



A networking tool for Activists and other interested parties

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

Editorial

I'm getting this together after a short stay in hospital with severe kidney pain and recovering at home. Anyway, I'm not going to bore you with that or much of an editorial.

Just to mention I'm slightly worried about these new 'noise' cameras. Since the Harley was converted to a trike, it is noisy. The "silencers" Trike Design put on most definitely are not silent, and that's coming from someone who really believes 'loud pipes save lives'.

Watch this space!. Ride free, AG

For August Network please let me have copy by 25th July to aine@mag-uk.org subject heading: Network.

CAMPAIGNS REPORT – LEMBIT AND COLIN

Another month passes - but the same problems persist. The Political Unit has continued getting in deep with the fight to oppose useless regulations that are loaded with contradictions. The main challenge is dealing with people who don't seem to care about the facts or logic, as Lembit Öpik and Colin Brown report.

Vision Zero finds new ways to contradict itself.

Do you remember the phrase 'Vision Zero?' This is the concept that by some date in the near future, all deaths and serious injuries can be prevented on the roads of Europe. This has set in motion a whole load of policy measures designed to improve safety on the roads.

Unfortunately, they haven't really thought it through. The very same people who promote Vision Zero also promote cycling and walking. What they seem to have failed to grasp is that cycling and walking are both almost invariably more dangerous than the modes of transport they're meant to replace. In other words, at the same time as they're trying to reduce deaths and injuries, they're trying to get people to use modes which increase them.

This lack of logic is absolutely typical of what Colin and Lembit come up against all the time. It gets worse. The safety fanatics seem to be happy to promote cycling and walking – but they don't extend the same support for powered two wheelers, which are evidently in the same category of low pollution and high efficiency transport.

What is to be done? The Political Unit are doing what they always do – using facts and robust evidence to undermine the rubbish being presented all the time in official meetings. MAG always wins the arguments. It's a matter of getting those wins to alter policy. That's not easy but we will continue on this path.

If you hear you local politicians discussing Vision Zero or proposing changes to road systems, which often actually increase the risk for bikers, let the Political Unit know at MAG HQ. We'll help to challenge bad policy with good evidence. If necessary, we'll even threaten

them with legal action if it looks like they're willing to kill more riders in favour of other road user groups.

ULEZ limps on

In London, the Ultra Low Emission Zone continues to plague the city. It's a nonsensical restriction which charges users of older machines £12.50 a day to enter the city. The latest evidence we have provides an even more damning account of the stupidity of the scheme. Not only do most motorcycles of any age pass below the emissions levels. It turns out that almost all two strokes pass too! We're building momentum to kill off ULEZ as it pertains to motorcycles. The next step is to ensure that we create some test cases that utterly undermine their policy. It's likely to end up with the Local Government Ombudsman, with all the trouble that will cause the Transport for London officers who have ignored all the information we have provided.

Once again, please tell the Mayor what you think of ULEZ at:

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

You can find out if your motorcycle is affected at:

<https://tfl.gov.uk/modes/driving/ultra-low-emission-zone/ulez-where-and-when#on-this-page-1>

[With your help we can defeat this nonsense. And if they think we're going to back down, they're in for a very big surprise.](#)

Heathrow

Virtual signalling reaches new heights at the busiest most polluting airport in the country. As an attempt to show their credentials as air pollution crusaders, Heathrow plan to offset their added third runway emissions proposing and consulting on a Heathrow Ultra Low Emission Zone, a charge on – you guessed it – road transport visiting the airport. The HULEZ will be a copy of Sadiq's ULEZ, but they have not mentioned motorcycles. We have asked for clarification on this point, and wait with baited breath for the response.

Coventry, Birmingham and Leeds CAZ latest

Coventry City Council have returned something to DEFRA following the mandate to introduce a class D CAZ, but as yet, what their revised proposal is remains a mystery. They have steadfastly refused to give us the time of day for a meeting, so we are no further ahead here.

In the meantime Birmingham and Leeds City Councils have announced that the implementation of their CAZ's has to be delayed due to the lack of a reliable vehicle checker. Who is responsible for providing the vehicle checker? Well DEFRA and the Joint Air Quality Unit (JAQU) of course. So the very body screaming at local authorities to hurry up and clean their air is the same one delaying implementation of those policies. You couldn't make this stuff up.

We have asked, and top bosses at JAQU have confirmed to us that the delay is because it is difficult to develop a system that does not misinform the public. The fact that JAQU are not simply copying TfL's already running vehicle checker speaks volumes with regards to the quality of TfL's system.

Media foggy on pollution

Repeated reports on pollution indicate that the media are very poor at understanding the nature of the pollution and climate change agenda. We've previously reported the error they made about heat cameras, claiming this showed pollution, when obviously it showed heat! Please tell us when you see examples of stupid reporting. We regularly make complaints and they have to respond. Feel free to complain yourself too. The more we push back the more chance that we return to a science based agenda.

Farmyard foray

Lembit made a trip to the Farmyard Rally in Yorkshire in June. It's a great chance to speak with riders generally, and get a sense of what's on people's minds. 'My main frustration is that most people at Farmyard aren't actually in MAG,' observes Lembit. 'It's great they're at Farmyard, but it would be even better if they were signed up members too. That's what funds our fighting power. I hope that you'll consider joining if you're not already signed up. It costs about 7p a day to be a MAG member. Surely your freedom to ride is worth that.'

Next Prime Minister

At time of writing, the Conservative Party leadership campaign has reduced the field to two, with Boris Johnson the odds on favourite to win. Whoever wins will undoubtedly create a ministerial team of their own. MAG is ready to work with whoever wins and whoever is in charge of the Department for Transport. The main thing is that we have that kind of access these days., This is a tremendous advantage in terms of getting riders' voices heard at the policy making level of Government.

Autonomy exemption

It has been confirmed that motorbikes will NOT be subject to the planned speed limiting technology intended for other motor vehicles. While this is a good step for biking, we wonder why they would think it reasonable to introduce it for any vehicle. We know that deaths and injuries can increase in situations where speed is reduced to 20mph. Once again, it looks like the safety fanatics are ignoring the facts. So, good news for bikers, but the dead hand of officialdom continues to make poor decisions for transport generally.

MAG PRESS RELEASES

MAG refuses to back down on ULEZ

MAG has received a belated response from Transport for London following two formal letters to Mayor Sadiq Khan. Following a review of the response, MAG continues to press for greater clarity and common sense to be applied.

MAG wrote formally to Sadiq Khan in March, ahead of the 8th April launch of the Mayor's ULEZ. The initial letter requested a delay to implementation of charges for Powered Two Wheelers (PTWs). There was no formal response. MAG wrote again on 25th April calling for a suspension of charges. A response was finally received from Alex Williams, Director of City Planning at TfL dated 22nd May 2019. The six page letter concludes by stating "We cannot therefore meet your request that motorcycles be exempt from ULEZ charges." Going on to say "I trust this answers all of your queries and I look forward to working with you to prepare motorcyclists for the expansion of the ULEZ in October 2021".

Selina commented "Whilst the letter was lengthy it carried no real substance, and failed to address the issues that we raised in a meaningful way. A further round of virtue signalling and dismissive attitude fails to come close to acceptability in the eyes of our membership."

MAG has therefore responded to Mr Williams with an eight page letter crammed full with hard facts and analysis of the weak comments made in Williams' letter.

MAG's Director of Campaigns & Political Engagement, Colin Brown, commented: 'To me it is self-evident that decisions are being made by TfL that simply cannot be defended. The revelations about the COPERT modelling flaws even lead to a comment from Williams that it was MAG that was mistaken on the issue of degradation factors. This demonstrates that Mr Williams has not even looked at the model data that TfL claim to evidence motorcycle emissions. Indeed my ongoing communications with EMISIA, the company that designed the modelling software, has revealed that they "could not locate the original study where the NO2 emissions originated from." For TfL to claim this modelling data as evidence is laughable.'

MAG's Director of Communications & Public Affairs, Lembit Öpik, said: 'If TfL and the Mayor think this issue will simply go away, they are very much mistaken. We hope that Client Earth and others are following this case with interest. If they are not, they should be. Sadiq and his team are actively attacking proposals and policies that would accelerate the reduction of NO2 on the streets of London. This simply does not fit with the claim that he is leading the way on reducing emissions in the shortest time possible. The only thing his "hard hitting" policy is hitting, is the pockets of the very Londoners he claims to work for. He is letting NO2 off the hook.'

In response to Alex Williams closing remark, the letter from MAG concludes: "The Motorcycle Action Group looks forward to working with TfL to achieve the correct outcome of exemption for all motorcycles from the expansion of ULEZ in October 2021, allied with a policy to positively promote modal shift from single-occupancy cars to motorcycles."

MAG welcomes New DVSA videos to help learner drivers improve motorcyclist awareness

MAG has welcomed news of an initiative to help learner drivers be more aware of motorcycles on the road. A new set of training aids in the form of videos has been launched by the Driver and Vehicle Standards Agency (DVSA). The realistic computer-generated videos aim to encourage learner drivers to be more aware of motorcyclists, and have been made with the help of road safety campaigner and keen biker Ria Brisland. Ria's 19-year-old son, Nick, died in April 2015 after being involved in a collision with a car while riding his motorcycle.

The videos will become part of DVSA's official learning materials and education products.

Michael Ellis, Road Safety Minister, said: "After reading Ria's story and her concerns for fellow bikers, I was determined to help her and I am delighted that these clips will now be seen by millions of learners, helping improve road safety."

MAG's Director of Campaigns & Political Engagement, Colin Brown said: "The MAIDS research project showed that about 70% of the main causes of collisions involving a motorcycle and another vehicle are attributable to the driver of the other vehicle failing to spot the motorcycle. There is only so much that a motorcyclist can do to raise his or her visibility; we are always reliant on other road users taking the time and remembering to consciously look for motorcycles. Hopefully these new training videos will help new drivers to learn this important habit. 'Sorry mate, I didn't see you' is a phrase that deserves to go out of common use as soon as possible." A sample video can be viewed [HERE](#)

SCOTLAND

Scotland's default 20mph limit rejected by Holyrood committee

A committee of MSPs has rejected a Bill to make 20mph the default speed limit across Scotland, saying a 'one-size-fits-all' approach would not give local authorities enough flexibility.

The Restricted Roads (20mph speed limit) Scotland Bill was first introduced by Mark Ruskell, a Scottish Green Party MSP, in September 2018.

Mr Ruskell says that making 20mph 'the norm' in urban areas would reduce injuries and deaths and cut air pollution.

Over the last few months, the Bill has been scrutinised by Scottish Parliament's rural economy and connectivity committee – with witnesses including transport secretary Michael Matheson, who said decisions about 20mph speed limits 'were best left to councils': <http://roadsafetygb.org.uk/news/scotlands-default-20mph-limit-in-jeopardy/>

Reaching its conclusion, the committee said that while it supported lowering some speed limits, it was unable to recommend the general principles of the Bill.

Edward Mountain MSP, committee convener, said: "After considering extensive evidence, the committee has concluded that the introduction of 20mph speed limits on all restricted roads in Scotland in a one-size-fits-all approach is not the most effective way of achieving those objectives.

"The committee is of the view that local authorities should have the flexibility to decide where new 20mph zones would be most effective and appropriate for their areas."

MSPs urged to 'find a backbone'

Responding to the outcome, Mark Ruskell says the committee had 'put the motoring lobby ahead of child safety', and is urging SNP members to 'find a backbone' before the Bill is voted on by Scottish parliament in June.

Mr Ruskell said: “My Bill will be put to a vote in two weeks’ time. That’s how long the SNP have to find a backbone and get behind it.

“They claim to be the party that embraces change, yet they’ve teamed up with the Tories to block progress and have fallen behind Wales, who this month announced a national switch to 20mph limits.

“Every child in Scotland deserves to live in a street with a safe speed limit. At the moment that’s a postcode lottery.”

Decision a ‘setback for safer streets’

The Bill’s rejection by the rural economy and connectivity committee has been criticised by walking charity Living Streets: <https://www.livingstreets.org.uk/news-and-blog/press-media/setback-for-safer-streets-in-scotland>

Stuart Hay, director of Living Streets Scotland, said: “It’s deeply disappointing that a piecemeal approach to 20mph limits in Scotland will continue.

“People in Edinburgh and Glasgow currently benefit from safer streets, whilst smaller communities in many council areas are ignored.

“Slower speeds save lives. Very few people die in streets that are 20mph, whilst most pedestrian casualties occur in urban 30mph areas. It’s appalling this measure hasn’t been properly considered or supported.”

London ‘most dangerous region’ for motorcyclists



London is the most dangerous region for motorcyclists in the UK, analysis of Government data suggests.

Analysis of 2017 collision data, carried out by Swinton Insurance, found that nine of the UK’s 10 most dangerous roads for motorcyclists are located in Capital – with the A23 in Lambeth topping the list for a second consecutive year.

The only road outside London in the top 10 is the A483 in Powys, Wales, which took seventh spot for motorbike collisions.

The top 10 most dangerous roads in the UK are:

1. Lambeth A23
2. Brent A404
3. Hackney A10
4. Islington A501
5. Hackney A107
6. Tower Hamlets A13
7. Powys A483
8. Islington A1
9. Wandsworth A3205
10. Wandsworth A3

The analysis also shows that despite a 5% decline in the number of collisions involving motorbikes nationally between 2016 and 2017, the figure in London rose by 8%.

The West Midlands was the most improved region, with 433 collisions in 2017 representing a 17% year-on-year fall. In comparison, there were 3,639 motorbike collisions in London that year.

Dan Agate, Swinton Insurance, said: "We feel that it's important to alert motorcyclists of the most dangerous roads in the UK and the places that they should approach with more caution."

Difficult to make 'meaningful comparison'

The London Road Safety Council (LRSC) says while the volume of traffic in the Capital makes it difficult to draw comparisons to other regions, it has identified motorcycling as a casualty reduction priority: <http://londonroadsafetycouncil.org.uk/>

Mark Bunting, LRSC press officer, said: "Because of the sheer volume of traffic using London's roads it is often difficult to make a meaningful comparison of casualty rates on the Capital's roads to individual sites outside London.

"You would probably need to calculate a casualty rate per mile based on the number of miles travelled by each transport mode.

"That said, the LRSC has identified motorcycling as a priority, and we have taken over the running of the 2Wheels London campaign to raise awareness and provide safety advice to riders.

"We recently ran a training course for London's road safety officers on how to engage with riders and will be launching a new social media based campaign at our AGM in July."

The 2Wheels London project works in close partnership with London boroughs and businesses across the Capital to provide PTW riders with useful safety information and advice: <http://www.2wheelslondon.com/>

Could roadside adverts improve driver performance?

Researchers in Australia have found that roadside advertising may actually reduce visual distraction and improve driving performance.

The study, carried out by the Australian Road Research Board (ARRB) on behalf of the Outdoor Media Association (OMA), measured driver behaviour in the presence of two digital billboards in real-world environments: <http://www.oma.org.au/regulation-and-community/driver-behaviour-study>

Drivers were unaware of the study, which captured video data of vehicle movement around two complex intersections in Queensland.

The intersections were filmed without any signage as well as in the presence of an outdoor digital billboard several times over a 24-hour period for four weeks in order to gauge the effect on safety.

Researchers analysed two key indicators of distraction known to increase the chances of a collision – lane drift and stopping over the line at an intersection.

The research found lane drift was unaffected, or results improved, when signage was displayed. In addition, stopping over the line improved in all but one case. No crashes were recorded.

The findings have led researchers to conclude the presence of digital billboards ‘may focus lateral attention, reduce visual distraction and improve driving performance’.

Dr Paul Roberts, ARRB principal researcher, said: “This study showed it is sometimes possible for a digital sign at an intersection to operate with no negative impact on driver performance and, in some cases, to improve it.”

Charmaine Moldrich, CEO of OMA, which represents Australia’s outdoor media display companies, said: “We were already confident that well-designed digital out-of-home advertising were safe.

“But we were surprised to learn that our signs can actually help improve driver performance, probably because they encourage drivers to look up from in-car distractions.”

Government launches new campaign to inform drivers about greener fuels

DfT: 6 June 2019

From: [Department for Transport](#) and [Michael Ellis MP](#)



Fuel labels campaign to help educate drivers on the benefits of biofuels launched.

- filling stations are to clearly identify biofuel content of road fuel to increase awareness among drivers

- uniform EU-wide labels will also prevent drivers from filling up with the wrong fuel abroad
- biofuels supplied in the UK reduce greenhouse gas emissions by over 70% compared to fossil fuels, helping combat climate change

Drivers are being urged to think more carefully about the environmental impacts of their journeys through a new government campaign launching today (6 June 2019):

<https://knowyourfuel.campaign.gov.uk/>

From today, filling stations across the UK will start rolling out new labels, which will help educate drivers on the benefits of biofuels.

Petrol, which contains up to 5% renewable ethanol, will be labelled 'E5', while diesel, which contains up to 7% biodiesel, will be labelled as 'B7'.

This is the latest step in the government's drive to get consumers thinking more actively about the environmental impact of their transport choices, and follows a commitment to end the sale of diesel and petrol cars by 2040, set out in the Road to Zero strategy:

<https://www.gov.uk/government/publications/reducing-emissions-from-road-transport-road-to-zero-strategy>

Michael Ellis, Transport Minister, said:

"Drivers should be aware of the environmental impact of their travel choices, and seeing this when they are buying fuel can help remind them why decarbonising transport is so important.

"Biofuels are a key way of achieving the emissions reductions the UK needs, and their use reduced CO2 emissions by 2.7 million tonnes last year alone – the equivalent of taking around 1.2 million cars off the road.

"Our new campaign will help drivers understand the role of biofuels, while also choosing the right fuel for their vehicle at home and abroad."

Biofuels can reduce greenhouse gas emissions by up to 90% compared to fossil fuels, and the campaign is set to highlight the crucial role that they will play during the transition to electric vehicles. Last year, 1.6 billion litres of renewable transport fuels were supplied in the UK.

Erik Rietkirk, CEO of Argent Energy, said:

"These labels are crucial for informing the public about what the UK is doing to decarbonise transport.

"Making the most of the huge environmental benefits of sustainable biofuels makes complete sense, and can help reduce emissions during the transition to a low carbon future."

Biofuels are made from a range of materials, including oil, fats, and grease waste, which are often recovered from sewage systems and water treatment works.

As even greener fuels, such as E10 - a petrol grade with up to 10% renewable ethanol - come onto the market, the labels are set to have an increasingly important role to play in raising consumer awareness of alternatives to traditional fuel.

The campaign follows a government push to help people make more conscious transport choices and understand how these contribute to greenhouse gas emissions, such as encouraging the use of cleaner vehicles.

These include a commitment to end the sale of new conventional diesel and petrol cars and vans by 2040, investment in hybrid trains, the doubling of investment in cycling and walking since 2010, along with the £2.5 billion Transforming Cities Fund which will develop innovative public transport schemes in some of England's biggest cities:

<https://www.gov.uk/government/publications/apply-for-the-transforming-cities-fund>

Assembly response to 20mph speed limits in central London

London Assembly: 05 June 2019



Transport for London (TfL) has **today** announced it wants certain areas in central London to have 20mph limits for drivers from next May.

Areas such as Victoria and Albert Embankments, Millbank, Tower Hill and Blackfriars Road will be affected.

In response, Chair of the **London Assembly Transport Committee, Florence Eshalomi**, said:

"In our 'Hostile Streets' report, the Transport Committee asked TfL to review all the speed limits on its roads.

"The Committee believes the Mayor could be more ambitious and think about areas outside of the Congestion Charge Zone where walking and cycling could be utilised even more.

It is not acceptable that we are still seeing deaths on London's roads because of drivers not obeying the speed limit. This is a start from the Mayor and TfL and more needs to be done to protect pedestrians and cyclists."

Notes to editors

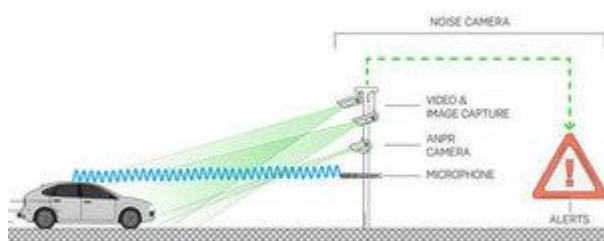
1. The Hostile Streets report represented the view of the majority of the Committee. The GLA Conservatives' dissenting views are set out in a minority opinion in Appendix 1 of this report (pages 41 and 42). In particular, they disagree with Recommendations 1 and 10. The UKIP Group disagrees with Recommendations 1, 6 and 10. Further details are included on pages 18, 27 and 38:
https://www.london.gov.uk/sites/default/files/hostile_streets_-_final_report_for_print.pdf
2. **Florence Eshalomi AM**, Chair of the Transport Committee, is available for interview – see contact details below.
3. London Assembly Transport Committee:
<https://www.london.gov.uk/about-us/london-assembly/london-assembly-committees/transport-committee>

4. 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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New noise camera trial to crack down on illegal vehicles

The government has commissioned a prototype noise camera to be tested at several locations over the next 7 months.

Published 8 June 2019: From: Department for Transport and The Rt Hon Chris Grayling MP



- new technology will aim to detect illegal, excessively noisy vehicles, helping create quieter streets
- noise cameras could work like speed cameras to target law-breaking drivers automatically
- trials to take place at several locations over the coming months

The Department for Transport is targeting drivers who disturb communities with a crackdown on vehicles which are breaking legal noise limits.

New camera technology to be trialled by the government aims to measure the sound levels of passing vehicles to detect those that are breaking the law on noise limits, and could use automated number plate recognition to help enforce the law.

Research commissioned by the Department for Transport, found that a noise camera system could help tackle extremely noisy vehicles which breach legal noise limits.

- Roadside vehicle noise measurement: study, enforcement and technology:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/805940/roadside-vehicle-noise-measurement-phase-1-study-report-and-technology-recommendations.pdf

It could also help to catch those who rev car or motorcycles engines beyond legal limits, making life a misery for those who live close by.

Transport Secretary, Chris Grayling said:

“Noise pollution makes the lives of people in communities across Britain an absolute misery and has very serious health impacts.

“This is why I am determined to crack down on the nuisance drivers who blight our streets.

“New technology will help us lead the way in making our towns and cities quieter, and I look forward to seeing how these exciting new cameras could work.”

The trial is not intended to target law-abiding drivers, but those who are flouting laws around noise. All vehicles must legally meet strict noise limits before they are allowed on the road. Once a vehicle is in service, exhausts and silencers must by law be maintained in good working order and not altered to increase noise.

CEO of the Motorcycle Industry Association, Tony Campbell, said:

“With growing pressure on the environment, including noise pollution, illegal exhausts fitted by some riders attract unwanted attention to the motorcycle community and do nothing to promote the many benefits motorcycles can offer.

“All manufacturers produce new motorcycles that follow strict regulations regarding noise and emissions and we welcome these trials as a potential way of detecting excessive noise in our community.”

Studies have found that exposure to noise can have significant physical and mental health implications – with heart attacks, high blood pressure, type 2 diabetes and stress all linked to long-term contact with loud environments.

Currently, enforcement is mainly reactive and relies on subjective judgement. The trials of the new technology will determine whether the legal noise limit has been breached by taking into account the class and speed of the vehicle relative to the location of the noise camera.

The government has commissioned a prototype noise camera to be tested at several locations over the next 7 months. If the trials are successful, recommendations will be made to further develop the system across the UK.

70% of road deaths in European cities are pedestrians, cyclists and motorcyclists

ETSC:June 11, 2019



Tackling urban road safety must be a key priority for the European Union and European countries over the next decade, according to the European Transport Safety Council, authors of a new report.

According to the data revealed today, road deaths on urban roads decreased at around half the rate of those on rural roads over the period 2010-2017. (1)

Pedestrians, cyclists and motorcyclists – the three most vulnerable road user groups – represent 70% of those killed and seriously injured on urban roads. (2)

Dovilė Adminaitė-Fodor, lead author of the report, commented:

“As long as people don’t feel safe walking and cycling in our towns and cities, many will be discouraged from using the most sustainable modes of transport. This can create a vicious circle because people who take the car instead put all the vulnerable road users around them at greater risk.”

“Over the next ten years, we want to see the EU and all European countries investing in urban transport in a way that prioritises the most vulnerable road users. This is not just about safer infrastructure and setting safe speed limits but also better enforcement of speed limits as well as reducing drink driving and distraction.”

“Many cities and towns are rightly focussing on improving air quality and sustainability in cities, and discouraging private car use. But safety concerns must go hand-in-hand to ensure that more people cycling and walking are able to do so in a safe environment.”

One of the key challenges for cities is enforcing safe speed limits. Among the countries that monitor levels of speed compliance on urban roads countrywide, between 35% and 75% of observed vehicle speeds in free-flowing urban traffic are higher than the 50 km/h limit.

The report also found vast differences in the level of safety across the European Union. Mortality on urban roads is highest in Romania with 105 road users killed annually per million urban inhabitants – four times the EU average. But there are also several countries leading the way. Around nine people per million urban inhabitants are killed on urban roads in Sweden, 11 in the UK, 13 in the Netherlands and 14 in Ireland and Spain.

In terms of recent progress, Latvia, Greece, Portugal and Poland are the EU countries that made the most progress in reducing urban road deaths between 2010 and 2017.

The authors of the report also say that changes in mobility patterns might have a profound effect on urban mobility and urban road safety in the future. The restricted space in urban areas must be used intelligently and effectively to enable increased mobility without putting road users in danger.

The uptake of e-scooters and other new forms of mobility might also require new national legislation or city-level regulations, infrastructure adjustments and educational activities, similar to the road safety adaptations required for more cycling. A lack of data and regulation is hindering progress in this area at the present time, according to the report.

The report contains more than twenty main recommendations for action at EU, country and city authority level and can be downloaded from the ETSC website at:

www.etsc.eu/pinflash37.

1. Road deaths on urban roads decreased, on average, by 2.2% each year between 2010 and 2017, compared to 3.9% on rural roads, i.e. an average difference of 1.7 percentage points.
 2. Killed on urban roads: pedestrians = 40%; motorcyclists = 18%; cyclists = 12%.
Seriously injured on urban roads: pedestrians = 25%; motorcyclists = 22%; cyclists = 23%
-

FEMA

Is motorcycling expensive?

by [WimTaal](#) - June 12, 2019



According to a recently published study for the European Commission, motorcycles are by far the most expensive way of road transport for our society. FEMA's DolfWilligers questions the research.

So if we ask 'is motorcycling expensive?', don't look at your own motorcycle and your own wallet now. This is not about depreciation, maintenance and repair costs. This is about the cost to society.

What did they look at? – Some parties are looking at what they call the 'real costs', meaning the costs to society. These costs are called the external costs. And now I have

some bad news for you: according to a recently published study (https://ec.europa.eu/transport/themes/sustainable-transport/internalisation-transport-external-costs_en) from CE Delft for the European Commission, motorcycles are – per driven kilometre – by far the most expensive way of road transport for society. To calculate this, they looked at seven categories of costs: accidents, congestion, air pollution, climate, noise, well-to-tank and habitat damage. What exactly did they look at? What about the costs for parking, the space that is claimed by cars, the costs of wear to the road surface? In this article I will zoom in on these external costs of motorcycling, or what they are supposed to be according to CE Delft, compared to other means of road transport.

Why this study? – Let's start with this study from CE Delft. The preliminary results were presented on 17 December 2018 at the conference 'Multimodal Sustainable Transport: which role for the internalisation of external costs?'. This report will be the base for later calculations of tolls and taxes. The final report was published early June, but from the presentation of the preliminary results other stakeholders use the figures to attack motorcycling. What exactly was investigated? As said, the report identifies 7 categories of costs: accidents, congestion, air pollution, climate, noise, well-to-tank and habitat damage. The high costs per kilometre for motorcycles were caused mainly by two items: accidents and noise.

Accidents & costs – The costs for accidents with motorcycles are three times as high as those for cars. This is caused by the fact that many more motorcyclists are injured or even killed in road accidents than car drivers. The researchers use the so-called allocation method, because that is the easiest way to allocate costs: you are injured, so we allocate the costs to you and don't bother to find out how or by who these costs are inflicted. But hey, according to studies like MAIDS, ROSPA, HURT et cetera in the majority of the accidents the motorcyclist is not at fault. So why should the rider bear the costs and not the car drivers that kill or hurt other road users? Not only motorcyclists are afflicted by car-, bus- and lorry drivers, also pedestrians and cyclists. Who bears these costs? In the Netherlands for example, more cyclists than car drivers are killed in road accidents, but you will not see them back in this externalization of costs. Also, in the Netherlands in 2018, 33.2% of the casualties were in crashes with cars and vans, 13.8% were in crashes with trucks or busses. Accidents with trucks causes large, long-term traffic jams, even road closures for a long part of the day and therefore huge costs for society. We don't see this in the calculations. This allocation of costs to the victims is not a good idea, easy as it may be.

FEMA's DolfWilligers: 'The fact that costs are allocated to victims instead of the perpetrators is strange and wrong in our view.'

Noise & costs – Then the other cause of high costs for motorcycling: the noise. According to a study by CE Delft of 2011 (External Costs of Transport in Europe), the costs per vehicle-kilometre for motorcycles and mopeds would be 8.47 times as high as for cars. We tried to find out where that came by, but although there are many references to other reports, it is not clear where the tables are based on. Nevertheless, some studies are mentioned quite often: a study by CE Delft from 2004 (The price of transport), a study by INFRAS/IWW from 2004 (External costs of transport: update study) and another study by CE Delft and other organizations from 2008 (Handbook on estimation of external costs in the transport sector Internalisation Measures and Policies for All external Cost of Transport (IMPACT)): https://ec.europa.eu/transport/sites/transport/files/handbook_on_external_costs_of_transport_2014_0.pdf

In this latest report we find on page 68 a table with weighing factors for different vehicle classes. Passenger cars on petrol are taken as base and other vehicles are related to the

cars. The weight factor of motorcycles compared to cars is according to this table 13.2 that of cars on urban roads and 4.2 of that of cars on other roads. Source: a study of CE Delft from 2004 (Marginal costs of Infrastructure use – towards a simplified approach): <https://cedelft.eu/en/publications/download/398>

Here we find the same table with as sources reports from INFRAS/IWW from 1995 and from VROM from 2003. However, the figures for motorcycles and mopeds are 'based on our own expert guess'. This same table we find on page 45 of the other CE Delft study from 2004, 'The price of transport': <https://www.cedelft.eu/en/publications/download/718>, with the same sources, only here they didn't bother to mention that the factors for motorcycles and mopeds are their own fantasy. Finally, we look at the third report, the study by INFRAS/IWW from 2004 (External costs of transport: update study): <https://www.cedelft.eu/en/publications/download/1301>

Here we find some tables with costs allocations per vehicle in total and per person/weight per kilometre. Again, the motorcycle scores on the table on page 12 about three times as high as the car (but only half as high as large goods vehicles) and again the sources are not very clear. As remark is mentioned "The modal differences in noise costs are directly related to the national noise exposure databases used and thus might be subject to different ways of noise exposure measurement".

Conclusions – The figures about accident costs can be right or not, it is something we cannot check, and we will not challenge them as such. However, the fact that costs are allocated to victims instead of the perpetrators is strange and wrong in our view, the fact that motorcyclists 'choose' this way of transportation doesn't matter. Cyclists and pedestrians also choose to cycle or walk but are not allocated any costs. This is an inconsistency we cannot accept. The figures about noise prove to be made up by the author of the report. He refers to other reports, which were written by himself and others of his own organisation and in the end the source of the figures is 'our own expert guess'. The European institutions are supposed to base their policy in these reports. The least you might expect is that this kind of reports are factual correct and not based on 'expert guesses'.

Written by [DolfWilligers](#)

By the way, CE Delft was also responsible for a study from 2016, paid for by FIA region 1, where they calculated that owners of cars and especially motorcycles pay far more on taxes and charges than they get back:

https://www.fiaregion1.com/abetterdealformotorists/assets/ce_delft_4g40_road_taxation_and_spending_in_eu_final-19-10-2016.pdf

AND

European Commission: 'No Intelligent Speed Assistance for motorcycles'

FEMA newsby WimTaal - June 14, 2019

On FEMA's request, the European Commission replied to the rumours of the introduction of speed limiters on motorcycles.

After the news broke in April 2019 that 'Europe' wants overridable Intelligent Speed Assistance (ISA) for cars, we quickly noticed that a large part of the automotive and motorcycle press described the overridable intelligent speed assistance as "speed limiters for cars and motorcycles". This is not correct.

Ms Róza Thun, the member of the European parliament who steered this legislation through Parliament, clearly stated "We do not introduce a speed limiter, but an intelligent system that will make drivers fully aware when they are speeding", but some journalists kept insisting that Europe was about to make speed limiters on bikes mandatory.

To clarify this matter once and for all, FEMA wrote an official letter to Matthew Baldwin, the Deputy Director-General for Mobility and Transport and European coordinator for road safety and sustainable mobility. In our letter we voiced our concerns about possible ISA on motorcycles and we made the point that no technological developments regarding a possible improvement of road safety should be implemented without proper consultation of motorcyclists. We stressed the fact that certainly a measure like ISA should not be implemented without first clearly establishing the need for introduction on motorcycles.

In our letter we also invited the European Commission to confirm that the new regulations do not concern motorcycles and that a possible future regulation will not affect speed either by braking or by reducing engine power and will be tested to guarantee the safety of the motorcyclists.

Matthew Baldwin promptly replied to FEMA's letter and addressed the motorcyclists' concerns: "You mention some information circulating in the media to the effect that Intelligent Speed Assistance will be required for motorcycles. This is certainly not true. As you are aware, motorcycles are not within the scope of the General Safety Regulation and the Pedestrian Safety Regulation."

In his letter, Matthew Baldwin also states: "Even if the Commission were eventually to make a proposal making ISA systems mandatory for motorcycles, this would require an impact assessment and a cost-benefit analysis. This evaluation would take into account the specificities and needs of these vehicles and the paramount need for the safety of riders."

Click here for the full letter from FEMA to the European Commission: http://www.fema-online.eu/website/wp-content/uploads/FEMA_letter_to_Baldwin_EC_ISA_210519.pdf

Click here for the full answer from the European Commission: http://www.fema-online.eu/website/wp-content/uploads/reply_Baldwin_EC_ISA_230519.pdf

*Just for the record, my very personal opinion for the following piece is: 'there is more than enough consideration given for a road user who pays no insurance/tax/whatever to use the public highway and I know this is a Brake document so I should know better. However, let's just sum up by saying I try not to use too much of their stuff as I find it very 'single minded' and totally ignorant of all other road users. Yep, that's the best way to sum it up. Its all very well encouraging people to cycle but there are others with disabilities who can't do that. Not to mention 'freedom of choice'. Grrrrrrrrrrr, Off soapbox, **AG***

Government cycling actions ‘must go further’

The Government has been urged to invest more in segregated cycle lanes in order to enable people to ride every day ‘without fear for their own safety’.

The road safety charity Brake says while actions to encourage more people to cycle and keep them safe are ‘welcome’, they must go further: <http://www.brake.org.uk/media-centre/1927-aggressive-driving-around-cyclists-is-on-the-rise-say-drivers>

Brake is also calling for ‘safer’ default speed limits on rural and urban roads and a justice system which ‘keeps dangerous drivers off the roads’.

Focus on cycling

The plea comes in the midst of Bike Week 2019 (8-16 June) – which promotes cycling as a ‘fun, easy and accessible’ way to get about for shorter trips.

More than 300,000 people are expected to take to two wheels as part of the initiative – joining the UK’s five million regular cyclists.

As part of the week, hundreds of events are taking place, ranging from family friendly to naked cycle rides, cycle maintenance and bike breakfasts.

Dangerous driving on the rise?

Brake has also published the findings of a survey, carried out in partnership with Direct Line, which suggest that 40% of people think there has been an increase in dangerous or aggressive driving around cyclists over the past five years.

Joshua Harris, director of campaigns for Brake, said: “Cycling is one of the healthiest and cheapest ways to get around and everyone should be able to cycle every day without fear for their own safety.

“Yet our research has found that even drivers think dangerous driving around cyclists has increased in recent years, and with 10 people cycling being killed or seriously injured every day, more is clearly needed to be done to keep those on two wheels safe.

“Whilst the Government’s actions to encourage more people to cycle and keep them safe are welcome, they must go further. We need slower, safer speed limits, greater investment in segregated cycle lanes and drivers who do behave dangerously removed from our roads.”

New videos to help learner drivers improve motorcyclist awareness

Driver and Vehicle Standards Agency and Michael Ellis MP Published 18 June 2019



Thought-provoking new videos are being launched to encourage learner drivers to be more aware of motorcyclists.

The Driver and Vehicle Standards Agency (DVSA) has made the realistic computer-generated (CGI) videos to encourage learner drivers to be more aware of motorcyclists. They've been made with the help of road safety campaigner and keen biker RiaBrisland.

The videos will become part of DVSA's official learning materials and education products. They will help to improve the safety of motorcyclists, by encouraging learner drivers to be more aware of them when driving.

The videos will not be part of the theory test.

Ria's 19-year-old son, Nick, died in April 2015 after being involved in a collision with a car while riding his motorcycle.

Nick Brisland was 19 years old when he died in April 2015 after being involved in a collision with a car.

Ria said:

"Getting everyone to be aware of their fellow road users at all times is essential if we are to prevent collisions and the devastating consequences they can have on families.

"These new clips are thought-provoking and will make a difference to the way people look for bikers. They may prove the difference between life and death."

Watch an example video

<https://youtu.be/tcNT83m4VGU>

Why the clips are being introduced

In 2017, motorcyclists accounted for 19% of all deaths of Great Britain's roads, despite only making up around 1% of all road traffic.

During the year, 2,656 motorcyclists were involved in accidents resulting from a driver or rider failing to look properly. This was 17% of all accidents involving motorcycles.

19% of road deaths were motorcyclists in 2017

Source: Reported road casualties Great Britain, annual report: 2017:

<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2017>

It's vital that all drivers know how to spot motorcyclists and other vulnerable road users and take appropriate action. This is particularly important for learners, which is why the clips are being made part of the learning materials.

The new videos show how easily motorcyclists can be missed by road users, resulting in tragic consequences.

Videos will be seen by millions of learner drivers

Michael Ellis, Road Safety Minister, said:

“Britain’s roads are among the safest in the world, but still far too many vulnerable people are involved in fatal and serious injury collisions each year.

“After reading Ria’s story and her concerns for fellow bikers, I was determined to help her and I am delighted that these clips will now be seen by millions of learners, helping improve road safety.”

Mark Winn, DVSA’s Chief Driving Examiner, said:

“DVSA’s priority is to help everyone through a lifetime of safe driving.

These important new clips, created with Ria, will aid driver and rider training and protect vulnerable motorcyclists. We’ll be using them in our educational products and on social media to help drivers keep a lookout for motorcyclists.”

Looking out for vulnerable road users when driving

The Highway Code section on road users requiring extra care explains what all road users should do to look out for vulnerable road users: <https://www.gov.uk/guidance/the-highway-code/road-users-requiring-extra-care-204-to-225>

It includes:

- always looking for motorcyclists before you emerge from a junction
- when turning right across a line of slow-moving or stationary traffic, looking out for motorcyclists on the inside of the traffic you are crossing
- checking mirrors and blind spots carefully

The THINK! website has more advice for all road users and more information about motorcycle safety: <https://www.think.gov.uk/advice-for-road-users/>

Sites you may want to visit:-

Guidance: Changes to licence requirements for alternatively fuelled vehicles (Last updated 4 June 2019)

<https://www.gov.uk/government/publications/changes-to-licence-requirements-for-alternatively-fuelled-vehicles>

RSGB: Offenders in Belgium to receive personalised messages

<http://roadsafetygb.org.uk/news/offenders-in-belgium-to-receive-personalised-messages/>

Guidance: International driving permits for UK drivers (Last updated 6 June 2019)

<https://www.gov.uk/guidance/international-driving-permits-for-uk-drivers-from-28-march-2019>

Consultation outcome: Motor insurance alternatives: removal of deposit and security options

<https://www.gov.uk/government/consultations/motor-insurance-alternatives-removal-of-deposit-and-security-options>

Research and analysis: Tyre ageing: its effect on material properties and structural integrity

<https://www.gov.uk/government/publications/tyre-ageing-its-effect-on-material-properties-and-structural-integrity>

Guidance: How to drive on a smart motorway
<https://www.gov.uk/guidance/how-to-drive-on-a-smart-motorway>

News story: Older tyre ban in bid to improve road safety
<https://www.gov.uk/government/news/older-tyre-ban-in-bid-to-improve-road-safety>

Open consultation: Banning tyres aged 10 years and older
<https://www.gov.uk/government/consultations/banning-tyres-aged-10-years-and-older>

Statistical data set: Motorcycles (VEH03) (Last updated 27 June 2019)
<https://www.gov.uk/government/statistical-data-sets/veh03>

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