takes place, due to the fact that riders will re-route through other areas? Do these citizens have fewer rights than others? What about the noise levels there?



CMRC's letter of protest and the results of the above meeting was sent to all media outlets on the island and CMRC 's president Marios Constantinides appeared on tv for an interview on the matter.

CMRC managed to set up a meeting with the chief of police on 18 August but were disappointed to find out he had only ordered the amendment of the decree. The change was to exclude all rental business and to decrease the dates and times of the ban. CMRC did not accept this; although it is an improvement, it is still a clear violation of our basic human rights as free and law-abiding citizens.

CMRC 's president Marios Constantinides (in the middle in the photo) says: "A carefully co-ordinated protest ride was agreed between all motorcycle clubs and organizations. The ride will take place on Friday 21 August 2020 at 19.00 h at the restricted areas in each city all over Cyprus to demonstrate our determination, unity and objection. All of us stand united against this decree and we will continue to protest and object to any order that discriminates against the biker community of Cyprus and puts us on the side lines of society with the stigma of trouble makers."

In support of the Cypriot motorcyclists' community, FEMA's General Secretary Dolf Willigers has written a letter to the chief of police, condemning the bans. Click [here](#) to read the letter.

Photograph police officer by WikiMedia Commons. This article is subject to FEMA's copyright.

Swedish motorcyclists: 'illegal riding, drink and drugs are a big cause of accidents'

FEMA news: September 9, 2020

In Sweden one third of the riders in fatal accidents didn't have a valid license. In the group without a license 73% were drunk, had used drugs or both.

The 13th International Motorcycle Conference of the IfZ is not taking place in Cologne as usual, but – due to Covid-19 – it is a digital conference with online presentations. Here you

can find presentations about safety and technique from different parts of the world:
<https://www.ifz.de/international-motorcycle-conference/>



Maria Nordqvist, political secretary at SMC.

One of the presentations comes from one of FEMA's members, SMC Sweden. Maria Nordqvist describes the facts behind fatal and seriously injured riders. SMC has collected and analyzed accident data from indepth studies, from STRADA (Swedish Traffic Accident Data Acquisition) and compared these accidents with information from the vehicle and licence register.

In the presentation Maria shows that one third of the riders in the fatal accidents the rider didn't have a valid license. In the group without a license 73% were drunk, had used drugs or both. In this group 77% were riding an illegal motorcycle.

The share of riders without a license is also high (about one third) among the severely injured riders. In this group many were riding a motorcycle they didn't own and 21% of them were not legal to use on the roads. This is totally different to the Swedish riders in general who are safer than other road users according to several studies.

SMC states that it is obvious that traditional road safety measures do not work in this group. Measures like lower speed limits and more median barriers will not reduce these accidents. A complicated and expensive license education is counterproductive and is not a solution. It is important to raise awareness about the problem and the high risk of serious accidents.

In the conclusions SMC asks for

- A common position that education and license is important for safety.
- Annual stats are needed for all road users – to make the right decisions.
- Which group should be focus for the police?
- Increase access to education and tests.
- How can all systems and stakeholders work together to minimize the problem?
- Cooperate with the riders – we want safety!

For the SMC paper (pdf) go to: https://www.femamotorcycling.eu/wp-content/uploads/documents_library/IMC2020-Session4-Accidents_Sweden.PDF

You can watch the presentation (13.34 minutes) on You Tube at:
https://www.youtube.com/watch?v=jyys9qDMCc8&feature=emb_logo

Top photograph courtesy of [Motorcycle Legal Foundation](#)

Looking for urban mobility solutions? Try motorcycles!

FEMA news: September 23, 2020



'Walk, cycle or use public transport'. That is the mantra that politicians nowadays recite when it comes to urban mobility.

When we all walk, cycle or use public transport, all problems will vanish into thin air. It's a kind of detergent to clean the streets in our cities, the air and whatever more you can think of. It's not that we have anything against walking, cycling or using public transport, we even do it ourselves when it's convenient. But to think that all urban mobility challenges are solved with this is not very realistic.

First: walking and cycling are good for short distances. The average citizen will not walk or cycle for more than half an hour. This means about two kilometres walking or seven kilometres cycling in an urban environment, with not too many traffic lights or busy crossings. Does this seem little to you? Try it yourself, you will be surprised.

Public transport is good as well, for both shorter and longer distances, provided that lines and stops are there where you need them. As long as you go from a location in a city to another location in a city this is most likely the case. You can only hope for not too many transfers and waiting times between them.

It all becomes very different when your destination or your starting point is not in the city. Then you suddenly have to deal with longer distances, lacking bus, tram, underground or train lines and stops. You will be confronted with almost impossible multi-modal 'solutions', lines of public transport that take long detours, with many transfers and long waiting times in between them.

That's when you feel a need for a customized solution, like a car or a powered two-wheeler. Cars are very inconvenient in the city. As we all know: there are too many of them, they take up too much space on the road and to park and all those idling engines are very bad for the air quality.

Motorcycles are not part of the problem, they are part of the solution and should be treated that way!

That leaves the powered two-wheeler. For short distances moped scooters, e-bikes or (small) motorcycles and scooters are very convenient, for longer distances the motorcycle or motor scooter are the best solution. We proved that in 2014, in 2017 and in 2019 with our mobility tests. Almost every time our testers took a typical commuters' route with a car, a motorcycle, a moped, a bicycle or with public transport, the motorcycle was the fastest way to get into the city. Public transport was no competition at all. For commuting, an electric scooter or motorcycle will use less energy than public transport and in the end pollute less too.

This is why we oppose this 'walking, cycling, public transport'-mantra. It's just not true that the solution is only offered by these three ways of mobility. Motorcycles are not part of the problem, they are part of the solution and should be treated that way!

Video: https://www.youtube.com/watch?v=P3tAyGMnGWY&feature=emb_logo

Written by [Dolf Willigers](#).

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Top photograph courtesy of BMW

Norwegian motorcyclists will educate high school students

FEMA News: September 24, 2020



Students in Norway will be educated about riding gear, riding strategies, peer pressure and road safety, in a program developed by the authorities, a university and motorcyclists.

The Norwegian Road Authorities, Nord University and NMCU have started a pilot project on raising safety awareness related to moped and A2-motorcycle riding

The pilot was originally planned for Spring 2020, but for obvious reasons, this was postponed. However, on September 12, the project partners met for a kick-off at Nord University. In addition to a full review of the pilot content, the partners also discussed how the target youth group could be accessed and engaged. The awareness program is centred around a one-hour session for first-year high school students (aged 16), highlighting issues as diverse as riding gear, riding strategies and peer pressure.



Odd Terje Dovik

NMCU president Odd Terje Dovik said: “The goal is two-fold: to raise the youth’s awareness of these and other safety issues, and to increase our own understanding of the target group’s attitudes and experiences. This will of course also help us further develop the program.”

Odd Terje continues: “The high school timetables were quite full even before Covid-19, and the present pandemic has not made it easier to gain access, even for a national agency like the Norwegian Road Authorities. We nevertheless think the high school arena is the best place to start and will work hard to get in at a few schools this year, hopefully paving the way for a broader, national implementation.”

[NMCU](#), the Norwegian Motorcycle Union, is a member of FEMA.

UK’s first ‘Dutch-style’ roundabout with priority bike lane opens in Cambridge

RAC: 3rd Aug 2020

A ‘Dutch-style’ roundabout giving priority to cyclists and pedestrians over drivers has just opened in Cambridge, a first for the UK.

Drivers must give way to bicycles when entering and exiting the roundabout at the red cycle lane that circles the junction.



All entry and exit roads feature narrowed lanes to encourage motorists to reduce their speed and take more time to adjust to other road users.

The new roundabout is found at the meeting of three major roads; Queen Edith's Way, Fendon Road and Mowbray Road.

A central over-run area will allow larger vehicles to manoeuvre round the roundabout.

Cyclists commuting to nearby Addenbrooke's Hospital and Cambridge Biomedical Campus will also benefit from new safety features, including zebra crossings on every arm of the junction.

Although bicycles are given equal priority with pedestrians, cyclists must slow down and check roads are safe before crossing.



Image: CambridgeshireLive

Cllr Lis Every, vice-chairwoman of Cambridgeshire County Council, cut the ribbon at Fendon Road last Friday alongside cycling supporter cllr Noel Kavanagh and Koen Guiking from the Embassy of the Kingdom of the Netherlands.

Dutch consultancy firm, Royal Haskoning co-developed the junction using standards from the Dutch Institute for Road Safety Research.

Speaking at the official opening, Cllr Ian Bates said: "I am delighted to see the completion of improvements to this roundabout, which aim to improve safety at this busy junction and encourage more people to walk and cycle.

"It is great to see Cambridgeshire leading the way in implementing the first truly Dutch inspired roundabout that improves safety for vulnerable users, ahead of recent nationally published Government guidance that strongly promotes this type of infrastructure."

Cycle-friendly road layouts and better protection for riders looks set to become the new norm on UK roads, as Boris Johnson urged motorists to "be courteous" to cyclists at the launch of a recent campaign: <https://www.rac.co.uk/drive/news/motoring-news/pm-urges-drivers-to-be-courteous-towards-cyclists/>

The Prime Minister unveiled plans to spend £2 billion to improve cycling infrastructure and establish 12 'Mini Hollands' to support commuters returning to work as lockdown measures begin to ease.

In October 2018 the government announced a review of the Highway Code in an effort to enhance road safety for cyclists and pedestrians.

The review encouraged drivers to adopt safer passing practices and use the 'Dutch Reach' method when opening their cars.

This is a way of opening your car door with your left hand to force you to look over your shoulder for passing cyclists.

At the time Nicholas Lyes, RAC head of roads policy, said:

"There should be an expectation that all road users follow the laws of the road, but from a motorist's point of view, giving extra space when overtaking, not blocking bike boxes at junctions and always checking mirrors for cyclists will go a long way in improving safety on our roads.

"RAC research shows one-in-five drivers cycle relatively frequently and many cyclists likewise use a car, so it is also important that efforts are made to try and end the 'us versus them' narrative, whereby drivers are pitted against cyclists and vice-versa, when the reality is that motorists and cyclists are simply road users trying to complete a journey safely."

Would you welcome more of these safer junctions in your area, or are you worried that they'll increase traffic? Let us know what you think in the comments.

Do we still need road signs?

TRL: Published on 10 August 2020

Dr Shaun Helman takes a look at the purpose of road signs in the first of a "back to basics" series exploring some essential transport issues and busting a few myths.



On first consideration, road signs seem critical to the proper functioning of the road system. Another point of view is that like 'paying with cash' they are a relic, no longer required in the world of connectivity, satnavs, driver assistance systems, and (soon) fully automated cars which drive themselves.

Of course road users require information. The question is, do we still need physical road signs to provide this? In this short article, I'd like to try and answer that question, and along the way consider road signage from a number of perspectives.

Roads signs, surprisingly, are a rite of passage

We probably don't think much about road signs until we learn to drive. When we start learning though, they take on great importance. They become one of the barriers to the rite of passage that is obtaining a driving licence. To pass the driving theory test, a learner driver

will need to prove that they understand the meaning of (a sample of) road signs. Until this barrier is passed, even booking a practical test is not possible, let alone passing one. The reasoning behind this, one might think, is that the driving test is measuring critical skills which people need in their later driving careers. Well, not necessarily. Shinar et al. (2003) studied sign comprehension in multiple countries and groups including novices and older, more experienced drivers. They found that more experienced drivers almost always performed worse than novices; the levels of sign comprehension when learning would appear to be more than is needed in later driving.

People actually use road signs (sometimes)

What about warning drivers of hazards on the road ahead? Here there does seem to be a plausible role for signs to play. For example, some clips in the UK's hazard perception test make use of signs which, when combined with a vehicle in the scene, can be used to predict a developing hazard. We know that drivers use signs to guide their driving style in risky situations too. For example in one of my earliest projects at TRL (Helman et al, 2010) we had drivers in an instrumented vehicle drive a part of the A377 in Devon, through a number of bends known to have a high risk of vehicles leaving the road. The amount of warning signage and other treatments on a bend led to drivers choosing slower speeds, even when the effect of the actual geometry of the bend was taken into account; in other words, people slowed down when signage warned them to. Neat.

The importance of road users being able to see road signs is not lost on cutting edge projects looking at vehicle automation either. For example in the Helm UK Truck Platooning project, TRL is assessing what impact platoons of lorries will have on the ability of other road users (and the truck drivers themselves) to see road signs and, critically, whether that matters.

Automation on vehicles will not eliminate the need for signs soon.

One line of thought is that we will no longer need road signs at all when vehicles begin to use greater levels of automation than in (relatively simple) platooning. However in the forthcoming EU General Safety Regulation the Intelligent Speed Assistance (ISA) systems included will actually require visible speed limit signs to be readable, even though manufacturers can use other methods such as databases of speed limits to help (see Seidl et al., 2017 for the report TRL prepared to underpin this regulation).

Things get interesting when we look at forthcoming 'truly automated' vehicles which drive themselves. Some companies, notably TESLA, are working on camera-based systems while others are focusing on LIDAR. The mix of technologies used in sensor suites on these vehicles may have an impact on what kinds of signage we need on future roads (camera-based systems, for obvious reasons, work best with current sign designs). TRL has been involved in a number of recent projects looking into this. For example in the MOVE_UK project, we looked at an automated sign recognition system on the test vehicle and found that for around 1 in 14 speed limit signs, real-world detection rate was between 50% and 80% - hardly sufficient to support ISA. The project uncovered a range of reasons for this including obscuration, and poor sign orientation (for example side-road speed limit signs being visible from a main road). This is interesting; we require signs to be usable by technologies which cannot seem to read them as effectively as the drivers the systems are replacing. In journeys forward, there are usually some steps back.

Technology innovation is quick to start, but slow to complete

Trials with automated vehicles are all very well but they are not the only thing we should be focused on. Trials to get rid of sign clutter through use of technology are also to be welcomed; Highways England for example has been involved in trials to see if information that would normally require physical signage can be directly ported to screens inside vehicles. The A2/M2 Connected Corridor and 'UK-CITE' projects are both examples. If we can get rid of physical signage this also has benefits for road safety – people who lose

control of their vehicles will have fewer objects to collide with at the roadside if we can minimise unnecessary signage.

There is a problem though. New technologies can take hold quickly, but complete market penetration takes ages. An aside will illustrate this point well. This week I received a document through my letterbox called a 'phone book'; the analogy here is clear, and even though the publication's physical ability to pass through my letterbox is an indication of its decline in usefulness as people migrate to online information, it is **still here**. I expect it be the same on the roads; some people will not have access to vehicles that can benefit from 'digital sign technologies' and it will take a whole refreshment of the vehicle parc to make such systems ubiquitous.

Do we still need road signs? Some of us do, at least some of the time. Even the initial generation of connected and digital-ready vehicles will to some extent. And after everything is ready for 100% digitisation, someone somewhere will still want to look at a road sign, to navigate to a restaurant, quite possibly one that they looked up in a phone book, and at which they will pay for a meal with cash.

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Seidl M, Hynd D, McCarthy M, Martin P, Hunt R, Mohan S, Krishnamurthy V and O'Connell S (2017). In depth cost-effectiveness analysis of the identified measures and features regarding the way forward for EU vehicle safety. Brussels: European Commission. DOI: 10.2873/748910

Shinar D, Dewar RE, Summala H and Zakowska L (2003). Traffic sign symbol comprehension: a cross-cultural study. *Ergonomics*, 46(15), 1549-1565.

A booming industry! Motorcycle and scooter registrations up again in July

MCIA: 07 August 2020

Building on the tremendous sales growth seen in June, new motorcycle and scooter sales continued their relentless upward trend in July.

Figures released today by MCIA show that sales of all Powered Two Wheelers (PTWs) grew by an astonishing 41.9% to 14,070 vehicles, compared with the same month last year, putting them ahead of other significant transport sectors. Within that number, scooters recorded an eye-watering growth of 56.6% over July 2019, with 3,576 registrations, while not to be outdone, motorcycles climbed by 37.5% to 10,494.

With PTW training schools reporting record levels of first-time riders taking their CBT training, a course that gives access to commuter-friendly 125cc petrol or 11Kw electric scooters and motorcycles and typically takes a day to complete, it's not surprising that registrations of these vehicles have exploded.

In July, 5,371 new commuter-type PTWs eased the congestion on our roads (that's up 62.5% on July 2019) as more people enjoyed what our Continental cousins have known for years: PTWs are easy to ride and park, convenient, inexpensive and really good fun. They cut journey times and for those who choose an electric PTW, are often easy to charge via a domestic three-pin plug, with many featuring a removable battery that can be charged at home or work. Additionally, they provide completely isolated travel.

If the idea of the many benefits of riding a PTW appeals to you, please visit www.unlockyourfreedom.co.uk, to find out more about getting onto powered two wheels.

For more information about the work of the MCIA and Powered Light Vehicles, or to interview MCIA CEO, Tony Campbell, please contact Nick Broomhall, Policy Marketing & PR Manager, at n.broomhall@mcia.co.uk or call 07590 168714

Websites you may wish to visit

[This first one made very interesting reading! AG]

ABD: Press Release: HE's Proposed Motorway Speed Limit Reduction to 60mph Borders on Economic Vandalism

<https://www.abd.org.uk/press-release-hes-proposed-motorway-speed-limit-reduction-to-60mph-borders-on-economic-vandalism/>

Dangerous driving law changes will see life sentences issued to offenders next year

DANGEROUS driving laws have been transformed to ensure serious offenders who kill other road users will receive life sentences from early next year. By [LUKE CHILLINGSWORTH](#)

<https://www.express.co.uk/life-style/cars/1335669/new-driving-law-change-uk-death-dangerous-driving-sentence-fine>

GEM: Good motorway lane discipline helps reduce the queues

<https://blog.motoringassist.com/news/good-motorway-lane-discipline-helps-reduce-the-queues/>

Case study: Humandrive: vehicle completes 230 mile, self-navigated drive across the UK

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News story: Government accelerating pothole mapping project to support motorists and cyclists ahead of school return

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ABD: Does Closing Roads Reduce Pollution and Improve Improve Health?

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RSGB: New tougher sentences for drivers who kill

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<https://www.gov.uk/government/news/theory-test-changes-28-september-2020>

Guidance: Vehicle tax rates (V149 and V149/1) (Last updated 6 August 2020)

<https://www.gov.uk/government/publications/rates-of-vehicle-tax-v149>

Guidance: Vehicle tax rates (V149 and V149/1) (Last updated 12 August 2020)

<https://www.gov.uk/government/publications/rates-of-vehicle-tax-v149>

Replace a lost or stolen motorcycle CBT certificate

<https://www.gov.uk/replace-cbt-certificate>

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