



October 2021 Network

A networking tool providing information Activists and other interested parties

Editor	2
Statement from the outgoing Chair – Selina Lavender	2
Election of MAG Chair results	3
Campaigns Report – Lembit Opik and Colin Brown	3-6
MAG Press Releases:- MAG makes steady progress on improving motorcycle theft reporting. MAG to promote new road safety vision at major event.	7-8
Tribute to Frank Pearson (aka Fat Frank) – a true motorcycle activist.	8-9
New Highway Code – Martyn Boyd clarifies things for Northern Ireland and Martyn’s work gets epic result on wire rope barriers.	9-10
Extending Physical Lifespan of cars – Japanese research, Neil Liversidge.	10
Freedom of Information request FOI/00188/21 – South East Region. Steve Mallett & Julian Quinton.	10-13
Civil enforcement by Councils of Moving Traffic Offences is coming. Pete Seymour.	13
Opinion: Making vision zero work for motorcycling – Colin Brown – NMC.	14-16
FEMA:- Finland is not introducing periodic motorcycle inspections. Motorcyclists say “NO” to ban on new petrol powered bikes. Motorcycles are the solution, even with internal combustion engines.	17-21
SMART Motorways:- Transport Secretary’s statement to Parliament. Survey shows extremely strong feeling about ALR Smart Motorways. New Highway code rules make roads ‘even safer’.	21-24
SSUP gives tractor warning alert to motorcyclists	25
Industry Economic Study reveals significance of motorcycle sector to society	26-27
New research lists the economic and mobility benefits of 2 wheelers in Europe.	27-29
MAG Monthly Prize Draw. MAG Notice Board.	29-30
Websites you may wish to visit.	30-31
Contacts List	31-32

EDITORIAL

I know neither Lembit or Colin will mind me doing things a little differently this month in view of the election results for the MAG Chairmanship.

So, first I'm reproducing a piece from the outgoing Chair, Selina, followed by the Press Release on the outcome of the voting.

Us, as Activists, have lots of work to do under the guidance of a new Chair.

Once again, sincere thanks to Selina for all her patience over the past few months and Congratulations to Neil on winning the election.

Onwards and upwards. Ride free, AG.

Please submit Copy for the November edition of Network by 25th October.
Subject heading:- Network to aine@mag-uk.org

[Acknowledgments:- George Legg. Selina Lavender. Lembit Opik. Colin Brown. Steve Mallett. Neil Liversidge. Julie Sperling. Martyn Boyd. Julian Quinton. Pete Seymour. FEMA. Anyone else I've forgotten]

Thank you for all your support

I would like to take this opportunity to thank all of you who have been involved with MAG during my tenure as Chair. As I said recently on the National Committee email list: 'Whilst it has not always been pleasurable, it has been a great honour to serve as Chair'.

I am not disappearing, as I remain in post as a Director for The Motorcycle Action Group Limited and N.E.L., along with being the Regional Contact for East Anglia. Plus, of course, I'll be out and about at events too, as they make a steady return.

By the time this edition of Network is released we'll know who has been newly elected to the role of Chair. Whichever candidate it is, I wish them the best.

Regards, Selina, MAG National Chair (outgoing).

News from the Motorcycle Action Group (MAG)

The Motorcycle Action Group (MAG) announces 2021 Chair election result: Neil Liversidge wins

This version: 2021-09-25

Embargo: IMMEDIATE

The Motorcycle Action Group (MAG) has announced the winner of the election for their new Chairman: Neil F Liversidge - who received 55% of the vote, with second placed Tim Fawthrop garnering 45%. A total of 724 votes were cast, making it a record turnout for a MAG leadership election in all of MAG's 48-year history.

Neil says of his victory: "I was first elected to this job in 1989 aged 26. I never expected to be running again aged 58, but I also never expected a British government would be insane enough to pursue anything like the 2030 forced electrification plan. I'm back for one reason: because I love motorcycling."

Looking to the future, he says "We have a hard fight ahead of us, but logic is on our side. MAG today has matured to the point where it is able to formulate better solutions not just for motorcycling, but for our country's whole transport future. I am looking forward to the challenge with optimism and determination, and I truly and wholeheartedly thank all of those who have supported and encouraged me in my return to the front line of MAG's fight."

Tim Fawthrop adds, 'I would like to thank everyone who voted for me, also those that helped me with the campaign for the NC chair. I have loved meeting and working with you all. I hope that you've gained as much from this experience as I have. It's now time for MAG to get back to working together to continue the fight for riders' rights. The next few years are going to be critical for motorcyclists and we must continue fighting the campaigns that affect all of us.'

Outgoing Chair, Selina Lavender, said: 'Neil is no stranger to MAG or the role of Chair. I wish him well as he once again takes on an active national position.' At the same time, Selina herself was praised by many colleagues for her leadership of MAG over the years of her tenure. In a joint statement MAG's Political Unit - Lembit Öpik and Colin Brown - said: 'we were honoured to serve under the strong chairmanship of Selina Lavender. We truly valued her support and feedback on challenging issues. She has helped make MAG a truly formidable voice for riders' rights in the United Kingdom. We now look forward to serving the new management to our best ability in the interests of British bikers.'

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

ENDS.

Political Report from Lembit Opik and Colin Brown

2020 09 16

Many will have been focused on the Chair election, but the work of the political unit has continued at a pace. Colin Brown and Lembit Öpik report on the latest news from the political frontline of motorcycling.

Cancel culture breaks cover in the road safety arena.

Since launching the Welcoming Roads vision manifesto in late June, Colin has been working hard to promote the concept. The National Motorcyclists Council has fully backed the vision; but repeated requests to present and debate the vision at PACTS (Parliamentary Advisory Council for Transport Safety) were getting nowhere. September saw the launch of an “expert” report calling on the Government to launch a robust safety strategy.

The problem was the usual lack of any mention of the most over-represented road user group for casualty rates. PACTS claimed that this omission, in a report in which they were listed as contributors, was an ‘oversight’. MAG does not accept this argument and has thus written to the Roads Minister asking that the Welcoming Roads vision is made a specific agenda item at the next Road Safety Delivery Group meeting. Colin will also be presenting the case for the Welcoming Roads vision at the RSGB (Road Safety GB) Festival of Road Safety in November.

Motorcycle Theft – good news/bad news.

Reports of theft figures for Gwent turned out to be wrong by some considerable margin. The error? They had included figures for both Gwent and South Wales. Colin is continuing dialogue with Gwent Police as their corrected figures show a better than average improvement. Do they have a secret? We will find out.

A meeting with Hertfordshire PCC, David Lloyd has also led to a potential collaborative project to look at how their data recording can be improved.

Colin has also offered to take on a project leadership role at the MCRG. More details to follow if this progresses.

Colin has published a revised ranking document with the corrected Gwent figures:
https://wiki.mag-uk.org/images/b/b0/Rankings_September_2021.pdf

Early PNC figures for 2021 seen via the MCRG also seem to suggest that a feared bounce-back in motorcycle theft has been slow to materialise this year.

Small steps in the right direction, but let’s not be complacent. The bounce-back is definitely happening now and overall attitudes to motorcycle theft amongst police forces and the Home Office are not dramatically changing. We must keep the pressure on, so please do get in touch with your local politicians. They will listen eventually if we keep the complaints flowing.

MP: https://wiki.mag-uk.org/images/e/e9/Template_Bike_Theft_Letter_for_MPs_202108.pdf

PCC: https://wiki.mag-uk.org/images/2/2b/Template_Bike_Theft_Letter_for_PCCs_202108.pdf

MSP: https://wiki.mag-uk.org/images/9/98/Template_Bike_Theft_Letter_for_MSPs_202108.pdf

You can find your PCC’s details here: <https://www.apccs.police.uk/find-your-pcc/>

You can find your MP’s details here: <https://members.parliament.uk/FindYourMP>

NB Scotland do not have PCC’s so please write to your MSP.
<https://www.parliament.scot/msps>

TfL goes Absent WITH Leave

In a remarkable demonstration of priorities, MAG's meeting with the folks at Transport for London, scheduled for 14th September 2021, suffered a last-minute cancellation just days before it was due to take place. The reason given? Some officers had gone on holiday.

'This took us rather by surprise,' comments Lembit Öpik, who has spent recent years helping to improve relations between MAG and TfL. 'You'd have thought they might have known they were going on holiday some time ago. But, hey, that's what they gave us as a reason, and now we have to reschedule.' These meetings are all about covering the issues relating to motorcycling in London – primarily road space allocation, the ULEZ tax on motorcycles and junction arrangements, especially in accident blackspots.

MAG enters these meetings with a robust but respectful mindset. We seek to make relationships, not enemies. We hope the officers had a great holiday and return with the right mindset to give MAG the policy adjustments we require.

Leeds Bus Lane Trial back on track.

After consulting navels for an extended period the LCC Infrastructure, Investment & Inclusive Growth Scrutiny Board have decided that they will recommend that the Leeds bus lane trial should proceed. All we need now is for the relevant Cabinet Member to sign off the order and a date to be set for the trial before another curve ball is allowed to emerge from the woodwork.

Hats off to all the local members that are making this happen, but please don't start riding in Leeds bus lanes yet. We need a start date for the trial.

Last call for E10

For one more time, Lembit Öpik is asking you to please check to see if your motorbike is compatible with the new 10% ethanol fuel which is set to be the primary petrol on garage forecourts from now on. You'll find full details of what 'E10' is, the problems it could create and what you can do about it, in the next edition of The Road. For now, here, one more time, is the link to the Government website that lists all E10 friendly machines. If your bike isn't on it, take a look at The Road to see what you can do about it, or contact Lembit.

<https://www.gov.uk/check-vehicle-e10-petrol>

We've covered this so many times in Network because it's one of those things that really can affect the condition of your engine. Ignore the issue and it really can rot away your engine seals. You have been warned...

24-month MoT?

Martyn Boyd, MAG's human dynamo in Northern Ireland, has looked at the accident statistics and deduced that there really is no practical safety advantage in having annual MoTs. According to Martyn, a two-year MoT would be more cost effective because only around 1% of accidents appear related to mechanical failure. The Political Unit and Ian Churchlow - who takes a special interest in Northern Ireland – enthusiastically support Martyn's plan to push for a regulation change in Stormont. If he succeeds, this could act as a valuable precedent for the rest of the UK. Good luck Martyn and we're here to help in any way we can as you engage with the Assembly.

Power ban plan

In a remarkable news story, it appears that the Government is planning to stop you from charging your electric vehicle between 08.00-11.00 and 16.00-22.00. Although they say that you'll still be able to charge your machine on highways at public charging points, it's hard to see how that works, given that the demand on these points if other ones are all off will be phenomenal. By way of trying to sweeten the pill, they suggest that if you happen to run a commercial electric fleet, you might be able to override these no-charging time, but again such loopholes are doomed to cause even more chaos and stress in the system.

Lembit Öpik has long ago warned of the inability of the National Grid to cope with the surge in demand electric transport will cause. He believes this remarkable 'admission by proxy' is a grim portent for e-bike riders. 'It takes many years to upgrade a grid,' observes Lembit, 'and at present the investment is making things worse by introducing huge instability in the form of wind and solar power, both of which can change their output in seconds. That in turn can cause blackouts due to surging. As the Government's strange power ban plan proves, I was right to raise this issue some years ago. My next prediction is that we will start experiencing significant blackouts by 2025, with no renewable way to avoid them.'

For e-bikers, all this means that you need to have a plan if you're going to go on your way electrically. If you charge too little at the wrong time, you could end up high and dry on the way home. We look forward to hearing the Government's solution to this long-predicted problem. To help them, Lembit is composing a series of Parliamentary Questions to focus the minds of Ministers, seeking clarity on how a rider is meant to get home on a long commute when all the home chargers are off, and the public ones have massive queues.

You can read the full story here.

<https://www.fleetnews.co.uk/news/latest-fleet-news/electric-fleet-news/2021/09/13/charge-points-to-be-switched-off-for-nine-hours-to-protect-grid>

Boris reshuffles his cabinet but are real changes for motorcycling afoot?

Grant Shapps retained his position as Transport Secretary in the latest cabinet reshuffle. There are some significant rumblings coming from the DfT at present, which we cannot report on for fear of them turning out to be no more than indigestion. That said there is no denying that the coming months may well bring forth some significant developments. We are probably better placed than ever before to influence outcomes, which is why making the case for motorcycling as a significant part of the future transport mix is critical. The political team's Jedi powers sense that there is a disturbance in the Force. We must be prepared for much turmoil and equally much opportunity. We all have a role to play in pushing the motorcycling agenda so that we are fully prepared to act as events unfold.

Lembit adds 'the changes to the Cabinet do not seem likely in themselves to affect the direction the Government is taking in terms of their electrification agenda and their intention to ban the sale of petrol motorcycles by 2035. As such, it's business as usual at the Political Unit. We just have to carry on working for a more credible policy towards Britain's motive power. Some of the Cabinet faces may change but, to quote Led Zeppelin, the song remains the same.'

MAG PRESS RELEASES

MAG makes steady progress on improved motorcycle theft reporting.

The Motorcycle Action Group (MAG) has continued to make progress on their work to improve motorcycle theft reporting. MAG today publishes a revised edition of the 2020 National Police Force Bike Theft Ranking document.

MAG's Campaigns Team is continually working to improve the quality of motorcycle crime data available to riders and policy makers. This work is driven by the need to take robust action to reduce levels of motorcycle theft in the UK.

MAG's annual report on motorcycle theft statistics - released in August - is being used as a tool to open the debate with many police forces, commissioners and politicians. The report mentions issues with figures reported in Hertfordshire and concerns about figures reported in Gwent. Dialogue with both forces and their respective Police & Crime Commissioners has led to an offer to explore potential routes for increased data accuracy by Hampshire Police and correction of the data supplied by Gwent.

MAG has also had meetings with Home Office policy advisors and the London Mayor's Office for Policing and Crime (MOPAC). As the revised report mentions, 46% of all reported thefts disclosed have occurred in London, making the need for a concerted campaign in the capital very clear.

MAG's Director of Campaigns & Political Engagement, Colin Brown, said:

"I am happy with some of the response we are seeing, but there is still an incredibly long way to go. Motorcycle theft has declined during the pandemic, but there is no case for complacency. There remains the need for riders to demand a more proactive response to the issue."

MAG works with the Motorcycle Crime Reduction Group (MCRG) and has recently offered to take on a lead role in its work.

The revised National Police Force Bike Theft Rankings document can be found here: <https://bit.ly/TheftRank2020v2>

MAG calls on all riders to use the data in the report to challenge their local Police & Crime Commissioners, MPs and Councillors to devise a multi-agency plan to robustly tackle motorcycle theft in their area.

MAG to promote new road safety vision at major event.

The Motorcycle Action Group (MAG) will be presenting the case for a new vision for road safety at the Road Safety GB Festival of Road Safety. MAG's Director of Campaigns & Political Engagement will be a speaker at this major event in the road safety calendar.

MAG's Director of Campaigns & Political Engagement, Colin Brown, is once again included in the line-up of speakers for the 2021 RSGB Festival of Road Safety. This year's video presentation will robustly make the case for the Welcoming Roads vision for road safety.

Welcoming Roads was developed by MAG and has been adopted by the National Motorcyclists Council. The vision was born out of a recognition that casualty reductions in all areas of road safety have flatlined in the last decade, and the fact that motorcycle safety is underfunded and too often treated as an afterthought. The Welcoming Roads vision aims to redress the balance for motorcycling whilst remaining true to the stance that all road users should benefit from safer roads.

MAG is keen that the vision be adopted by the whole road safety community and not seen as merely a niche solution for motorcyclists.

Colin says:

“Welcoming Roads is about achieving the best outcomes for all road users. We repeatedly see motorcycle casualties being ignored, or worse still held up as a reason to restrict our passion. This vision seeks to redress the balance and ensure that riders’ safety is given fair investment and priority. In a world that is keen to promote active travel and public transport it is vital that the interests of riders are not sidelined. Making this point to the road safety community is critical.”

MAG’s manifesto for the Welcoming Roads vision can be found here: <https://bit.ly/Wel-comeRoads2021>

The Festival of Road Safety is an online event that will take place between 1st and 26th November 2021. The full list of confirmed speakers at the Festival of Road Safety can be found here: <https://roadsafetygb.org.uk/festival/festival-content/>

ENDS

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

Tribute to Frank Pearson (aka Fat Frank) – a true Motorcycle Activist



I was lucky enough to know Frank when he was active in Cumbria MAG but mostly for his sterling work as the first General Secretary of the Federation of European Motorcyclists (FEM) 1988-1992 – now known as FEMA.

In 1998, the Federation of European Motorcyclists (FEM) and the European Motorcyclist Association (EMA) merged to form the Federation of European Motorcyclists' Associations (FEMA) we know today.

He was certainly good at spinning a story using his dry humour and wit.

Franks funeral was held on 15th September at Beetham Hall Crematorium, Beetham, Milnthorpe, LA7 7BQ.

Farewell Frank and thanks for everything you did for riders.

I'll leave the final word to:-

Wim Taal, FEMA's Communications Officer said: "The international motorcycling community lost one of its true pioneers. Frank – whom I have had the pleasure to meet on a number of occasions – was one of those rare people who stood up for motorcyclists' rights in Brussels and already saw the importance of international cooperation between motorcyclists' associations when the European Union as we know it was still being formed. On behalf of FEMA's Board and all its member organizations, I wish Frank's family and friends the strength to overcome this loss."

AG

NEW HIGHWAY CODE – Martyn Boyd, N I Rep clarifies things for Northern Ireland.

"Hi,

Can I just make a point of clarification about the article in September Network about the new Highway Code?

It was stated that Northern Ireland has its own version of the Highway Code. I feel this is quite misleading. Northern Ireland has its own very slightly different version but anyone would be hard pressed to find the differences between it and the one for GB. It is, essentially, the same. It's because, historically, Northern Ireland has always had total jurisdiction over its own roads.

However, if we don't implement the new changes (very, very unlikely) then it will be a significantly different version!

Cheers, Martyn Boyd"

<https://www.gov.uk/displaying-number-plates/flags-symbols=and-identifiers>

And, again from Martyn. Martyn, I commend you for your work on wire rope carriers. An epic result.

"For many years MAG and others have campaigned to have wire rope style crash barriers discontinued and removed. Certainly, here in Northern Ireland that campaign has been off and on since the 1980's without any success.

As NI Rep I revived the campaign about two years ago, aided by Ian Churchlow, Lembit Opik and Colin Brown. Today I received confirmation from the NI Department of Infrastructure (DfI), which has overall responsibility for all roads in Northern Ireland, that beneficial regulatory changes have been made.

I have been informed that regulatory requirement CD377 Revision 4 (January 2021) Northern Ireland National Application Annex, now states the following:

Requirements for permanent safety barriers

Safety barrier provision in central reserves - general (CD 377, 3.77- 3.83)

NI/2.1 On motorways and all-purpose dual carriageways with a two-way AADT greater or equal to 25,000

vehicles/day where a safety barrier is required in accordance with this document and the distance *Psb*

to *Psb* is 10 m or less, the safety barrier shall have a minimum containment level of H1.

NI/2.2 The safety barrier shall be rigid, have a serviceable life of not less than 50 years,

Basically, in future, all dual carriageways in Northern Ireland that are deemed to need a central reservation barrier must have a rigid type installed - concrete 'cushions' or W beam type or similar. Previously this applied only to those dual carriageways built to motorway standards or to motorways. This applies to any new road schemes or upgrades initiated after January 2021. Existing wire rope barriers, when in need of replacement or at end of life, will be replaced with a rigid system. I am also informed that this will apply on a UK wide basis.

Whilst we would all love to see these things ripped out everywhere, realistically I believe this is the best outcome we could honestly achieve or hope for. So, goodbye to wire ropes!

Cheers, Martyn Boyd, NI Rep for Motorcycle Action Group UK"

Extending Physical Lifespan of Cars - Neil Liversidge:-

Worth a read. <https://onlinelibrary.wiley.com/doi/10.1111/jiec.13190>

This study proposes a new framework for estimating the effects of changes in the physical lifespan (PHL) of cars and the possession lifespan (POL) of new and used cars on stock, flow, and carbon footprint (CF). Applying this framework to all new and used cars registered in Japan from 1990 to 2016 showed that a 10% extension of the PHL of cars reduced the CF of cars by 30.7 Mt, while a 10% extension of the POL of new cars reduced the CF of cars by 26.4 Mt, and a 10% extension of the POL of used cars produced a 5.2 Mt CF reduction. On the other hand, a 10% lifetime reduction in the three cases increased CF by 42.2, 29.4, and 6.0 Mt, respectively. These results indicate that increasing the lifetime of new and used cars could contribute significantly to the mitigation of global warming. To achieve a large reduction in life cycle emissions, car designers should focus on ways to extend vehicle lifetimes.

Freedom of Information FOI/00188/21

From Steve Mallett, Rep for the South East Region.

Just in response to a simple Freedom of Information instigated by Julian Quinton, who writes as follows, 'How brave I am, took all of five minutes.'

Its seems unbelievable that of 213 thefts only 8 were recovered by the force!

I hope that other Regions take this as an example to hold their police forces to account by requesting similar information. Only by doing this do we stand a chance of the police improving their record for following up on stolen bikes. AG

From Kent Police:- Dear Mr Mallett,

I write in response to your request for information under the Freedom of Information Act 2000 received on 12 August 2021.

1.How many motorcycles are recovered please? Please report from 1 January 2020 to date.

A total of 328 motorcycles have been reported as stolen between 1 January 2020 and 7 September 2021. Of these a total of 67 have been recorded as recovered. The data is dependent on the recording officer updating the crime report to confirm that the motorcycle has been recovered.

2.How many motorcycle thieves are convicted? Please report from 1 January 2020 to date.

There have been no convictions for the motorcycle thefts reported between 1 January 2020 and 7 September 2021. Two cases remain open, awaiting trial.

3.Are Kent Police still attending MCRG meetings? (Motorcycle Crime reduction Group) time period 2018 to current date.

An officer attended an online meeting on 25 March 2021. No further invites have been received to attend the Group meetings.

4.When a motorcycle is stolen do the Police do anything other than issue a crime number?

Each incident reported to Kent Police is subject to assessment against threat and risk. This is outlined in the Public Contact and Incident Management policy which can be viewed by following the link below. As such, each allegation of theft is subject to assessment around whether attendance is required. In all cases, an investigation report would be created and this would be subject to further review around lines of enquiry against a solvability assessment.

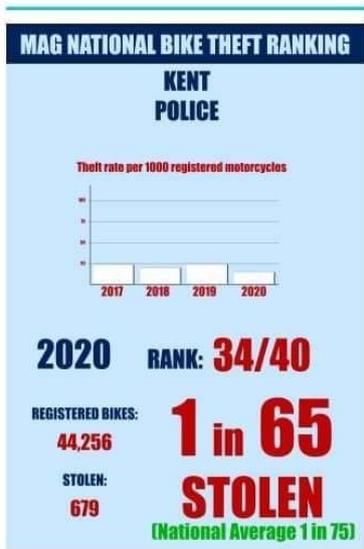
The Investigation Management Unit will determine in respect of allocation of crime based on the information provided within the crime report. A number of factors contribute to this decision including whether the suspect is known, whether there are other similar offences in the area, any witnesses, relevant CCTV, suspect vehicles, time interval between incident and reporting, any evidence at the scene for forensic value and whether there are any reasonable lines of enquiry. The Investigation Management Unit will ensure that the stolen vehicles are updated on the Police National Computer so they are flagged if stopped or the number plates are detected through an ANPR camera.

<https://www.kent.police.uk/foi-ai/kent-police/Policy/operational-partnerships/public-contact-and-incident-management-policy-003/>

Thank you for your interest in Kent Police. If you have any queries about your request or the application of the Freedom of Information Act generally, please contact this office quoting the reference number above.

Yours sincerely,

Helen Ratcliffe. Public Disclosure Officer.



Kent Police

APPENDIX

Kent Police Freedom of Information request: FOI/00146/21

For the calendar year 2020:

1) How many stolen motorcycles broken down by area in Kent?

District	Number of Motorcycles Reported Stolen
Ashford	8
Canterbury	10
Dartford	28
Dover	9
Folkestone & Hythe	9
Gravesham	13
Maidstone	18
Medway	47
Sevenoaks	12
Swale	21
Thanet	22
Tonbridge And Malling	11
Tunbridge Wells	5
Total	213

2) How many recovered by the police?

3) How many recovered by the owner?

4) How many recovered in total?

Found	Number of Motorcycles
Owner or Member of public	20
Police	8
not stated	3
Total	31

5) How many bike thieves arrested?

9 crime reports resulted in an arrest

6) How many bike thieves successfully prosecuted?

4 crimes reports resulted in Charge; two resulted in conviction, two are ongoing

Freedom of Information Request FOI/00146/21 I write in response to your request for information under the Freedom of Information Act 2000 received on 3 August 2021.

For the calendar year 2020:

1) How many stolen motorcycles broken down by area in Kent?

District	Number of Motorcycles Reported Stolen
Ashford	8
Canterbury	10
Dartford	28
Dover	9
Folkestone & Hythe	9
Gravesham	13
Maidstone	18
Medway	47
Sevenoaks	12
Swale	21
Thanet	22
Tonbridge And Malling	11
Tunbridge Wells	5
Total	213

- 2) How many recovered by the police?
 3) How many recovered by the owner?
 4) How many recovered in total?

Found	Number of Motorcycles
Owner or Member of public	20
Police	8
not stated	3
Total	31

- 5) How many bike thieves arrested?
 9 crime reports resulted in an arrest

- 6) How many bike thieves successfully prosecuted?
 4 crimes reports resulted in Charge; two resulted in convict bn, two are ongoing

My Summary

For the calendar year 2020:

- 1) How many stolen motorcycles broken down by area in Kent? **213 in total**
 2) How many recovered by the police? **8 or maybe 11**
 3) How many recovered by the owner? **20 or maybe 23**
 4) How many recovered in total? **31**
 5) How many bike thieves arrested? **An arrest = 1**
 6) How many bike thieves successfully prosecuted? **4**
-

Civil enforcement by Councils of Moving Traffic Offences is coming.

At the Reading Borough Council Traffic Management Sub-Committee ("RBC TMSub", arrgh, glottal stop) on Wednesday evening; An interesting question was raised as to how quickly after December 1st 2020 they could start enforcing and issuing fines for banned turns, box junctions and driving in formal cycle lanes.

This caused the Chair to disappoint the councillor with a summary of the position, which presumably applies to councils the length and breadth of the UK (or at least the English bit);

Govt intends to bring in new regulations from December 2021, these offences are currently only enforceable by Police. This requires draft guidance for consultation, new Statutory Instruments etc before Councils can issue "Designation orders" - So those Orders will not get approved by the Govt before March 2022 at the earliest. Sensible Councils will also need to plan strategy and a rollout programme, who is going to do it, resources and how much will it cost vs return.

On the whole this might be good for bikers, since we can skinny across boxes junctions filtering style, cars doing U-turns and crossing at banned turns are a danger to motor-bikes as much as cyclists, and bus lanes are for bikes as much as Cyclists - we just have to convince all the Councils of this. Peter Seymour, Thames Valley Rep.

Opinion: Making Vision Zero Work for Motorcycling

NMC News; September 20, 2021

It's time that Vision Zero is applied equally across transport modes.



In this first of a series of opinion pieces from members of the National Motorcyclists Council, Colin Brown from the Motorcycle Action Group asks 'Has the road safety sector has fallen victim to a brood parasite?' This thought provoking piece discusses road safety Vision Zero and if it is being subjected to mission creep into a wider policy agenda which disadvantages motorcycling as a vulnerable transport mode. It reminds that Vision Zero should equally support all who use the road.

Going Cuckoo ...

Some, but - to be fair to the family of birds - not all, species of cuckoos are what's known as brood parasites. This means they hide their eggs in the nests of other species. To avoid detection, these cuckoos have evolved so that their eggs replicate those of their preferred targets. If the host bird doesn't notice the strange egg in its nest, the newly hatched cuckoo will actually take all the nest for itself, taking the other eggs on its back and dropping them out of the nest. If any of the other eggs hatch before they are thrown out of the nest the cuckoo hatchling grows faster, demands all the tasty worms that the parent birds bring to the nest damming its step siblings to a lingering death by starvation or to follow the ejected eggs out of the nest to be devoured by predators beneath the treetop safe haven.

Vision Zero claims to promote a future for all road users with zero casualties, but increasingly it only pays lip service to the word 'all'. I believe that the only defence that Vision Zero can mount for what its adherents try to claim as an 'oversight' in its plans is that it has become the unwitting victim of a cuckoo's egg.

There is good news though. We are now learning that the bird species targeted by cuckoos gradually evolve the ability to spot the fake eggs. They can then take action to protect their own. Armed with this model we are not too late. We can help the road safety sector to evolve so that it too can spot the bad eggs that threaten the future of all the others and take action to ensure all the eggs hatch and flourish.

So let's look at a bit more detail to understand the allegory and apply the model.

We will understand the road safety sector - practitioners and policy makers – as the parent birds. The nest is the safety strategy that the sector uses to nurture its charges. The eggs are the road user groups – the pedestrians, cyclists, motorcyclists, and drivers. The worms that the sector feeds to the hatchlings are the safety interventions. The villain – our cuckoo in the nest is the ideology of promoting walking cycling and public transport above all other modes.

Let me be clear here; the cuckoo is not a combination of three eggs nor does the cuckoo egg replace those legitimate modal eggs. One of the defining characteristics that gives away the cuckoo egg is the fact that it attempts its disguise by using the markings on three other eggs – the pedestrian egg, the cyclist egg and the public transport egg. It is not a legitimate egg in its own right and thus tries to appropriate the others' shell designs despite some obvious internal inconsistencies in doing so. The three eggs whose design is being appropriated remain entirely legitimate eggs.

So the road safety sector build nests called road safety strategies. The problem is that the blueprint used – the Vision Zero design guide for strategies - includes a couple of fundamental flaws amongst some good guidance which we can all support. As I see it the first flaw is the credibility of setting a goal that is incredible – namely zero casualties in a dynamic and complex road transport network. If the road network was a closed system with all variables subject to control, then yes, zero would be credible. But the road network is not a fully controlled closed system. This is why our Welcoming Roads blueprint for safety strategy design calls for SMART goal setting under Vision Zero. That is targets that are Specific, Measurable, Achievable, Realistic, and Timely.

The second fundamental flaw is a big signpost attached to the nest that broadcasts to any passing cuckoo ‘come and lay an egg here’. Vision Zero for some inexplicable reason states a mission to promote active travel and public transport. Let me be clear – this is not the remit of the road safety sector. Promoting active travel and public transport is not of itself the issue. But placing it in the work stream of road safety policy makers and practitioners most definitely is. Would you ask your doctor to manage your investment portfolio? Would you ask your dustman to build your house? Why then would you ask a road safety officer to save the planet? Road safety is about the casualties that occur as a direct result of using the road. Stats 19 does not report deaths due to air quality or climate change. Casualties on the road happen in the present. We don’t want road safety to be judgemental, nor do we want the road safety sector to dictate our transport choices. Road safety needs to focus on how we use the roads today, not as they may possibly be used at some point in the future. Your doctor may take a degree in finance next year, but today his priority is your cancer diagnosis. Your dustman may take a course in bricklaying next year, but today he is being paid to empty the bin.

Our Welcoming Roads counter to this design flaw is to clearly state that roads are legitimately used for many purposes, including commuting, logistics, leisure, sport and exercise. We accept no challenge to the legitimacy of any of these uses. It then points out that no-one should feel disproportionately restricted from using the roads for any of these purposes, and that everyone should expect to be able to use the roads with equal efficiency and safety, regardless of their legal and legitimate modal choice and purpose for using the road. We accept no challenge to the legitimacy of any user’s right for improved safety regardless of their legitimate modal choice or reason for being on the road.

A recent demonstration of the own goal that the road safety mission creep into promotion of active travel is the hierarchy principle proposed for the Highway Code. This is a principle that directly contradicts the idea of Welcoming Roads by ignoring the true meaning of responsibility. The hierarchy claims that responsibility is variable dependent on your transport mode. This is flat out wrong. Granted being responsible may be more complex based on your modal choice but that difficulty factor does not affect the scale of your responsibility. I have never bought excited claims of individuals saying they give 110% - it is nothing more than naive fantasy. So if we state that some road users have more responsibility than others we can only be saying that the others have less than absolute responsibility. Welcoming Roads clearly states that all road users have a duty to show consideration and compromise with their fellow citizens to maintain an environment that is welcoming to all. There is no degree there, is no scale – responsibility is shared equally and is absolute.

So here we are, in the nest the policy makers put together following the Vision Zero blueprint. It has allowed the cuckoo egg in. That egg has hatched, and we have so far survived attempts to throw our motorcycling egg out of the nest. We are all too familiar with the long battle in the early days of the Vision Zero nest where the morally redundant claim that motorcycles don’t fit in Vision Zero had to be challenged. Our egg was being pushed over the edge of the nest, but we managed to cling on. Since then we have been experiencing the lingering death of starvation because the cuckoo is still in the nest. The worms of road safety interventions distributed by the road safety practitioners have been

strictly rationed. The investment, the design of safer environments have all been thrust into the gaping beak of the cuckoo that is growing and smothering us. We cower in the corners of the nest grabbing the crumbs that bounce in our direction and duck the indignant pecks from the cuckoo's beak.

Again for clarity, let me repeat, that cuckoo is not the cyclist, the pedestrian nor the public transport user, it is the ideology that says those are the only modes that matter.

The latest peck of the cuckoo's beak came in the form of an 'expert' report entitled "Safe Roads For All". With contributors including The Parliamentary Advisory Council for Transport Safety I was sadly not surprised to find that none of the expert contributors made any mention of motorcycles. Given that those same experts normally take pains to point out that motorcyclists make up in excess of 20% of all road casualties it seems strange for this group to claim expert status when demonstrating such a significant gap in their review. Are they experts on road safety or are they cuckoos? Interestingly the National Motorcyclists Council pointed out the lack of reference to motorcycles tweeting: "New report about road safety and environment, promoting active travel which completely ignores motorcycle safety needs. Major deficiency in otherwise interesting report. Road safety is not just about active travel". This tweet solicited a response from PACTS stating "Hands up...an oversight."

PACTS: an advisory group on road safety that has been receiving requests from MAG for more motorcycle safety consideration for many years. PACTS an advisory group on road safety that has received direct requests from MAG to debate the Welcoming Roads vision paper during the period that the 'Safe Roads For All' report was written This is the PACTS that is suggesting that the exclusion of motorcycles is a mere oversight. Are these expert groups suffering from extreme short term memory loss? Or is it simply a desire to hide the fact that they are refusing to debate any alternative to the ideology they are promoting? I cannot buy the oversight claim. The report would be more accurately titled 'Safe Roads For All Except...'

We find ourselves in a position where the current incarnation of Vision Zero which fails to even recognise the existence of motorcycles is touted as the only morally acceptable approach. Indeed, the current Vision Zero mind-set barely stops short of saying that all forms of private motorised transport do not fit. If it is not walking, cycling or public transport it is not on the 'to do' list for Vision Zero.

By making the claim that there is only one morally acceptable position the option for discussing alternatives is suppressed. The original attempts to displace the egg that is motorcycling appear to be complete in the mind of the authors of this report. The road safety sector is on the verge of going totally cuckoo. I won't stand for that. I will not be made to feel guilty nor told that I am amoral for choosing to ride a motorcycle and, I hope, neither will you.

I had hoped that the Welcoming Roads vision met no challenge because it was accepted. It turns out it was ignored by the cuckoos as nothing more than a trivial, inconsequential attempt by an amoral minority to reclaim legitimacy. We are not cuckoos so they don't see a need to listen to our opinions.

Supported by the NMC, MAG has formally written to the Roads Minister asking that the next meeting of the Road Safety Delivery Group (RSDG) includes a specific agenda item to present and discuss the Welcoming Roads vision. Motorcycling has a seat at the Government table and will be using it.

Colin Brown.

FEMA

Finland is not introducing periodic motorcycle inspections

FEMA News: September 1, 2021



Finnish motorcyclists will not be confronted with a periodic motorcycle inspection, thanks to a national government that understands that mandatory inspections will not necessarily improve motorcyclists' safety.

Most European countries have a mandatory periodical technical inspection (PTI) for motorcycles, some are going to introduce it in 2022. PTI for all motor vehicles is regulated under [Directive 2014/45/EU](#). Prior to this directive the providers of technical inspections, the industry and the road safety organizations started a strong lobby to include motorcycles.

At the same time FEMA and some of its member organizations started to lobby against such an inclusion. Thanks to our lobby, motorcycles over 125cc were excluded until 1 January 2022. Member states that took alternative measures to enhance motorcycle road safety before 20 May 2017, could avoid the obligation to introduce PTI for > 125cc motorcycles. Ireland, Finland and the Netherlands made use of this possibility.

Recently, Finland saw a public debate about periodic inspections of motorcycles. There have also been estimates that periodic inspections of motorcycles would be introduced in Finland in accordance with the EU Inspection Directive at the beginning of 2022 or in 2023.

Finnish motorcyclists' association – and member of FEMA – [SMOTO](#) asked the Ministry of Transport and Communications three questions on the subject:

1. Is Finland introducing a periodic inspection of motorcycles on 1 January 2022, mentioned in the public domain on or after 1 January 2023, or does it intend to continue the current practice?
2. Has Finland introduced 'effective alternative road safety measures' within the meaning of the Directive? If so, what measures?
3. How and what has Finland reported to the Commission on these alternative road safety measures, i.e. the 'derogations' from the Directive?

In its reply to [SMOTO](#) on 31 August 2021, the [Ministry of Transport and Communications](#) stated:



1. Wim Taal, FEMA's Communications Officer said: "It is good to see that the Finnish government is ready to listen to the true experts, the motorcyclists from SMOTO. As we in FEMA have stated so many times before, training of road users, behavioural aspects, infrastructure and enforcement of existing traffic rules play a much bigger role in road safety than periodical technical inspections ever will." (photograph by Dolf Willigers).

Finland is not introducing roadworthiness testing for the vehicles in question, i.e. Finland will continue the current practice.

2. Finland has introduced alternative effective traffic safety measures. A response from the Ministry of Transport and Communications was submitted to the European Commission in March 2019, detailing these alternative measures. Measures mentioned in this reply included a) improving infrastructure, b) reforming the driving license law and c) the moped and motorcycle strategy for 2025. In addition, the safety of mopeds and motorcycles has been addressed in the Road Safety Strategy currently being prepared.
3. As described above, a reply from the Ministry of Transport and Communications was submitted to the Commission in March 2019, specifying alternative measures.

The Ministry of Transport and Communications also states: "The continuation of the current practice in Finland is supported, for example, by the fact that the motorcycle season is quite short, and motorcycles/mopeds are not used as much in traffic as in Southern Europe, for example."

SMOTO thanks the automation unit of the Information Department of the Ministry of Transport and Communications for the clear answers. If periodic inspections are ever introduced for motorcycles, it will be as a result of a EU Inspection Directive. In SMOTO's opinion, Finland's position is justified and sensible.

Source: [SMOTO](#)

Top photograph courtesy of TÜV

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

Motorcyclists say 'no' to ban on new petrol-powered bikes

FEMA News: September 15, 2021



A FEMA survey shows that a possible ban on the sale of new petrol-powered motorcycles is rejected by more than 90 percent of the motorcyclists that took part in the survey.

In July and August 2021 FEMA conducted an online survey on motorcycle emissions and a possible ban on the sale of new petrol-powered motorcycles. The survey was available in 12 languages and was filled out by 23,768 people (1,188 women and 22,580 men).

When asked 'What do you think about a possible ban on the sale of new petrol-powered motorcycles?', 92.91% of the motorcyclists that responded said 'no'. There are differences between countries, but the disapproval rate of a possible ban on the sale of new petrol-powered motorcycles does not fall below 80% in any European country.

In comparison to the survey FEMA conducted in 2016, we see a larger group of motorcyclists that would be willing to buy a newer motorcycle if older bikes (pre-2006) were to be banned from entering the city (55.46% in 2021, against 44% in 2016). Of the respondents over 44% would consider another mode of transport if such a ban occurred, which could lead to a major mobility shift in certain cities. This could be an even larger issue when city authorities decide to ban fossil fuel vehicles from entering the city, because in that

case over 76% of the respondents would change their mode of transport, rather than switching to a non-emissions motorcycle (electric/fuel cell). This could have drastic effects on urban mobility as we know it.

A large majority (88.75%) of those that would be willing to switch to a non-emissions motorcycle in the case of banning fossil fuel vehicles from entering the city, is not willing to pay more for such a motorcycle than for a motorcycle with a combustion engine that runs on fossil fuels.

When asked what they would do if the sale of new petrol-powered motorcycles was banned, a majority of 53.38% would stop riding when they are no longer able to buy a new petrol-powered motorcycle. 38.96% of the respondents would buy a zero-emission motorcycle when there are no new or used petrol-powered motorcycles available anymore. Only 7.67% would already buy a zero-emission motorcycle when there are still petrol-powered motorcycles available.

When asked if they could you enjoy a non-emission bike as much as their current bike, if a total ban on all fossil fuel vehicles would be introduced, or if they would stop riding, 58.92% would stop riding. This is a major change in attitude since 2016, when 46% of the respondents said they would stop riding. Of the respondents, 41.08% could enjoy riding a non-emission motorcycle, against 54% in 2016.

—

The current plans from the European Commission and some national governments to limit the sale and the use of fossil-fuelled vehicles lead to more questions than there are answers at the moment. How realistic is it to rely fully on electric vehicles? Will there be enough electric vehicles on the market, will there be enough electricity, will there be enough charging points, will the grid be able to deal with the extra demand, will electric bikes ever get sufficient range? And how about e-fuels? Can those be developed to a level where they can compete with the fossil fuels we know today, if we look at the cost and effectiveness? Will all these alternatively-fuelled vehicles be affordable for the average user?

FEMA's general secretary Dolf Willigers said: "Motorcycles are becoming more fuel economic and cleaner. Compared with cars, that tend to use more fuel and that use more space to drive and park, especially in the cities, motorcycles are becoming much more economic and less pollutant than they already are. We see a bright future for motorcycles and other powered two-wheelers, provided that the European Commission and the British government leave room for the internal combustion engine for motorcycles. With the non-fossil fuels that are already in development, motorcycles will stay affordable and become clean and CO2 neutral."

FEMA president Anna Zee said: "Several national governments are considering a future ban on the sale of vehicles with internal combustion engines, a development that may have a huge impact on our choice of vehicle and on our lifestyle. Although FEMA understands and supports the further development and integration of electric vehicles, we will work for a future with electric motorcycles and motorcycles with an internal combustion engine side by side."

The motorcycle industry seems to focus on producing electric powered two-wheelers for urban use and is not (yet) producing significant numbers of bikes that could possibly replace the current fleet of larger bikes. Antonio Perlot, the secretary general for ACEM, the European Association of Motorcycle Manufacturers, told FEMA:

<https://www.femamotorcycling.eu/where-are-the-electric-motorcycles/> "ACEM expects that the predominant share of the urban mobility powered two-wheeler market will be electric by 2030, with increasing spill overs on the whole motorcycle range towards 2050. Needless to say, whilst established manufacturers are also entering the electric motorcycle segment, for most pure electrification is focusing mainly on smaller, short range vehicles, aimed mainly at the urban environment, where the perspective of higher volumes is in line with their industrial dimension."

Click here for all results from the survey.

Written by [Wim Taal](#). This article is subject to [FEMA's copyright](#)

Motorcycles are the solution, even with an internal combustion engine'

FEMA News: September 28, 2021



Many walking and cycling adepts say that cars and motorcycles – especially if they have an internal combustion engine – are dirty and dangerous and should be banned. FEMA's Dolf Willigers disagrees: "Motorcycles are the solution for many transport and mobility problems in the urban areas. Even with an internal combustion engine." Dolf explains.

Recently, our colleagues of the European motorcycle industry association, ACEM, published [a new position paper](#) on urban mobility. In the paper they mention that motorised two- and three-wheelers were the original urban mobility products in the 1880s. Nowadays, in many big cities in Europe and certainly outside Europe in for example Asia, motorcycles are still a dominant factor in transport.

In the view of many active-mobility adepts, cars, motorcycles, mopeds – especially if they have an internal combustion engine – are dirty, dangerous, claim to much space and should be banned.

This is logical. Motorcycles are small, cheap, are less polluting, use less fuel, and therefore emit less greenhouse gasses than cars. However, in the offices of many city councils, governments, and the European Commission, this does not seem to matter very much. The present mantra is 'active mobility and public transport'. The active-mobility lobby even has its own annual high day 'Car free Sunday', celebrated in many European cities where the supporters dream of a world without cars, trucks and motorcycles. Conveniently forgetting that our present welfare and mobility would never have been possible without these vehicles.

Individual motorised transport of any kind is rapidly becoming a taboo. In the view of many active-mobility adepts, cars, motorcycles, mopeds – especially if they have an internal combustion engine – are dirty, dangerous, claim to much space and should be banned. In a way, they have a point: cars, busses, trucks, and powered two-wheelers sometimes, when they are old or badly maintained, emit too much toxic gasses and CO₂. And too many cars in the city does mean that they take up too much space, even when they are not in use which is most of the time. I also wonder sometimes why in my own town cars are still allowed to drive and park in the main shopping street. I understand that you must have cars and motorcycles everywhere. But...

Powered two-wheelers and other small vehicles have the future in urban mobility and must be part of the urban mobility plans.

The solution to bad air quality, global climate change and lack of space in the urban areas is not to ban all individual motorized vehicles from the cities. There is and there will always be a need for individual motorized transport in urban areas. With cycling, walking and public transport you cannot fulfil all needs for mobility of people and goods. Yes, cars, vans, and trucks (and busses) are big and often take up too much space, so that problem needs a solution. That solution is smaller and cleaner vehicles. These vehicles already exist, for over 140 years now. Motorcycles, mopeds, three-wheeled vehicles are the solution for many transport and mobility problems in the urban areas. Even with an internal combustion engine.

Thanks to technical developments and lower limits, new internal combustion engines are very fuel efficient and clean nowadays, they contribute to reducing global warming and bad air quality. With electric engines they are even cleaner (at least when one looks at the tailpipe emissions) and are a perfect solution for bad air quality and use of space in the urban areas. The only things they need are a suitable, convenient, and secure charging infrastructure and policy makers who recognise that the mantra 'active mobility and public transport' sounds very nice but does not offer a complete answer to the challenges in urban mobility and liveability. Powered two-wheelers and other small vehicles have the future in urban mobility and must be part of the urban mobility plans.

Written by [Dolf Willigers](#). Top photograph courtesy of Yamaha. This article is subject to [FEMA's copyright](#).

SMART MOTORWAYS!!

SMART MOTORWAYS – TRANSPORT SECRETARIES STATEMENT TO PARLIAMENT

The statement in full:

I have on several occasions announced to this house the importance of road safety to me and my department. After hearing the public's concerns about smart motorway safety, I commissioned an evidence stocktake and set out recommendations to raise the bar on safety. This was one of my first acts as secretary of state for transport.

The subsequent [evidence stocktake](#) was published in March 2020 and showed that ALR motorways are in most ways as safe as, or safer than, conventional ones. I was determined to make sure they were the safest roads in Britain and to this end, I announced a package of 18 measures, costing £500 million, which includes the faster rollout of a radar-based stopped vehicle detection (SVD) across the ALR network, including an additional £5 million on national and targeted communications campaigns to ensure drivers receive the right advice to help them keep safe.

Other actions included an update to The Highway Code to include new information about driving on high-speed roads, which has been achieved this year, six months earlier than scheduled. We have also changed the law to enable automatic detection of vehicles driving in closed lanes, known as red 'X' violations and National Highways (formerly Highways England) is upgrading specialist cameras to help better identify violations so those drivers can be prosecuted.

A year on, I commissioned a [progress report from National Highways](#) to set out progress on those 18 actions and to develop proposals about how several of them can be accelerated, going above and beyond what was originally committed to. The progress report was also an

opportunity to review updated data since the 2020 Stocktake. Crucially, the data contained in the report published in April 2021 continues to show that fatal casualties are less likely on ALRs than on conventional ones.

The National Highways progress report drew its evidence from data and analysis of the 2019 STATS19 official statistics and produced by National Highways. I know that there has been considerable public and media interest in understanding motorway accident and fatality data and in March 2021 I commissioned the Office of Rail and Road to independently review the data to provide further analytical assurance and ensure that the conclusions arrived at are robust.

The ORR's report, [Quality Assurance of All Lane Running motorway data](#), is published today (7 September 2021). I welcome the ORR's review and their conclusion that they found no errors in the underlying calculations, and all the products and processes reviewed are in line with established practice.

This was a thorough undertaking; the ORR drew on its expertise as the monitor of England's strategic road network. The ORR analysed detailed information, interviewed relevant staff at both National Highways and the Department for Transport, and reviewed the evidence submitted to the Transport Select Committee inquiry, which commenced in February 2021.

To provide additional expertise and challenge, ORR took independent analytical advice from a specialist consultancy and involved the non-executive chair of its National Highways Committee. This was done to ensure the conclusions and recommendations arrived are as robust and comprehensive as possible. The report supports National Highway's findings that smart motorways are the safest roads in the country in terms of fatalities.

The ORR's report contains several recommendations for improvement that will strengthen our understanding of road safety. [National Highways has agreed to all its recommendations and developed an action plan](#) in response which is already underway.

My commission for assurance into smart motorway safety data by the ORR is another step towards improving road safety and instilling public confidence in the safety of our roads, which make a crucial contribution to economic and social development in this country.

And

Survey shows 'enormous strength of feeling' about ALR smart motorways

11.42 | 15 September 2021 | [Roads](#)



Image: National Highways

More than 60% of drivers think that all-lane-running schemes should be scrapped entirely, according to a survey by the RAC.

All-lane-running (ALR) is the most common type of 'smart motorway' used in the UK. The schemes were introduced in 2014 and involve opening the hard shoulder permanently to drivers.

According to the survey of 2,600 drivers, [carried out by the RAC as part of its Report on Motoring 2021](#), 62% believe ALR schemes should be scrapped entirely and the hard shoulder reinstated, while retaining the technology that manages traffic flows and detects breakdowns.

Only a quarter of the respondents (24%) support the continuation of current policy, which is to stick to four permanent running lanes and no hard shoulder, while increasing the number of emergency refuge areas and including extra technology to detect stationary vehicles and cameras to catch motorists who ignore closed-lane signs.

Most drivers (63%) do not believe the measures being implemented by National Highways (formerly Highways England) to compensate for the removal of the hard shoulder – such as variable speed limits in response to incidents or to control traffic flow, closed-lane signs, SOS emergency refuge areas up to every 1.6 miles apart and technology to detect slowing or stationary vehicles – are adequate.

Just 15% stated they thought they were adequate, with a fifth (21%) unsure.

The RAC says its research 'reveals the enormous strength of feeling' among drivers of all ages about the safety of ALR smart motorways.

Nicholas Lyes, RAC head of roads policy, said: "We've always had safety concerns about ALR motorways and have raised these by giving evidence to two separate Transport Committee inquiries. While the Government published its 18-point action plan in 2020, the RAC has continued to push for new safety features to be introduced as quickly as possible.

"Although much of the plan is on track and the installation of crucial stopped vehicle detection technology is now due to be completed ahead of schedule, it seems the only thing that will truly satisfy most drivers is the reinstatement of the hard shoulder.

"The Government is therefore faced with a difficult choice between continuing to roll out unpopular all-lane-running motorways very much against drivers' wishes or reinstating the hard shoulder, effectively creating three-lane 'controlled motorways' which would have the benefit of improved safety features but with less overall capacity.

"The RAC, however, believes there's a third option worth considering which provides increased capacity without adversely compromising safety.

“Rather than simply scrapping dynamic hard shoulder schemes, which only open the hard shoulder to traffic at busy times of the day, these schemes could be made the new standard as they still offer somewhere to stop away from live traffic in the event of a breakdown during quieter times, while still accommodating more traffic at busy times.”

And

New Highway Code rules to make roads ‘even safer’

From Road Safety GB: 14 September 2021



New rules to improve safety on England’s motorways and high-speed come into effect today in a ‘major update’ to The Highway Code.

More than 3,200 people and organisations took part in a consultation to help National Highways (formerly Highways England) and the DVSA to decide on the details.

The update is designed to include clearer advice on: Where to stop in an emergency

- The importance of not driving in a lane closed by a Red X
- How variable speed limits are used to keep traffic flowing

There is also updated guidance on key factors that contribute to safety-related incidents, including driving while tired, unroadworthy vehicles, safe towing, tailgating and driving in roadworks.

Nick Harris, chief executive of National Highways, said: “Although our motorways and major A-roads are already among the very safest in the world, this new guidance will help road users be even safer.

“It includes clear, practical information such as how variable speed limits work and advice about where to stop in an emergency. This will help drivers use our roads safely and feel safe doing so, and I urge all drivers to read it.”

In total, 33 existing rules in The Highway Code have been amended and two new rules introduced.

Updating The Highway Code is one of the measures set out in the transport secretary’s 18-point action plan to improve safety and public confidence on all-lane running (ALR) motorways.

Baroness Vere, roads minister, said: “As we build back better and modernise roads across the country, the safety of road users continues to be our utmost priority.

“That’s why these changes have been brought in as part of our 18-point action plan to further improve safety on our motorways and high-speed roads.

“It is vital that all drivers keep up to date with The Highway Code. This updated guidance will give everyone on our roads the confidence that they have the knowledge and skills to make journeys safely.”

Highway Code Update: <https://highwaysengland.co.uk/our-work/smart-motorways-evidence-stocktake/new-highway-code-rules-will-make-our-roads-even-safer/>

SSUP gives tractor warning alert to motorcyclists

Road Safety GB: 2 September 2021



The Shiny Side Up Partnership is appealing to motorcyclists and drivers of farm vehicles to watch out for each other on the rural road network.

Statistics show that between 2015 and 2019, there were 320 collisions that involved a motorcyclist and a tractor. Of these, 194 resulted in death or serious injury to one or more people.

The SSUP has made the warning at a time of year when rural roads, which often attract motorcyclists due to the higher speed limits, are particularly busy with farm vehicles.

It says that tractors turning right into or out of fields and farm entrances, conflicting with motorcyclists travelling straight ahead, is a common crash scenario it sees year in, year out.

To reduce risk, the SSUP is calling on tractor drivers to indicate, take time to check the road ahead is clear and look out for motorcyclists.

Conversely, it is asking riders to expect to come across agricultural vehicles of all types and to watch out for them turning into fields and taking up positions in the road that will make it difficult to pass.

Heidi Duffy MBE, SSUP facilitator, said: “Year after year we see the same motorcycle crashes that can be prevented if this message is heeded.

“Motorcycles and agricultural vehicles are the worst mix on roads and with the number of them increasing out on the road network at this time of year, bikers need to be alert and ride with extreme caution.”

Industry Economic Study Reveals Significance of the Motorcycle Sector to Society

Economic activity by motorcyclists themselves an additional economic factor. Study also reveals motorcycles offer a potential 66% discount on the cost of the daily commute.



NMC News: September 17, 2021

The National Motorcyclists Council (NMC) have welcomed a new economic study into the motorcycle sector which has been published by the European motorcycle manufacturers association ACEM. The Study, 'The Economic Importance of Motorcycles to Europe', covers the UK and offers insight into several key areas of the overall motorcycle sector. Key findings are that European GDP supported by the motorcycle sector amounts to 21.4billion Euro, with 389,000 jobs supported.

To put this into perspective, ACEM and Oxford Economics claim that economic activities supported one way or another by motorcycling generate more GDP, and employ more people, than the metropolitan area economies centred on Venice, Malaga, and Palma de Mallorca, as well as the entire economy of Iceland. The total tax impact would have been sufficient to cover the pay of 380,000 teachers, or some 6.5% of all European teachers.

Where the Study could go further is in areas more related to the activities of motorcyclists themselves. A large amount of GDP related activity takes place as riders interface with the wider world, particularly in areas such as tourism and local events, where local goods and services are supported, which includes accommodation. The Study's authors recognise this and note that; '...it has not been possible to measure the precise economic impact of these services as part of this exercise, but their economic and social role should not be overlooked.' Some major UK events appear to have also been overlooked, as have the economic contribution of a large number of smaller sporting events. This indicates that the economic impact of motorcycling as an activity is likely to be far higher than indicated in the Study.

NMC Executive Director Craig Carey-Clinch said: "This new study makes an important contribution to the case for motorcycling. It reveals that several key areas within the sector contribute notably to GDP, jobs and societal activities, most notably for commuting and leisure. Although the Study does not go into greater depth about the activities of motorcycle users themselves, it indicates areas where further work needs to be done. UK motorcycling has incredible vitality beyond the headline areas considered in the Study, not least in the areas of rallies, sports events, tourism, green roads riding, the historic sector and other areas positively impacted by those who ride. The most recent UK-only study, conducted in 2015 (MCIA/ICF) hinted at this when concluding that the entire scope of motorcycling's impact on the economy and society amounted to around £7.2billion in GDP contribution at that time.

“The NMC welcomes the ACEM study and feels that it should act to stimulate the debate about motorcycling’s full role in the UK, highlighting the need for the Government to act to support and enhance what is clearly an important mode of transport.”

The Study also covers environmental and congestion factors and found that powered two wheelers emit an average of 99g/km of Co2 – less than half of the 210g/km average of petrol and diesel cars. This environmental benefit is further enhanced when it comes to predominantly commuter motorcycles, as under 250cc machines emit an average of 64g/km, with this category of machines comprising 62% of all motorcycles sold.

It was also noted that on average motorcycle journey times are around 30% shorter than those in cars and that the annual cost of commuting by motorcycle is nearly a third of the cost of commuting by car.

ENDS

Notes to Editors

1. For further information please contact Craig Carey-Clinch, on 07979 757484 / craig@uknmc.org

2. The full ACEM report can be downloaded at:
[https://www.acem.eu/images/publiq/2021/Oxford_Economics -
The_economic_importance_of_motorcycle_to_Europe.pdf](https://www.acem.eu/images/publiq/2021/Oxford_Economics_-_The_economic_importance_of_motorcycle_to_Europe.pdf)

3. National Motorcyclists Council members are: The Auto Cycle Union, the British Motorcyclists Federation, IAM RoadSmart, the Motorcycle Action Group and the Trail Riders Fellowship

4. Photo Credit: ACEM

New research highlights the economic and mobility benefits of two-wheelers in Europe

ACEM News: 13 Sep 2021



A new piece of research by Oxford Economics shows that the motorcycle sector in the EU and the UK supports about 389,000 jobs through different activities including the manufacturing of vehicles, parts and accessories, and personal protective equipment, as well as motorcycle-related activities.

The study has also found that just in 2019, the motorcycle sector contributed about € 21.4 billion of GDP across Europe. All in all, every € 1 of GDP created directly by motorcycle businesses supported a further € 1.80 of GDP in other industries, due to the various knock-on expenditure impacts.

In terms of tax revenue, the motorcycle sector and related activities generated about € 16.6 billion, making motorcycling an important contributor to public finances, particularly in large markets like Germany, France, Italy, UK and Spain.

Europe-based motorcycle companies export goods for about € 2.1 billion per year

The report also analyzed the role of the motorcycle industry in the area of international trade. EU and UK based motorcycle companies export every year about € 2.1 billion worth of vehicles, parts and components to non-European customers.

The key export markets included the US, Switzerland, Australia and Japan. However, as the study stresses, “European exporters face high import tariffs in China and Thailand as well as India”, all of which are major markets with significant growth potential for European motorcycle manufacturers.

Significant mobility, time savings and environmental benefits

The study prepared by Oxford Economics also examined the additional benefits offered by motorcycles to their users, and to the environment. A scenario analysis suggests that if 5% of those who commute by car across Europe (5.3 million commuters) switched to motorcycles, the aggregate time savings would be 21.2 million days per annum — worth € 3.3 billion to these users.

Motorcycles were also found to offer substantial cost savings due to lower fuel use and operating costs. On average, the cost of commuting by motorcycle (€ 545) was nearly one-third of what it would cost to use a car (€ 1,435) across a year.

The research confirmed that motorcycles have a smaller environmental footprint than four-wheelers, with the average powered-two wheeler in the European vehicle fleet emitting about 99 g CO₂/km, less than half of the 210 g CO₂/km emitted by the average car (petrol and diesel). Interestingly, motorcycles up to 250 cc were found to emit on average 62 g CO₂/km. About 62% of Europe’s two-wheelers fall into this category.

The economic and social importance of motorcycle leisure, sports and events

The study also examined the economic importance of motorcycle-related events, i.e. motorcycle sports, motorcycle trade fairs and events organized by OEMs.

In total, these activities contributed about € 2.1 billion to Europe’s GDP and supported about 38,400 jobs and € 1.2 billion in tax payments. A large part of that impact happened in local communities that greatly benefited from international tourists attending motorcycle-related events.

The study found that about 5 million spectators attended major motorcycle sporting events in 2019, with MotoGP attracting about 1.8 million spectators to its 12 European races in that season. Furthermore, about 2.5 million people attended motorcycle trade fairs and manufacturers’ promotional events the same year.

The impact of COVID-19 on motorcycle manufacturers’ activities

An additional annex extended the analysis into 2020, gauging the impact that the first year of the COVID-19 pandemic had on the motorcycle industry. Motorcycle manufacturing activity in Europe was interrupted in a substantial way at the height of the pandemic in March - April 2020, with production falling substantially across the continent, largely linked to the impact of national lockdowns.

Amongst the major motorcycle manufacturing companies, the interruption to factory work was significant, but work in the HQ functions, R&D and trading held up relatively well. Also, motorcycle companies responded to Covid in such a way as to ensure that they are in a good position for the future, by largely maintaining the volume of work (in terms of hours) undertaken on R&D and design, and putting in place the staff protocols and infrastructure necessary to support widespread homeworking.

Motorcycle companies tended to protect active staff headcount, with hours per head temporarily cut in preference to direct layoffs.

Quotes

Stefan Pierer, President of ACEM and CEO of KTM AG, said:

“Oxford Economics’ research demonstrates that the motorcycle sector makes a valuable economic and societal contribution to Europe’s economy and mobility”.

“In spite of recent challenges such as the Covid-19 pandemic or a difficult international trade environment, our sector remains strong. The motorcycle industry will continue to play a positive role in terms of job creation, economic growth and urban and leisure mobility”.

Antonio Perlot, Secretary General of ACEM, said:

“There has never been a better time to provide a snapshot of the motorcycle industry and related sectors. This study provides a detailed picture of the benefits that today’s motorcycles bring today to their users, to the people involved in the motorcycle sector, and to the economy and society at large”.

“Looking ahead, we expect mobility in Europe to undergo a profound transformation process. Motorcycle manufacturers within ACEM are committed to address those challenges, and to bring to market vehicles enabling even more efficient and more sustainable urban and recreational mobility. This is part of the forward-looking vision of the sector, to the horizon 2030 and beyond”.

Press contact

Manuel Ordonez de Barraicua
ACEM communications manager. +32 496 52 65 17

MAG Monthly Prize Draw Winners

September – to be drawn 1st October

August – Nicholas of Portishead

July – Pen of Ashy de la Zouch

June – Adrian of Tewkesbury

May – Kerry of Shipston on Stour

April – Liam of Sudbury

March – Mr Jones of Cardiff

February – Alex of Cambridge

January – Ian of Aberdeen

Christmas Prize Draw Winner

Tony of Exmouth

Our thanks to Bikesure, MAG Foundation, RideTo and Ian Mutch



WEBSITES YOU MAY WISH TO VISIT:-

Open consultation: Reviewing personal safety measures on streets in England: call for evidence (Last updated: 27 August 2021)

<https://www.gov.uk/government/consultations/reviewing-personal-safety-measures-on-streets-in-england-call-for-evidence>

Guidance: Driving in the EU (Last updated: 1 September 2021)

<https://www.gov.uk/guidance/driving-in-the-eu>

<https://www.visordown.com/news/industry/oxford-study-shows-just-how-beneficial-motorcycles-are>

ICCT: Alternative transport fuels elements of the European Union’s “Fit for 55” package

<https://theicct.org/publications/alternative-fuels-fit-for-55-eu-sept21>

ABD: Let Road Users Decide On The Future of Road Transport

<https://www.abd.org.uk/let-road-users-decide-on-the-future-of-road-transport/> MCIA:
Powered

Two-Wheeler & other L-Category New Vehicle Registration Figures for August 2021
<https://www.mcia.co.uk/posts/registration-figures-for-august-2021>

ICCT: Charging electric two-wheelers: A cost or a chance to catalyze the market?
<https://theicct.org/charging-electric-2w-india-sept21>

RAC: Digital driving licences will arrive before 2024
<https://www.rac.co.uk/drive/news/driving-law/digital-driving-licences-will-arrive-before-2024/>

MAG Central Office:		
MAG, Unit C13, Holly Farm Business , Honiley, Kenilworth, Warwickshire CV8 1NP. Tel: 01926 844064 Fax: 01926 844065 Email: central-office@mag-uk.org		
Executive Officer	Julie Sperling	exec@mag-uk.org
Membership Administrator	Carol Ferrari	membership@mag-uk.org
Director of Communications & Public Affairs	Lembit Öpik	public-affairs@mag-uk.org
Director of Campaigns & Political Engagement	Colin Brown	campaigns@mag-uk.org
NATIONAL OFFICERS		
National Chairman	Neil Liversidge	chair@mag-uk.org
National Vice-Chairman	Ian Churchlow	vice-chair@mag-uk.org
National Finance Officer	<i>Position Vacant</i>	finance-officer@mag-uk.org
Network Co-Coordinator	Anne Gale	aine@mag-uk.org
President/ <i>TheROAD</i> Editor	Ian Mutch	theroad@mag-uk.org
National Reps Liaison Officer	<i>Position Vacant</i>	nrlo@mag-uk.org
National Clubs Liaison Officer	<i>Position Vacant</i>	clubs-officer@mag-uk.org
Events (Shows and Stands)	<i>Position Vacant</i>	events@mag-uk.org
Director of TMAGL	Jane Carrott	central-office@mag-uk.org
Director of TMAGL	Ian Churchlow	central-office@mag-uk.org
Director of TMAGL	Neil Liversidge	central-office@mag-uk.org
Director of TMAGL	Selina Lavender	central-office@mag-uk.org
Director of TMAGL	Steve Wykes	central-office@mag-uk.org
Director of TMAGL	<i>Position Vacant</i>	central-office@mag-uk.org
Director of TMAGL	<i>Position Vacant</i>	central-office@mag-uk.org
Regional Reps		
British Independent Islands	<i>Position Vacant</i>	british-independent-islands-region-rep@mag-uk.org
Cumbria	Michael Armstrong	cumbria-region-rep@mag-uk.org
East Anglia	<i>Position Vacant</i>	east-anglia-region-rep@mag-uk.org

Eastern	<i>Position Vacant</i>	mailto:eastern-region@mag-uk.org
East Midlands	<i>Position Vacant</i>	east-midlands-region-rep@mag-uk.org
Greater London	Spén McEvoy	greater-london-region-rep@mag-uk.org
Herts & Essex	Spén McEvoy	herts-essex-region-rep@mag-uk.org
Lincolnshire	Alex Bridgwood	mailto:lincolnshire-region-rep@mag-uk.org
North East	Dave Wigham	north-east-region-rep@mag-uk.org
Northern Ireland	Martyn Boyd	northern-ireland-region-rep@mag-uk.org
North Wales	Bill Hughes	north-wales-region-rep@mag-uk.org
North West	Tony Cox	north-west-region-rep@mag-uk.org
Scotland	Steve Wykes	scotland-region-rep@mag-uk.org
South East	Steve Mallett	south-east-region-rep@mag-uk.org
Southern	Tim Peregrine	southern-region-rep@mag-uk.org
South Wales	<i>Position Vacant</i>	south-wales-region-rep@mag-uk.org
South West	Doug Smith	south-west-region-rep@mag-uk.org
Thames Valley	Peter Seymour	thames-valley-region-rep@mag-uk.org
Western	George Legg	western-region-rep@mag-uk.org
West Midlands	Graham Wells	west-midlands-region-rep@mag-uk.org
Yorkshire	<i>Position Vacant</i>	yorkshire-region-rep@mag-uk.org
OTHER CONTACTS		
MAP Ltd: Yorkshire region event organiser	Pete Walker	maphq@maphq.karoo.co.uk
Official MAG merchandise	Carol Ferrari	central-office@mag-uk.org
The MAG Foundation – Trustee contact	Rory Wilson	info@mag-foundation.org