

# Network

**JULY 2013**

views expressed in this publication are not necessarily the views of the Motorcycle

Action Group (MAG UK) or the Editor

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## Editorial

The latest news from Government in that they are committing £10 billion of investment in road repairs (see first MAG Press release) is absolutely excellent and way overdue, however, as this won't be starting for two years, between 2015-16 and then, 2020-21 that's an awfully long time to wait. There's no doubt our roads are, in places, dire. I take a ride to Abergavenny frequently and some of the surfacing from Chepstow to Usk is extremely grim. No doubt there

are roads like this all over the Country and you ride yourselves. Trouble is this scheme seems more about expansion/infrastructure rather than surfacing. Shame.

Its good to know, though, that Government is finally tackling 'middle lane hoggers'. Miles and miles in the middle lane - why?

Reporting Pot Holes - MAG wants you to do this. Judging by the amount there are this could very well become a part time job!

No doubt most of you are going to be out and about with MAG Stands at various events signing up members, if you can, try to get them signed up on Direct Debit - no cost to MAG on renewal letters and no need for members to worry their membership might lapse.

Remember, Guys, if you, your Group or Region are doing some local lobbying or have anything else for Network, let me know, the email address is: [AnneGaleMAG@aol.com](mailto:AnneGaleMAG@aol.com) - its all about networking.

Any of you who might be at the Calne Bike Show, look us up on the MAG Stand, we'd love to see you for a chat.

Ride Free, A.

**Acknowledgments: George Legg. Paul Turner. Leon Manning. Tim Peregrine. Rowan Publications.  
Plus, anyone else I might have forgotten.**

## **MAG Press Releases and Information**

**Chief Secretary to the treasury Danny Alexander has unveiled the Government's biggest programme of investment in roads for 40 years.**

He outlined details of the specific highways projects that will be awarded cash from the Government's £100 billion infrastructure investment programme that was announced by Chancellor George Osborne in the Spending Review on Wednesday (26 June).

The Government is committing £10 billion of investment in road repairs between 2015-16 and 2020-21.

More than £4 billion will be spent on national road maintenance – enough to resurface over 21,000 miles of road.

The other £6bn of that money will be spent at a local level – allowing local authorities to fill the equivalent of 19 million potholes a year.

Alexander said: "While Labour left the road network on the hard shoulder we're bringing it into the fast lane."

He listed a string of improvements, including to parts of the A19, the A63, the M6, the M5, the A38, the A21, the M4 and the Chichester bypass.

"We will deliver all of the major projects in the Highways Agency's pipeline," noted Alexander.

The Highways Agency is also being transformed into a publicly owned corporation from today (27 June). Alexander said: "It will be an organisation that will have the long term funding certainty and flexibility to deliver the best possible road network for the UK's motorists."

Addressing the House of Commons on Thursday (27 June) Alexander said: "This government will invest over £28 billion over the six years from 2014 in enhancements and maintenance of national and local roads.

"Firstly, we will take action to fix the backlog of maintenance, which has left road surfaces in communities up and down the country crumbling.

"Secondly, we will deliver all of the major projects in the Highways Agency pipeline. We will add two lanes to the busiest motorways – bringing another 221 lane miles to our road network. It will see us tackle some of the most congested parts of our network.

"Like the £1.5 billion A14 scheme between Huntingdon and Cambridge. This is a scheme of strategic national importance, which will unlock jobs, housing and growth in the region, as well as providing key relief for a major freight route. And I am delighted to announce that we will be bringing forward the start of construction by almost two years, to 2016.

"Thirdly, this money will pay for us to identify and deliver solutions for the most notorious problem spots across the country."

Responding to the announcement, Institute of Highway Engineers president Richard Hayes, said: 'We welcome the announcement of £28 billion funding for road schemes with £10 billion towards road maintenance from 2015. However, there is a real need to spend this money and act now to prevent further deterioration of our crumbling networks. The next two years will see roads continue to be patched and mended whilst failing to undertake preventative maintenance which will save the country money in the longer term. The schemes earmarked for funding are long overdue and real progress can only be made if the planning and design process is accelerated to bring relief from congestion as quickly as possible.'

Institution of Civil Engineers (ICE) director general, Nick Baveystock, added: "Government's commitment to provide our strategic roads network with the long-term funding certainty it needs is excellent news and should signal the end of the 'stop and start' funding which has hindered effective maintenance and management of this vital asset for too long. The £10bn investment for road repairs, with £6bn allocated for local roads, is also a positive step and will go some way to clearing the £10.5bn local roads backlog. These funds however, must be complemented by a focused, joint central and local government programme for the work. Given the significant pressure on local authority budgets, this will ensure the funds are protected, spent in a cost efficient way and do ultimately result in improved road conditions for the UK."

#### **List of new road schemes:**

- A19 between Newcastle and South Shields
- A63 in Hull
- M6 junctions between Birmingham and Manchester
- M5 junctions Bromsgrove to Worcester;
- A38 Derby junctions
- M1 junction near Long Eaton and south of Rugby
- A21 Tonbridge to Pembury
- Junctions on the M4
- The M23 Gatwick junctions
- The A27 Chichester bypass.

<http://www.highwaysmagazine.co.uk/government-announces-biggest-investment-in-roads-since-1970s-20130627>

## **DFT Figures just released**

The number of motorcycle users killed fell by 9 per cent from 362 in 2011 to 328 in 2012. The number of users reported as seriously injured decreased by 5 per cent to 5,000. Total reported motorcycle user casualties decreased by 4 per cent to 19,310 in 2012. Motorcycle traffic decreased by 2 per cent over the same period.

## **YOUR LOCAL MOTORCYCLE ACTION GROUP**



**NEEDS YOU TO  
REPORT POTHOLE**

### **Filtering – how you stand**

Filtering when traffic is either at a standstill or no faster than a crawl and someone t-bones you, Davis vs. Shrogin – that is all you have to remember. In 2006, an appeal court judge found that "a filtering motorcyclist passing stationary or very slow moving traffic could not be to blame if a collision occurred if the rider had no chance of taking avoiding action."

[http://www.motorbiketoday.com/news/Articles/filtering\\_law.htm](http://www.motorbiketoday.com/news/Articles/filtering_law.htm).

**Remember our beloved FERG? Here is a request from Ian Cook to help get Ferg's 2<sup>nd</sup> book finished: HELP WANTED.**

Just before he died, Fergus told me of his plan to publish a book of his Road columns as a follow up to "Is That You Angus?". I decided to do it to satisfy his many fans and maybe put a bit of royalty money his family's way. I've been trying to get the articles for a long while, but despite the best efforts of Professor Mutch and his archive fairies, I'm st...ill missing some articles.

I still need Ferg's columns from the Road, issues 4, 5, 8, 9, 11, 12, 14 and 15. If anybody has these lurking in their magazine rack, would they please scan or photocopy "Ferg's World" and email to me at [ian\(dot\)cook\(at\)gmx\(dot\)com](mailto:ian(dot)cook(at)gmx(dot)com). Obviously replace the brackets with . and @ - done like that to stop spam when email addresses are posted on t'interweb.

I will reply to your post on the MAG page when I receive copies, so that folks aren't busy getting copies that have already been done.

Once I have the lot, I'll put the book together ready for Kindle publication and arrange with Leah and the family to publish it under their (Ferg's) Amazon account so his family get the royalties. I've asked Ron to do the foreword/intro/preface thingy.

Hope you can help.

**MAG 40th T-Shirts** and Lady vesty thingys have arrived – £10 ea. They will be available via your Regional Reps at the next National Committee meeting, Farmyard Party and of course the BIG BIRTHDAY BASH in BLACKPOOL 28th-30th June 2013!!! Or you can order online via the products page of [www.north-west-region.mag-uk.org](http://www.north-west-region.mag-uk.org).

### **From Leon Manning – MAG's Transport Policy Adviser**

The main bit of good news is that MAG has achieved some major breakthroughs for bikers and scooterists as a result of sustained and effective input by me on MAG's behalf to a major report by the London Roads Task Force (RTF).

The report could have significant influence on roads policy development in the Capital and for Local Authorities throughout the UK.

The RTF is a small group of Transport Policy experts that was established 8 months ago and was asked to conduct an overarching review of current and future problems on our roads – and to make a series of recommendations about how roads should be developed in the next two decades and beyond in order to tackle those problems. MAG was the only representative of PTW riders in the group.

The content of the 250+ page Report is strictly embargoed and cannot be revealed until it is formally launched by Mayor Boris Johnson on 10th July. But what I think we can say is that the RTF has now agreed to recognise that Powered Two Wheelers (PTWs) have an important role to play in enabling more modal shift from cars and vans – and especially when walking, cycling and public transport won't meet legitimate transport needs.

We can also hint that the RTF Report will also acknowledge that very little work has been done to investigate the potential for modal shift from cars and vans to PTWs – and that following our input, (aka a great deal of ear bending by me) further investigation of that potential should be commissioned and undertaken.

And.....

**Good News** The final version of the Executive Summary of the Roads Task Force Report has just been delivered by motorcycle courier and I'm delighted to see and say that all my final recommendations for additional mentions of PTWs have been included – and none of previous mentions have been taken out!

### **Three items of news from Paul Turner at the MAG Office**

#### **The Department for Transport has today published the following statistics:**

*[Yes, I know most of you probably hate stats, like me, but someone out there may be interested]*

#### **Reported road casualties in Great Britain: main results 2012**

<https://www.gov.uk/government/publications/reported-road-casualties-in-great-britain-main-results-2012>

#### **Road traffic estimates in Great Britain: 2012**

<https://www.gov.uk/government/publications/road-traffic-estimates-in-great-britain-2012>

#### **Road lengths in Great Britain: 2012**

<https://www.gov.uk/government/publications/road-lengths-in-great-britain-2012>

## Free flow vehicle speeds in Great Britain: 2012

<https://www.gov.uk/government/publications/free-flow-vehicle-speeds-in-great-britain-2012>

## Driver and rider tests and instructor statistics: 2012/13

<https://www.gov.uk/government/publications/driver-and-rider-tests-and-instructor-statistics-2012-13>

See <https://www.gov.uk/government/organisations/department-for-transport/about/statistics> for details on all recent transport statistics releases.

These Official Statistics are published according to arrangements approved by the UK Statistics Authority.

And

## News Release 27 June 2013. **IAM comment on 2012 road casualty statistics**

The latest Department for Transport road casualty statistics released today show a decrease in road casualty figures, the lowest number since records began in 1926.

The number of people killed in road accidents reported to the police decreased to 1,754 in 2012 from 1,901 in 2011 (a fall of 8%). The number of people seriously injured decreased by 0.4% to 23,039 in 2012 from 23,122 in 2011. The total number of casualties in road accidents reported to the police in 2012 was 195,723, down 4% from the 2011 total.

Total reported child casualties (ages 0-15) fell by 11% to 17,251 in 2012.

The number of children killed or seriously injured also fell, decreasing by 6% to 2,272 in 2012 from 2,412 in 2011.

There were 420 pedestrian deaths, 7 per cent fewer than in 2011. The number of cyclists killed rose by 10 per cent from 107 in 2011 to 118 in 2012.

The number of car occupant fatalities in 2012 decreased to 801, down 9 per cent compared with 2011. The number of seriously injured car occupants in accidents reported to the police fell by 1 per cent to 8,232. Total reported casualties among car users were 119,708, 4 per cent fewer than 2011.

The number of motorcycle users killed fell by 9 per cent from 362 in 2011 to 328 in 2012. The number of users reported as seriously injured decreased by 5 per cent to 5,000. Total reported motorcycle user casualties decreased by 4 per cent to 19,310 in 2012. Motorcycle traffic decreased by 2 per cent over the same period.

IAM director of policy and research Neil Greig said: "IAM welcomes a return to the long-term improvements in road safety that the UK has been rightly recognised for. Last year was a clear warning for government that complacency in road safety cost lives."

"The IAM has always warned that failing to match investment in segregated facilities with the growing numbers of cyclists would lead to an increase in death and serious injury and this worrying trend continues. A ten per cent increase in cycling deaths in a year when the weather suppressed cycling trips is a real red danger signal that simply cannot be ignored."

<https://www.gov.uk/government/publications/reported-road-casualties-in-great-britain-main-results-2012>.

2. The IAM is the UK's largest independent road safety charity, dedicated to improving standards and safety in driving, motorcycle riding and cycling. The commercial division of the IAM operates through its occupational driver training company IAM Drive & Survive. The IAM has more than 100,000 members in the UK and Ireland. It is best known for the advanced driving test and the

advanced driving, motorcycling and cycling courses. Its policy and research division offers advice and expertise on road safety.

Media contacts: IAM Press Office – 020 8996 9777. [press.office@iam.org.uk](mailto:press.office@iam.org.uk).

<mailto:press.office@iam.org.uk>. ISDN broadcast lines available iam.org.uk <http://www.iam.org.uk/>.

And

### **Message from Rosemary Thew, Chief Executive, Driving Standards Agency**

I wanted to let you know as soon as possible two fresh items of news for the Driving Standards Agency (DSA).

**Single agency:** The Department for Transport (DfT) has just announced the creation of a single agency which will bring together the testing and standards services that are currently provided by the DSA and the Vehicle and Operator Services Agency (VOSA).

**Change of leadership:** Also, for some time now, for private and personal reasons, I have been considering stepping down from my role as Chief Executive of the DSA and leaving the Civil Service.

The creation of a single agency replacing DSA and VOSA seems the right time for a change of leadership. Therefore, I shall be leaving DSA on 30 June and a new transitional board, to be announced in due course and led by Alastair Peoples, Chief Executive of VOSA, will oversee the strategic operation of both agencies towards a full integration over the next year.

**Better services:** The reforms being announced today are an outcome of the recent Motoring Services Strategy consultation and are designed to offer motorists and businesses better and more convenient services whilst ensuring that road safety and first class customer service remain a top priority. The changes should not impact on the continued provision of services to the public or the progress of the ongoing reform programmes.

More detail on today's announcement and the outcomes of the Motoring Services Strategy consultation can be found on <https://www.gov.uk/government/organisations/driving-standards-agency>.

I am confident that the team here at DSA under Alastair's leadership will continue to offer our customers the very best service they can as the merger proceeds and the combined agency emerges. Rosemary Thew, Chief Executive.

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## **Parliament**

### **New penalties to tackle tailgating and middle lane hogging [part]**

Changes are being introduced to give the police powers to issue fixed penalty notices for careless driving. Careless drivers who put other road users at risk face on-the-spot penalties under [new measures announced today \(5 June 2013\) by Road Safety Minister Stephen Hammond](https://www.gov.uk/government/consultations/changes-to-the-treatment-of-penalties-for-careless-driving-and-other-motoring-offences-consultation). <https://www.gov.uk/government/consultations/changes-to-the-treatment-of-penalties-for-careless-driving-and-other-motoring-offences-consultation>.

The changes will give the police powers to issue fixed penalty notices for careless driving, giving them greater flexibility in dealing with less serious careless driving offences - such as tailgating or middle

lane hogging - and freeing them from resource-intensive court processes. The fixed penalty will also enable the police to offer educational training as an alternative to endorsement. Drivers will still be able to appeal any decision in court.

In addition, existing fixed penalty levels for most motoring offences - including using a mobile phone at the wheel and not wearing a seatbelt - will rise to £100 to bring them into line with the penalties for similar non-motoring fixed penalties.

### **Related documents**

[Fixed penalty levels for motoring offences](https://www.gov.uk/government/speeches/fixed-penalty-levels-for-motoring-offences), <https://www.gov.uk/government/speeches/fixed-penalty-levels-for-motoring-offences>

written statement by the Parliamentary Under Secretary of State for Transport, 5 June 2013

[Changes to the treatment of penalties for careless driving and other motoring offences consultation](https://www.gov.uk/government/consultations/changes-to-the-treatment-of-penalties-for-careless-driving-and-other-motoring-offences-consultation), <https://www.gov.uk/government/consultations/changes-to-the-treatment-of-penalties-for-careless-driving-and-other-motoring-offences-consultation>.

Most motoring fixed penalties offences will rise under the changes:

- a non-endorsable (where the driver does not receive points on their licence) £30 fixed penalty notice will rise to £50
- an endorsable (where points are given) £60 and non-endorsable fixed penalty notice will rise to £100
- an endorsable £120 fixed penalty notice will rise to £200
- the fixed penalty notice for driving with no insurance will rise from £200 to £300

Graduated fixed penalties (mainly for commercial goods and passenger carrying vehicles and including offences like drivers' hours and overloading) and financial deposits (for drivers without a satisfactory UK address) will also increase:

- a £30 non-endorsable fine will rise to £50
- a £60 endorsable and non-endorsable fine will rise to £100
- a £120 endorsable and non-endorsable fine will rise to £200
- a £200 endorsable and non-endorsable fine will rise to £300

The consultation took place from 14 June 2012 to 5 September 2012.

As with other existing fixed penalty notice offences, such as speeding, police forces will also be able to offer careless drivers the option of remedial training.

Endorsable road traffic offences contribute to a significant number of casualties. For example, in 2011, excess speed contributed to 213 deaths and using a mobile phone while driving contributed to 374 road casualties.

Though penalty levels will increase, penalty points will not change. Fixed penalty notices for parking, waiting and obstruction offences will also remain unchanged.

### **Welsh Government**

#### **Consultation: Amendments to the Motor Vehicle (Competitions and Trials) Regulations 1969 and the Motor Vehicles (Off Road Events) Regulations 1995**

**The aim of the amendments is to streamline the authorisation of motor sports events in Wales, while maintaining a high level of safety.**

The purpose of these changes to the Regulations is to make the Motor Sport Association Ltd (MSA) the body responsible for authorising motor sports events on public roads in Wales. These Regulations will also create a single fee structure for motorsports permits in England and Wales.

It also reflects changes in name and addresses to official authorising bodies.

The position in England was changed in 2010 by an amendment to these Regulations. The key amendment was moving the authorisation of events from the RAC to the MSA. As Wales was not

affected by this change, there are still separate processes for authorising events and separate fee structures in England and Wales.

Please respond to the consultation by using the questionnaire at the back of the document.

Further information and related documents

Large print, Braille and alternative language versions of this document are available on request.

The consultation web address is: [www.wales.gov.uk/consultation](http://www.wales.gov.uk/consultation).

Further information on the MSA and motor sports authorisation can be found at the [MSA website](#).  
*[note from Ed – I tried this website but it doesn't work].*

### **How to respond**

Please submit your comments by 02 August 2013, in any of the following ways:

Online form

[Respond using the online form:](#)

<https://secure.wales.gov.uk/consultations/forms/amendsmotor/?lang=en>

Email

[Victoria.Minshall-Jones@wales.gsi.gov.uk](mailto:Victoria.Minshall-Jones@wales.gsi.gov.uk)

Post

Victoria Minshall-Jones

Transport Legislation Manager

Department for the Economy, Science and Transport

Cathays Park

Cardiff

CF10 3NQ

The Welsh Government intends to publish a summary of the responses to this document. We may also publish responses in full. Normally, the name and address (or part of the address) of the person or organisation who sent the response are published with the response. This helps to show that the consultation was carried out properly. If you do not want your name or address published, please tell us this in writing when you send your response.

### **Consultation documents**

[Amendments to the Motor Vehicle \(Competitions and Trials\) Regulations 1969 and the Motor Vehicles \(Off Road Events\) Regulations 1995 \(77 KB\):](#)

<http://wales.gov.uk/docs/det/consultation/130524motorregsii.pdf>

Closes: August 2 2013 - **ACTION NEEDED ON THIS ONE**

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## **F E M A**

### **Vital MEPs exclude motorcycles from proposed new Technical Inspection rules**

Following the opinion expressed by the European Parliament's Internal Market and Consumer Protection Committee last month, the all-important Transport Committee members today adopted an amendment excluding all L-category vehicles, including motorcycles, from the scope of the proposed new legislation on Periodic Technical Inspections. This illustrates that the European Parliament is following FEMA's views on the need for solid and unbiased evidence before imposing new costs on EU citizens. With both the Council of Ministers and the Parliament against the Commission's plans, this could represent a major victory for FEMA on mandatory PTI.

Since the beginning of the discussion in the European Parliament over the new proposal for harmonizing periodical technical tests throughout Europe, Commission's statistics have been

consistently challenged by FEMA which highlighted the critical difference between PTWs accident numbers - acknowledged to be too high - and statistics regarding the causation of these accidents, with less than 1% due to technical failures in all neutral studies.

A couple of weeks ago, the Internal Market and Consumer Protection (IMCO) committee formally rejected statistics suggesting that compulsory PTI would reduce motorcycle accident rates and excluded the entire L-category from the scope of the text. But this was only an "opinion"

Today, despite a strong opposition from the Socialists and the Greens, the Transport Committee (TRAN) agreed with IMCO views and similarly excluded PTWs from the scope of the Commission text while asking for more unbiased evidence with the following amendment being adopted: No later than [three years from the date of publication of this Regulation], the Commission shall submit a report to the European Parliament and the Council on the inclusion of two- or three-wheel vehicles into the scope of this Regulation. The report shall assess the road safety situation for that category of vehicles in the European Union. In particular, the Commission shall compare road safety results for that category of vehicles in Member States carrying out roadworthiness testing of that category of vehicles with those in Member States which do not test that category of vehicles in order to assess whether roadworthiness testing of the two- or three-wheel vehicles is proportionate to the set road safety objectives. The report shall be accompanied, if appropriate, by legislative proposals.

The TRAN vote took place on Thursday May 30 at the European Parliament. In view of the political context with regards to road safety and the strong lobby work of the technical inspections industry, FEMA considers this decision as being unexpected and is extremely positive about the sense of democracy demonstrated by a majority of MEPs.

FEMA will keep a very attentive eye on the evolution of the procedure as the final vote will take place in Plenary Session beginning of July.

### 30 May . **Motorcycle Trader: The end of bike MoTs?**

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## **AROUND GB**

### **Bristol**

Please ensure when parking your bike in the Clifton area of Bristol you ensure you lock it with a sturdy chain and lock it to some kind of solid structure, such as a post or railing. This is because we have experienced an increased number of Motorbikes being stolen from this area. The bikes have literally been picked up from where they were parked and loaded onto a vehicle. Locking them to something solid will help to prevent your bike from being stolen in this manner.

The police are investigating these thefts and have processes in place to try and identify potential suspects.

### **Derbyshire – Cat and Fiddle**

#### **Cat & Fiddle camera makers withdraw casualty claims**

The makers of average-speed cameras on the Cat and Fiddle run are withdrawing a casualty reduction claim after a complaint to the Advertising Standards Authority.

Vysionics ITS had claimed its speed cameras reduce deaths and serious injuries by “more than 70%” on average.

The Alliance of British Drivers said the claim was an exaggeration because it ignored chance variation in accident numbers.

Vysionics makes SPECS average-speed cameras, which can be either front or rear facing. Routes covered by rear facing ones include the A537 Cat and Fiddle run Macclesfield to Buxton in Derbyshire.

The ABD's Malcolm Heymer said: “Speed cameras are usually installed after two or three years of above average accident numbers. There is a very strong chance, therefore, that the numbers would drop again of their own accord anyway.

“When they do, the speed cameras undeservedly get the credit. This is the biggest cause of the exaggerated claims for speed cameras.”

Vysionics refused to comment.

The ASA said the firm had agreed to amend its claims ‘without the need for a formal investigation’

**London** *[Thanks to Tim Peregrine for this].*

New Better Biking short films. Sent on behalf of the Department for Transport

Dear all,

We have produced a series of 6 short films that aim to remind motorcyclists of essential riding skills to help stay safe. The clips cover the following situations:

- \* Entering the motorway
- \* Anticipating other road users
- \* Negotiating roundabouts
- \* Positioning on bends
- \* Overtaking
- \* Separation distances

It would be great if you can help by sharing the films in the following way/s:

1. Facebook: Share the films on Facebook as they're posted over the next week from today Tues 18th June on THINK BIKER facebook <http://www.facebook.com/thinkbiker>.
2. Twitter: Retweet posts over the next week from @THINKgovuk <https://twitter.com/THINKgovuk>.
3. Website/blog/email: Link to the films on the DSA YouTube channel <http://bit.ly/13XIBsQfrom> your website, blog or email newsletter

The clips are taken from the DSA's Better Biking training DVD which is available to buy here <http://www.tsoshop.co.uk/>.

Please let me know if you have any queries about the above.

Thank you for supporting THINK BIKER and helping riders stay safe on the roads.

Campaign Manager, Department for Transport \*|\* Great Minster House, 33 Horseferry Road, London SW1P 4DR.

## **Midlands**

### **Motorcycle training resource available FOC to RSOs**

A motorcycle training resource that is widely used in areas of the Midlands is now available free of charge to other road safety and educational practitioners seeking to enhance powered two-wheeler (PTW) rider skills.

'Know the Dangers Scenarios' was researched and developed in partnership with the Bare Bones Project and the Shiny Side Up campaign and in consultation with compulsory basic training (CBT) trainers and local motorcycle forums in Nottinghamshire.

Designed to illustrate a range of scenarios riders could experience on daily journeys, the Know the Dangers resource is based on collision information researched by accident investigation teams from police stats 19 data. The resource illustrates crash 'hotspots' for riders on urban and rural routes.

First launched 12 months ago, Know the Dangers is already widely used by trainers in Nottinghamshire, Derbyshire and Leicestershire

[http://www.shinysideup.co.uk/shiny\\_side\\_up\\_know\\_the\\_dangers/](http://www.shinysideup.co.uk/shiny_side_up_know_the_dangers/) for more information.

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## **Visordown News**

### **DSA adds 8 new motorcycle test centres - But new test centre fiasco still limits the flow of new bikers**

The Driving Standards Agency is opening up eight new motorcycle test centres. The new centres will be able to cater for the Module 2 motorcycle test and are based on current DSA sites.

The new centres are based in Bridgend, Chesterfield, Hamilton, Letchworth, Rhyl, Southampton Maybush, Southport and Stranraer.

The new motorcycle test and a lack of access to motorcycle test centres has been a classic example of government incompetence from the word go. Back in 2007, protesters gathered outside [Moray motorcycle test centre](#) after it was announced it would be closed in favour of new test 'supercentres'. Other test centres were closed while new ones, like the [motorcycle test centre in Dundee](#), were delayed; meaning learner bikers had to travel 60-miles to their nearest centre.

Despite the addition of eight new test centres, the UK is still severely lacking in test centres. Large areas such as Somerset, Essex and Gloucestershire have just one motorcycle Module 2 test centre. Other counties, like Herefordshire, have none.

DSA Chief Executive, Rosemary Thew, said: *"We are always looking at how we can improve the service we offer and we will continue to look at opening more sites where demand and examiner resource allow. We plan to actively recruit and train more motorcycle examiners ready for 2014."*

## Road Safety News

### **DSA releases new software for motorcyclists and ADIs**

The DSA has recently launched new theory test software for motorcyclists and approved driving instructors (ADIs).

The 2013 edition of The Official DSA Theory Test for Motorcyclists DVD-ROM is designed to make passing the test simpler.

The DVD encourages candidates to follow a three-step learning process: study, practise, and test. The learning experience is multi-dimensional, with links to online videos and interactive activities, and a voiceover option to help those who learn best by listening. Feedback is also provided on which topics need more revision to bring the learner up to test standard and make them safe on the road. Once the learner is confident on each topic, they can take mock tests.

The ADI theory test is a key stage for any individual training to become a fully qualified instructor. Released in May 2013, The Official Theory Test for Approved Driving Instructors DVD-ROM allows candidates to prepare and practice for their test by answering questions based on the theory test topics. The DVD also provides help with planning a career as an ADI, including how to qualify and prepare for the role.

Mark Magee, ADI Registrar, said: "This DVD-ROM for trainee ADIs has been developed with the profession very much in mind. We know how challenging the qualification process can be, so we listened to the industry and have tried to make this product as helpful and accessible as possible. "The DVD's main purpose is to help trainee ADIs to learn and understand the theory behind driving instruction to help them pass part 1 of the qualification process and also to give them a solid foundation for providing instruction."

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### **Young drivers must be allowed to gain early motorway driving experience, according to road safety charity the Institute of Advanced Motorists (IAM).**

With a green paper on learning to drive due to be published later this month, the IAM are calling on the government to ensure that any new system includes allowing supervised L drivers onto our motorways.

Motorways are our safest roads and many countries including Australia and the USA already allow their use by learner drivers, often with few restrictions.

Allowing supervised learner drivers on the motorway would help them avoid some of the most common mistakes such as driving too close and centre lane hogging.

Very few drivers on the motorway today have had any training on how to use them - they learn by building up experience and from their mistakes - this is far from ideal.

Learner drivers are already a safe group on normal roads. While motorway lessons may not be mandatory, a relaxation would allow those who are most likely to use their local motorway the chance to build up some life saving experience and knowledge.

**IAM chief executive Simon Best said:** "Human error is the main contributory factor in 71% of injury crashes on motorways and surveys suggest drivers often lack confidence on motorway use. This measure, plus widely available refresher and modular courses on motorway driving should be encouraged to help everyone use them from a position of knowledge and confidence. The outcome should be fewer incidents, fewer injuries and fewer delays."