

**October 2018
Network**

A networking tool for Activists and other interested parties

Editorial	2
Campaigns/Political Report by Lembit and Colin	2-4
MAG PRs:- MAG wins charge exemption for motorcycles of all ages in Birmingham City's clean air zone.	5-6
Gantries – Euan Clayton	6
FEMA: Finish Government:- “Ride a motorcycle”. Motorcycles are the answer.	6-11
ROSPA welcomes EU backing to end Daylight Savings time.	12-13
Around GB: London. Thames Valley. Hampshire. West Midlands. Greater Manchester. Essex. Wales. South West Scotland – consultation, please respond if you can.	13-18
Various websites for anyone who is interested to visit.	18
Guidance:- to driving/riding in the EU if there's a no Brexit deal	19-23
Parliamentary Q's and A's.	23-24
MAG Contacts List	24-26

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Copy deadline for the November (yes, really!!) edition to: aine@mag-uk.org subject heading: Network by 25th October

Editorial

Amazing work by Colin Brown and the guys in his Region for liaising with the Council and managing to get exemption from charges in the Birmingham Clean Air Zone for ALL motorcycles.

A truly great victory. Thanks guys, certainly a model to work to around GB and for other Councils to adopt. We know where to come for advice!

I really have to congratulate FEMA member organisations on their brilliant work. Finland – AMAZING.

The Finnish Ministry of Transport and Communications have consulted with motorcyclists, taken on board the results of those discussions and are currently writing a moped and motorcycle strategy together with motorcyclists' organizations.

Now that truly is common sense and democracy at work.

If only..... no need to say more!!

I'm keeping this short because in 5 days time we're off to the wilds of Wales, Aberystwyth, for the Annual Group Conference. Now that really is going to be a nice ride/drive.

Catch you next time round. Ride free, AG

Network – Political Unit. Lembit Opik and Colin Brown

2018 09 17

London lags as Birmingham brings common sense to emissions charges debate

London Mayor Sadiq Khan has fallen behind 'Britain's Second City,' Birmingham, which has submitted a business plan to the minister of state that does not include charging motorcyclists in the proposed new 'clean air zone.' This is highly significant as it is the first CAZ that will charge private cars but not motorcycles. Other cities, with the notable exception of London, are currently not planning to charge any private vehicles. MAG lobbied carefully and clearly to explain the lack of logic in charging motorcyclists to access the centre of the city. Politicians listened and accepted that motorbikes were part of the solution, not the problem.

This has served to increase pressure on beleaguered London Mayor, Sadiq Khan, who has yet to provide a cogent argument for seeking to charge older motorcycles £12.50 per day, to enter the Ultra Low Emissions Zone.

With Khan's continuing refusal to engage maturely about the issue, he is heading for trouble with thousands of riders, many of them the lowest paid in London. The pressure is bound to rise as the deadline for implementation approaches. Please help us combat this issue by writing to Sadiq Khan at: <https://www.london.gov.uk/contact-us-form>

Ask him for data, numerical evidence to show why he disagrees with our claims that, using Transport for London's own information, motorcycles reduce congestion and pollution. For Mr Khan, time is running out and he needs to show some willingness to protect all Londoners, not just the rich ones who can pollute as much as they want as long as they pay the emissions charge. MAG has done its best to avoid confrontation, but if Mayor Khan refuses to show any professionalism on this matter, then a stand-off will be inevitably.

Birmingham has proved that the facts favour an exemption of motorcycles. It would be a shame if the Capital lags behind other, more sensible cities, because of one man's refusal to look at the facts.

Meanwhile, London's Deputy Mayor for Transport has missed the point of her brief

In a further blow to common sense, Colin Brown and Tim Fawthrop had a rather frustrating meeting with Khan's Deputy Mayor for Transport, Heidi Alexander, at the end of August 2018. It runs out that Ms Alexander has not get an original take on the issue, and simply repeated what the Mayor has said, without giving any supporting evidence.

Despite having the chance to de-escalate the situation between City Hall and motorcyclists, the new Deputy Mayor blew her opportunity, and led the frustrated MAG delegation to consider the options to make sure that this injustice isn't allowed to continue. It has been a source of some amazement to MAG that the Mayor and his team are prepared to jeopardize his chances of re-election for want of a rational discussion about motorcycles and the environment. MAG will continue to explore options until no alternatives remain apart from a spirited campaign to highlight the betrayal of thousands of riders who voted for Mayor Khan on trust, only to be betrayed.

Highways England – a case study in effective project work.

Lembit attended the final meeting of a task group set up to look at motorcycling and how the things which matter to riders can be taken into account in the work of Highways England.

'This has been an excellent example of effective team work, led by Highways England,' says Lembit. 'They formed the group, worked through a set of issues including road surface factors, road design and even the way signage is arranged by the road side. The discussions have informed Highways' England's policy development, and riders' interests are now being considered in the future plans of the authority.'

A summary of what's been achieved will be in the next edition of The Road. Credit to all concerned – it's shown that official bodies CAN do it right when they're well led and organised.

Fair Fuel fact file

You'll be pleased to learn that a very large number of motorcyclists have responded to the Fair Fuel UK survey into road users and transport habits in the United Kingdom. MAG can confirm that the number of riders in the UK has been consistently under-reported, and this survey is a welcome insight into the true figures.

At time of writing, LembitÕpik, MAG's Director of Communications and Public Affairs, is set to meet with Fair Fuel UK to take a good look at the findings. Lembit is confident that this information will help to radically improve the profile of motorcycling in the UK. Thanks again to everyone who has responded, and since the survey is still open, you can feel free to add your thoughts to it at any time.

Crime

Colin has been out and about again looking at the issue beyond London. In Swansea, a local activist, Andy Firth, secured a meeting with South Wales Police to discuss the issues around bike theft in the area. South Wales Police launched Operation Buxton in July of this year after realising that motorcycles were being stolen at a rate of 1 a day, and are claiming 10 arrests to date.

One of the important lessons reinforced by this meeting is that it makes perfect sense to complain if you feel the police in your area are not doing anything. T/Chief Insp Declan Cahill admitted that as a force they had been unaware of the growing problem in their area until it was highlighted to them by local bikers. The reality of recording vehicle crime is that often forces will not register motorcycle thefts differently to any other type of vehicle, and so will not notice a large percentage rise in bike thefts simply because the data is swamped by thefts of other vehicles.

If you feel that your local force is not reacting, don't complain to your mates down the pub or on social media, request a meeting with your local force and highlight your concerns and evidence to them. You may well be telling them something that they really don't know. As always Colin will be there to support if you feel that a bit of back up is useful. Contact MAG Central to request Colin's support. We want to see MAG members being the catalyst for more police forces launching their own operations, if only to see if they run out of strange operation names. Maybe we launch a competition for the most obscure police motorcycle theft operation name – so far we have Venice, Wraithbane, Sacrifice, Yellow Fin,

If you want to get in touch with Andy Firth in Swansea to offer help or find out more details, again, go through MAG Central and we will pass your details to Andy so that we don't fall foul of GDPR.

MAG Press Releases

10-09-2018 MAG wins charge exemption for motorcycles of all ages in Birmingham City's Clean Air Zone.

MAG has won a landmark campaign to gain exemption for motorcycles of all ages from Birmingham City Council's Clean Air Zone (CAZ).

At a special meeting of the Cabinet today, Birmingham City Council has approved its CAZ business case submission. Once approved by Government, the proposal can be implemented with the launch of the zone scheduled for January 2020.

Birmingham is the first authority outside London to propose the "class D" clean air zone model that allows for charging of all vehicles including private transport. The Motorcycle Action Group has consistently argued that motorcycles act within the transport system as net reducers of congestion and pollution, pointing to studies that demonstrate that a simple 10% modal shift from single-occupancy cars to motorcycles and scooters will yield a 40% reduction in congestion for all road users and result in a 7.5% reduction in CO₂, a 5.5% reduction in NO₂ and a 20% reduction in particulate matter.

MAG's Director of Campaigns & Political Engagement, Colin Brown, said: "We are delighted that our campaign has resulted in the proposal to exempt all motorcycles from charges in the zone. This is a decision that will impact riders not just in Birmingham, but throughout the country. Birmingham City Council has recognised and accepted our position that motorcycles are net reducers of harmful emissions and thus should be exempt from charges.

"I have found Birmingham City Council to be informed, serious about their emissions policy development and capable of understanding the science, and credit to them for taking such a mature view.

"This decision sets the precedent for all future CAZ proposals in other parts of the country, demonstrating a clear endorsement of the fact that motorcycles contribute to improving air quality."

"The exemption from charges is a vital first step towards a policy to positively promote modal shift to motorcycles. There is pioneering work on this policy being done already in Northamptonshire, and we look forward to discussing with Birmingham City Council and Transport for West Midlands how application of this policy in the region will accelerate the journey towards compliance of legal targets for NO₂ emissions. Achieving this goal will remove the threat of fines for non-compliance and benefit the entire community."

Director of Communications & Public Affairs, Lembit Opik, said: "This excellent result in the West Midlands now has significant implications for the legitimacy of the poor decisions being made in the Capital. We will be continuing our efforts to persuade Sadiq Khan to reverse the illogical and counterproductive charging of pre-Euro 3 motorcycles in his Ultra Low Emission Zone (ULEZ) due to come into effect in April 2019."

Chairman of the Motorcycle Action Group, Selina Lavender, said "We are thrilled with

this outcome, the result of much hard work by MAG's political unit and the support of MAG members and supporters. We thank the efforts of all those who supported our campaign, signed the petition and responded as individuals to the consultation. Working together we can see great results, not just for riders, but for the whole community."

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

Notes for editors:

The Belgian 2011 study, "Commuting By Motorcycle: Impact Analysis" was completed by Transport and Mobility Leuven. The full report can be found at: http://www.tmlleuven.be/project/motorcyclesandcommuting/20110921_Motorfietsen_eindrapport_Eng.pdf

The Motorcycle Action Group has published a briefing document, "Powered Two Wheelers: An Air Quality Solution" which covers the facts with respect to motorcycles and air pollution. Please contact MAG central office for a copy of the briefing document

Remember the article in September edition on Gantries? Here is a response who knows:-

Dear Editor

I was interested to read the article in September's edition of Network regarding the removal of motorway gantries, as I have been involved in many of the Smart Motorway and ITS projects for a number of years. Unfortunately, it will be a long time (20 years+ by my estimation) before the majority of vehicles have the necessary technology to receive the information through their dashboard, and it is most likely that we will be well past 5G by that time.

I did, however, like the point that the proliferation of roadside signage implied "an insulting degree of stupidity on the part of drivers". Unfortunately, we see the level of stupidity on a daily basis, where people, whether walking or driving, have their faces buried in their smartphones. The technology which is supposed to make us smarter really is having the opposite effect.

Regards, Euan Clayton I.Eng MILP FIHE, Clayton Lighting & Traffic Ltd.
5 North Greens, Edinburgh, EH15 3RT. 07722 111424. claytonlt@outlook.com

Brilliant Finland

F E M A

Finnish Government: 'Ride A Motorcycle!'

• *by Wim Taal - September 19, 2018*



It sounds like a joke, but it is true: the Finnish government urges people to ride motorcycles to reach its emission targets. New motorcycles and mopeds are needed for traffic to reach the 2030 climate goals.

“A moped or motorcycle, as part of the transport chain, can offer a more environmentally friendly alternative”, says the Finnish Ministry of Transport and Communications, which is currently writing a moped and motorcycle strategy together with motorcyclists’ organizations.



This is also part of FEMA member organization SMOTO’s powered two-wheeler strategy, which was published just a couple of weeks ago. SMOTO’s powered two-wheeler strategy is to ensure the equal treatment of motorcycles and mopeds with other means of transportation. It is about security, taxation, legislation, road infrastructure and motorcyclist as part of a transport system.

For many it may come as a surprise that the ministry’s goal is to improve the conditions for moped and motorcycling. The ministry is aware that motorcycling raises great emotions, but when you think about it, it makes sense to promote motorcycling. As SMOTO also notes, motorcycles are part of a sustainable transport policy that reduces traffic congestion and emissions. The space needed for motorcycles is much smaller than cars, and parking spots for motorcycles increase their usability for work and business travel.

[Motorcycles are part of a sustainable transport policy](#)

The problem is that the average age of motorcycles in Finland is 19.1 years old. Motorcycles run 2% of the total traffic mileage, but account for more than 14% of carbon monoxide emissions and 16% of hydrocarbon emissions. But change is coming: by 2030

environmental requirements will be very strict and will also apply to mopeds and motorcycles.

In the strategy currently being worked out by the ministry and SMOTO, mopeds and motorcycles are seen as a serious way of moving in the future. The legislator may, if desired, refine the traffic regulations so that powered two-wheelers may have some advantages over the current rules. Motorcycles could for example be allowed to park freely and free of charge like mopeds or even get the right to ride on certain lanes, like bus lanes. The focus of taxation can also be shifted so that the purchase of a new and a less polluting motorcycle would be advantageous. With taxation, the state can influence the way that people are moving.

Insurance – The ministry started to develop its moped and motorcycle strategy in June by inviting a motorcyclist’s organizations for a conversation. In Finland, the insurance is vehicle-specific, where in many other countries the price of insurance is tied to the rider. But there is pressure on insurance changes because the development of security technology and security attitude makes motorcycles more secure. Insurance companies would have less to compensate. For example: in 2017 there were ‘only’ 12 fatal motorcycle accidents in Finland. The number of accidents has been decreasing for more than a decade, even if the number of motorcycles has increased.

Electric motorcycles – The motorcycle is a personal matter and has not traditionally been borrowed or rented. The rental of electro scooters in Europe however, is rapidly becoming popular. Electric motorcycles are clearly a growing trend, but in Finland the enthusiasm has faded in the past few years. One reason is that the use of moped or motorcycle as a means of work transportation is rare and the winter is long. In many European cities an electric moped can be rented for half an hour for a couple of euros. In Finland it is difficult to imagine making money with a service that is not useful for five months every year.

Written by *Jussi Katajainen* (SMOTO)

FEMA has two member organizations in Finland: **SMOTO** and **MP69**.

Motorcycles Are The Answer!

[FEMA news](#)

by [Wim Taal](#) - September 14, 2018



It sounds so obvious, but when it comes to urban mobility, FEMA believes motorcycles and other powered two-wheelers should be actively promoted as a great alternative for cars. Especially during the annual European Mobility Week.

The week from 16 to 22 September 2018 is [European Mobility Week](#). Many events will be organised and cities all over Europe compete to present their mobility solutions as smartest and greenest. As usual the focus will be on public transport, cycling and walking as the mobility solutions and alternatives for cars. FEMA thinks that powered two-wheelers (motorcycles, scooters and mopeds), are just as well part of the solution for present and future mobility challenges.

The benefits of motorcycles to cars are obvious:



Motorcycles are narrow. They can filter through traffic and keep moving where cars stand still in traffic jams. This makes motorcycles faster than any other way of transport in urban traffic. This was shown again in the [mobility test](#) we performed earlier this year in 14 cities all over Europe. With one exception the motorcycle was the quickest way to commute. On average the motorcyclist needed 53% less time than the user of public transport. Motorcycling also turned out much cheaper than car driving.



[Research](#) that was done in Belgium by Transport&Mobility showed, that a transition from 10% of the car drivers to motorcycling reduced the total traveling time of all road users and the length of the traffic jams with 40% and emissions would be reduced with 6%. In many South-European cities traffic would come to a complete standstill without the massive use of scooters and motorcycles.



Motorcycles are also small and light: not only they can filter through the traffic and reduce the total traffic time for all road users, they also use less space to park. In many European cities it is allowed to park a motorcycle on the sidewalk, as long as pedestrians are not obstructed. Often the motorcyclist can use a spot that is too small for a car to park. In many cities special parking places are or can be created.



The smaller size and less weight of motorcycles also means less wear of the road surface, less use of fuel and less emissions. We have [compared](#) the fuel consumption of cars and motorcycles in real daily use with the use of information that was provided by car- and motorcycle users in the German website [Spritmonitor.de](#). It turned out that on average, motorcycles use 1 litre per 100 kilometres less than diesel cars and 3 litres per 100 kilometres less than petrol cars. Motorcycles also have less emission of toxic gasses, especially when compared to cars with diesel engines.



A growing use of electric scooters and motorcycles would even further reduce emissions. The most common problem with the transition from carbon fuels to electric is the range, for electric two-wheelers in an urban environment this shouldn't be a problem because they do not travel long distances.



Motorcycling, especially with smaller motorcycles or scooters, is much cheaper than driving a car: you use less fuel, you pay less taxes and normally you don't need to pay for parking. In most countries you pay a reduced fee on toll roads or bridges. In the United Kingdom toll bridges are even free for motorcycles.



Unlike walking and cycling, motorcycles can be used for all distances, from short to long. And unlike public transport, motorcycles bring you from where you are to where you want to be 24 hours per day, 7 days per week.



Because of their advantages for congestion and environment, motorcycles are often allowed in low-emission zones (e.g. all low emissions zones in Germany) or are exempted from emission zone tolls, like we recently have seen in [Birmingham](#).



FEMA General Secretary Dolf Willigers says: “Policy makers and city developers should have a better look at powered two-wheelers and the benefits they provide for urban traffic and for commuting. From my own experience I know that motorcycling is often the most convenient and quickest way of travelling, both for long and short distance, in today's jammed traffic. Motorcycles are also getting cleaner, safer and more silent, so there is no real reason to ignore them any longer”.

RoSPA welcomes EU backing to end daylight savings time

RoSPA has cautiously welcomed news that the EU is proposing to end the practice of adjusting clocks by an hour in spring and autumn, which it says would improve the safety of vulnerable road users.

In the UK, clocks follow Greenwich Mean Time (GMT) from October to March and British Summer Time (BST) – which is GMT+1 – from March to October.

For years, RoSPA has campaigned for change, saying that one of the consequences of the UK's system is that more people are killed and injured on the road because of darker evenings in the autumn and winter.

RoSPA recommends the UK adopts Single/Double British Summertime (SDST) – GMT+1 during the winter months and GMT+2 in the summer – which would create lighter evenings all year round.

Alongside road safety benefits, RoSPA says the move would bring significant environmental, economic and health benefits.

The EU announcement follows a public consultation in which 84% of 4.6 million respondents called for ending the spring and autumn clock change. However, only 0.02% of respondents were from the UK – one of the lowest response rates.

Further to that, any change would be unlikely to happen before the UK leaves the EU.

While the EU Commission has not yet drafted details of the proposed change, in a consultation paper it said one option would be to let each member state decide whether to go for permanent summer or winter time.

Responding to the consultation, EU Commission president Jean-Claude Juncker said millions 'believe that in future, summer time should be year-round, and that's what will happen'.

Errol Taylor, RoSPA chief executive, said: "The proposal is in its very early stages, and there is much more detail yet to be announced that would need to be carefully considered before a definitive decision is made.

"However, every year in the UK we see a spike in the number of vulnerable road users killed or seriously injured in October and November – coinciding with the autumnal clock change when we revert to GMT, which means we suddenly have an hour less of daylight in the evenings.

"RoSPA campaigns for Single/Double Summer Time, which would see daylight savings retained but the adoption of GMT+2 in the summer and GMT+1 in the winter, giving us more usable daylight year-round – especially in the evenings."

Way back in 2007, Road Safety GB – then known as LARSOA – campaigned for the Government to change to Double British Summer Time to 'help all road users on their journeys from work or school'.

RoSPA: <https://www.rospace.com/campaigns-fundraising/current/lighter-evenings/>

RoSPA Statement: <https://www.rospace.com/media-centre/press-office/press-releases/detail/?id=1588>

Consultation (closed): https://ec.europa.eu/info/consultations/2018-summertime-arrangements_en

RSGB: <http://www.rsgbarchive.org.uk/press-releases/47.html>

AROUND GB

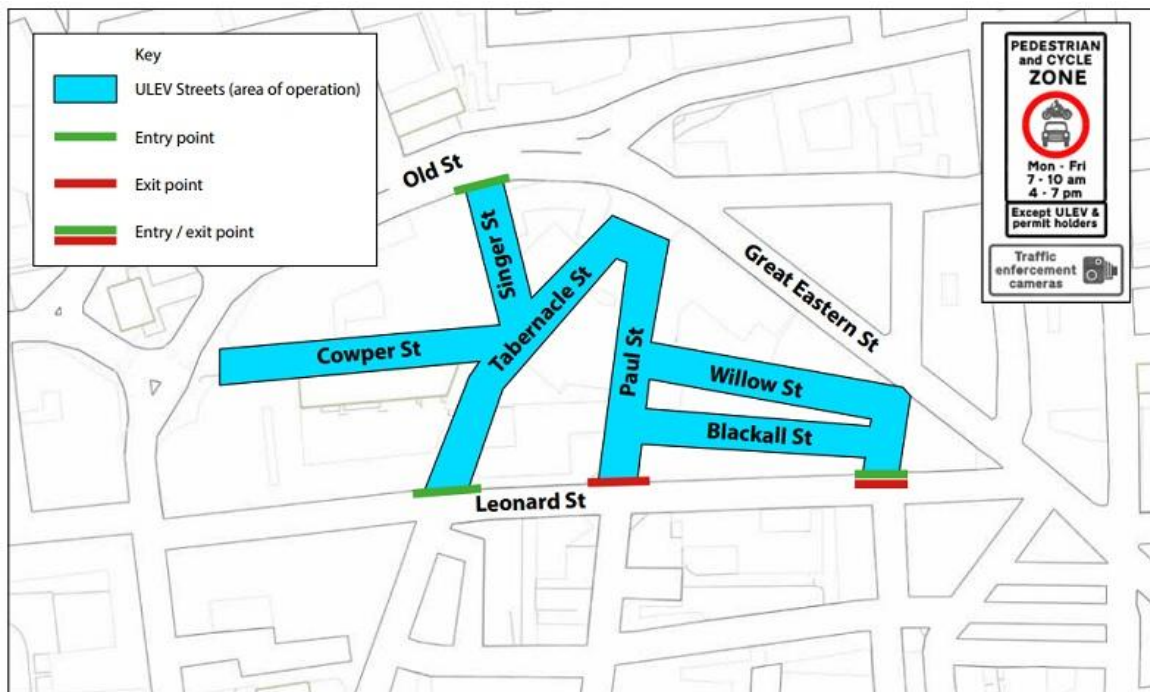
‘UK’s first ultra-low emission streets’ come to London

The ‘UK’s first ultra-low emission streets’ have become operational in Shoreditch, as part of a ‘pioneering’ new scheme to reduce pollution in the area.

Under the scheme, which came into force on 3 September, petrol, diesel and older hybrid vehicles that emit more than 75g/km of CO₂ are no longer allowed to enter nine streets during the peak commuter periods of 7-10am and 4-7pm, Monday to Friday.

Ultra low emission vehicles including electric cars, e-bikes, the newest hybrids and hydrogen vehicles, as well as pedestrians and cyclists, are permitted – and residents and businesses on the streets affected are also still be able to use their vehicles even if they emit more CO₂ than is permitted.

The restrictions are split into Zone 1 and Zone 2 (pictured below) and cover Rivington Street, Charlotte Road, Cowper Street, Singer Street, Tabernacle Street, Paul Street, Ravey Street, Willow Street and Blackall Street.



The ultra low emissions streets are being introduced by Hackney and Islington Councils, with funding from the mayor of London’s Air Quality Fund, and the Office for Low Emission Vehicles’ Go Ultra Low City Scheme.

Cllr FeryalDemirci, deputy mayor of Hackney Council, said: “Failing to act on poor air quality, which causes nearly 10,000 premature deaths across London every year, is not an option, and that’s why we’re being bolder than ever in our efforts to tackle it.

“We’re thrilled to be launching our ultra low emissions streets – the first of their kind in the UK – which will reclaim the streets from polluting petrol and diesel vehicles, and improve the area for thousands of people every day.”

In August, the City of London Corporation announced it was drawing up plans for a pilot scheme that would allow only electric cars and plug-in hybrids on a prominent road within the Square Mile.

The first part of London’s ultra-low emissions zone (ULEZ) will become operational in April 2019, while the second comes into effect in October 2021 and covers Greater London up to the North Circular and South Circular roads.

Hackney: <http://news.hackney.gov.uk/uks-first-ultra-low-emission-streets-come-to-the-city-fringe/>

Police forces to test eyesight of all drivers stopped

Three police forces are to revoke the licenses of drivers who fail pass the ‘20m number plate check’, as part of a month-long campaign.

Officers from Thames Valley, Hampshire and West Midlands will be testing the eyesight of every motorist they stop throughout September.

Drivers who fail to read a number plate from 20m (65ft) away will have their licences revoked immediately.

Data will be collected from each test and used to gain an improved understanding of the extent of poor driver eyesight, which Brake says is ‘vastly underreported in Government statistics’.

Sergeant Rob Heard, representing the police forces taking part in the campaign, said: “All of us require good vision to drive safely on our roads – not being able to see a hazard or react to a situation quickly enough can have catastrophic consequences.

“The legal limit is being able to read a number plate at 20m, around 5 car lengths, however this is a minimum requirement and a regular eyesight test with an optician is a must if we are going to be safe on the road.”

Brake, alongside Vision Express, is urging the Government to tighten up UK driver vision laws and make eyesight testing compulsory before the driving test and each time a driver renews their photocard license.

Joshua Harris, director of campaigns for Brake, said: “It stands to reason that good eyesight is fundamental to safe driving, yet our current licensing system does not do enough to protect us from drivers with poor vision.

“It is frankly madness that there is no mandatory requirement on drivers to have an eye test throughout the course of their driving life, other than the disproven 20m number plate test when taking the driving test.

“Partnering with the police on this campaign will help us understand the extent of poor driver vision in the UK, an issue where good data is lacking. This is the first-step on the road to

ensuring that good eyesight is a given on UK roads – the public shouldn't expect anything less."

Jonathan Lawson, chief executive of Vision Express, said: "We believe official government statistics on the impact of poor sight on road safety are the tip of the iceberg and we know the public feel the same as we do about tackling poor driver vision.

"A recent survey commissioned by Vision Express showed that 75% want a recent eye test to be mandatory when renewing a driving licence."

Police launch BikeSafe across Greater Manchester

Greater Manchester Police has become the latest force to introduce BikeSafe, a motorcycle skills workshop designed to improve road safety.

Launched in Manchester on 2 September, the workshops are delivered by traffic police officers and are centred around an observed ride.

Away from the road, the session also includes interactive presentations, discussions and safety advice.

BikeSafe aims to reduce the number of collisions involving motorbikes by further improving the skills, knowledge and hazard awareness of experienced riders.

Chief inspector Gareth Parkin, GMP's Road Policing Unit, said: "Motorcyclists are among the most vulnerable road users across Greater Manchester and far too many riders are killed or seriously injured on our roads.

"Eleven motorcyclists have lost their lives on the roads so far this year and that is completely unacceptable.

"We're working hard to reduce that number with the introduction of BikeSafe, a new force measure that supports our wider operational work to reinforce rider safety and reduce casualties and fatalities.

"Motorbikes are powerful machines and failing to treat them as such can lead to devastating consequences. It is vital that riders remain vigilant at all times, pay attention to their speed and surroundings and to be aware of other road users at all times."

More information and details of how to book on a BikeSafe workshop in Manchester can be found via the BikeSafe website at: <http://www.bikesafe.co.uk/greater-manchester/>

GMP:

<http://www.gmp.police.uk/live/nhoodv3.nsf/TriageWebsitePages/F8DCFE1BC2577E7E802582FE0044CA35?OpenDocument>

Campaign aims to improve safety of young riders in Essex

Authorities in Essex have launched a new campaign to improve the safety of young riders in the county.

Organised by the Safer Essex Roads Partnership (SERP), the Street Spirit campaign calls on young powered two wheeler (P2W) riders to enhance their knowledge on safe riding by watching five short videos and completing a quiz.

Those who complete the quiz are automatically entered into a competition, giving them the chance to win one of two brand new bikes, with full protective kit and a year's insurance.

The initiative was launched on 11 September, with SERP officers visiting the Colchester Institute to promote the campaign – and the importance of road safety – to hundreds of students.

Andy Stroulger, RTC reduction manager for Essex Fire & Rescue Service and SERP's motorcycle safety specialist, said: "Today was a successful day. We were given the opportunity to engage with a large group of young riders who were interested in what we had to say.

"The bikes on display attracted a lot of interest from students and we were able to promote the campaign as well as offer advice on how to stay safe on two wheels."

Joining SERP officers was 17-year-old Harry Clack, from Heybridge, who explained to students why the campaign resonated with him.

He said: "Three weeks ago I was involved in a collision near Kelvedon. It was raining and I lost control of my bike. I think I was being cocky and simply did not read the road properly and ended up having a crash.

"Fortunately no other vehicles were involved and I was wearing good quality protection kit so was uninjured. However, my bike will take six weeks to get repaired so I have to get two buses to work every day. It has caused me a great deal of inconvenience and has cost me a lot of money. I appreciate it could easily have been far worse. I was lucky.

"Today I was able to talk to people my own age about my experience and the importance of training, wearing protective kit and bike maintenance."

Data shows that riders of P2Ws are the highest road user risk group in Essex.
Street Spirit: <https://www.street-spirit.co.uk/>

Wales: road death unchanged in 2017 – but KSIs decline

New statistics show that while the number of road deaths in Wales remained the same in 2017 compared to the previous year, the number of KSIs and total casualties fell.

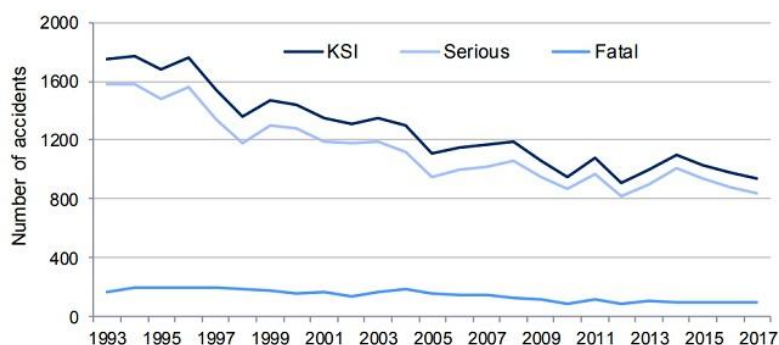
The Welsh Government figures, published on 30 August, show that 103 people were killed on Welsh roads in 2017 – the same number as in 2016.

However, the number of people killed or seriously injured (KSI) fell by 4% from 1,108 in 2016 to 1,064 in 2017 – while the total number of casualties fell by 9% to 6,202.

Looking at road user type, for each of the main four categories – vehicle users (car, taxi and minibuses), pedestrians, motorcyclists and cyclists – there were year-on-year falls in KSI casualties.

Vehicle user KSIs fell by 5% to 469; pedestrian KSIs by 5% to 189; motorcyclists by 1% to 252; and cyclists by 3% to 112.

Figure 3a: Number of KSI accidents on Welsh roads 1993-2017



Vulnerable road users (pedestrians, motorcyclists and cyclists) accounted for 52% of KSIs – up 1% from 2016 – while vehicle occupants accounted for 44% – down 1%.

Looking at age, there were 72 KSIs among children (under 16 years) – 26% fewer than the average for the previous three years (97).

There were also 235 KSIs among young people (aged 16-24 years) – 11% fewer than the average for the previous three years (265).

In total, there were 4,556 road accidents involving personal injury recorded by the police in 2017, a year-on-year fall of 7%.

Gov.Wales: <https://gov.wales/docs/statistics/2018/180830-police-recorded-road-accidents-2017-revised-en.pdf>

Welsh Government ‘should impose a default 20mph limit’

The Welsh Government ‘should impose a default 20mph limit in urban areas’, giving local authorities discretion to exempt routes where justified, a new report suggests.

The report, titled ‘Decarbonising Transport in Wales’, has been published by the Institute for Welsh Affairs – an independent think-tank based in Cardiff.

With regard to 20mph limits the report states: “Speed limits of 20mph have been shown to have a significant impact on the extent of injuries arising from collisions between motor vehicles and pedestrians or cyclists.

“Slower traffic also encourages more people to take up walking and cycling as the perceived danger from traffic is reduced.”

The report has been welcomed by campaign group 20’s Plenty For Us, which reiterates the point that the Welsh Government now has the devolved power to set a national 20mph limit.

20’s Plenty For Us – which recently formed its 400th local campaign group – also points to a Public Health Wales report which suggests that 20mph limits can decrease injuries and crashes by between 17-70%.

Rod King MBE, founder and campaign director for 20's Plenty for Us, said: "Wales clearly has aspirations in well-being, public health and energy savings that a default 20mph limit can address.

"It now has the devolved power to set a national 20mph limit.

"Our forthcoming conference in Cardiff will be an excellent opportunity to learn why and how this could be accomplished."

IWA: http://www.iwa.wales/wp-content/uploads/2018/06/IWA_Decarbonising_Transport-1.pdf

20's enough: http://www.20splenty.org/iwa_calls_for_welsh_20mph

***Please respond to this if you can:-
Scotland***

Views sought on future transport investment in South West Scotland

<https://news.gov.scot/news/views-sought-on-future-transport-investment-in-south-west-scotland>

Here are some websites you may want to look at:-

Councils 'wasting millions on 20mph zones': The Sun

<http://roadsafetygb.org.uk/news/councils-wasting-millions-on-20mph-zones-the-sun/>

Refreshing the 2015 Road Safety Statement – PACTS letter to Roads Minister, Jesse Norman MP

<http://www.pacts.org.uk/2018/09/refreshing-the-2015-road-safety-statement-pacts-letter-to-road-safety-minister-jesse-norman/>

News story: Green number plates for clean vehicles

<https://www.gov.uk/government/news/green-number-plates-for-clean-vehicles>

Press release: PM unveils plans for UK to become world leader in low emission tech

<https://www.gov.uk/government/news/pm-unveils-plans-for-uk-to-become-world-leader-in-low-emission-tech>

Guidance: MOT special notice 11-18: changes to MOT inspection manuals and defects

<https://www.gov.uk/government/publications/mot-special-notice-11-18-changes-to-mot-inspection-manuals-and-defects>

Motorway speed limits can be raised 'if public accept'

<https://www.rac.co.uk/drive/news/motoring-news/motorway-speed-limits-can-be-raised-if-public-accept/>

European Parliament: MINUTES (Page 4 Paragraph 8; L class & 3 wheeler noise)

<http://www.europarl.europa.eu/sides/getDoc.do?type=COMPARL&reference=PE-627.660&format=PDF&language=EN&secondRef=01>

Guidance: Vehicle type approval if there's no Brexit deal

<https://www.gov.uk/government/publications/vehicle-type-approval-if-theres-no-brexite-deal>

RAC: Tailgaters to blame for 1 in 8 road casualties

<https://www.rac.co.uk/drive/news/motoring-news/tailgaters-to-blame-for-1-in-8-road-casualties/>

Guidance: Driving in the EU if there's no Brexit deal

<https://www.gov.uk/government/publications/driving-in-the-eu-if-theres-no-brexite-deal:->

A scenario in which the UK leaves the EU without agreement (a 'no deal' scenario) remains unlikely given the mutual interests of the UK and the EU in securing a negotiated outcome.

Negotiations are progressing well and both we and the EU continue to work hard to seek a positive deal. However, it's our duty as a responsible government to prepare for all eventualities, including 'no deal', until we can be certain of the outcome of those negotiations.

For two years, the government has been implementing a significant programme of work to ensure the UK will be ready from day 1 in all scenarios, including a potential 'no deal' outcome in March 2019.

It has always been the case that as we get nearer to March 2019, preparations for a no deal scenario would have to be accelerated. Such an acceleration does not reflect an increased likelihood of a 'no deal' outcome. Rather it is about ensuring our plans are in place in the unlikely scenario that they need to be relied upon.

This series of technical notices sets out information to allow businesses and citizens to understand what they would need to do in a 'no deal' scenario, so they can make informed plans and preparations.

This guidance is part of that series.

Also included is an [overarching framing notice](#) explaining the government's overarching approach to preparing the UK for this outcome in order to minimise disruption and ensure a smooth and orderly exit in all scenarios.

We are working with the devolved administrations on technical notices and we will continue to do so as plans develop.

Purpose

This guidance explains the additional documents you would need, as well as your driving licence, to drive in the EU after 29 March 2019 if the UK leaves with no withdrawal agreement.

Before 29 March 2019

Your driving licence is valid in the EU. As long as you hold a UK licence, you can drive for both work and leisure purposes throughout the EU without other documents.

If you move to another EU country to live you can exchange UK licences issued by the Driver and Vehicle Licensing Agency (DVLA) or the Driver and Vehicle Agency (DVA) in Northern Ireland, for a driving licence from your new home country.

You do not need to re-sit your driving test.

After March 2019 if there's no deal

Your driving licence may no longer be valid by itself when driving in the EU.

If you move to another EU country to live, you may not be able to exchange your licence after the UK has left the EU.

What you would need to do. Driving in the EU

If there is no deal with the EU, you may need to obtain an International Driving Permit (IDP) to drive in the EU. An IDP is a document which when carried with your driving licence means you would be able to drive outside of the UK including in EU countries. There are different types of IDP. Which one you need depends on which country you are driving in.

If you currently drive outside the EU, for example in some states of the USA and countries including Japan, you may already be used to obtaining an IDP.

You may be turned away at the border or face other enforcement action, for example fines, if you don't have the correct IDP.

You may also need an IDP to hire a vehicle when you are abroad.

There are 2 types of IDP required by EU countries. Each is governed by a separate United Nations convention.

One type is governed by the [1949 Geneva Convention on Road Traffic](#).
The other type is governed by the [1968 Vienna Convention on Road Traffic](#).

The version of the IDP you would require depends on which EU country you are visiting and whether it is party to the 1949 or the 1968 convention.

Each type of IDP is valid for a different period.

The 1949 convention IDP lasts for 12 months. After 28 March 2019 in the EU, a UK issued 1949 IDP would be recognised in Ireland, Spain, Malta and Cyprus.

The 1968 convention IDP is valid for 3 years, or for however long your driving licence is valid, if that date is earlier. The UK ratified the 1968 convention on 28 March 2018, as a part of our EU exit preparations. The 1968 convention will come into force for the UK on 28 March 2019. After 28 March 2019, a UK issued 1968 convention IDP would be recognised in all other EU countries, plus Norway and Switzerland.

Visiting the EU

After March 2019, if you visit and drive in an EU country, for example on holiday, you would need both:

- your UK driving licence
- the appropriate IDP

You would need both types of IDP if you are visiting EU countries covered by different conventions, for example France and Spain.

You would need both a driving licence and an IDP whether you're driving in a private or professional capacity.

Obtaining an IDP

The IDP will cost £5.50.

You can currently get the 1949 type IDP over the counter at around 90 Post Offices or by mail order from 2 private companies. This mail order service will cease on 31 January 2019.

From 1 February 2019, the government will begin providing IDPs. From this date, you will be able to apply for both 1949 and 1968 types of IDP at 2,500 Post Offices across the UK. We will announce which Post Office branches will offer IDPs in early 2019.

Currently [getting an IDP over a Post Office counter](#) takes around 5 minutes on a turn-up-and-go basis.

IDPs issued under the 1949 convention will be valid from the day of issue shown on the front of the document.

IDPs issued under the 1968 convention before 28 March 2019 will be post-dated to become valid on 28 March 2019 when the convention comes into force, and then from date of issue. This is because 1968 convention IDPs are not valid for use until the 1968 convention is in force for the UK.

If you already have a 1949 convention IDP you can continue to use it in all countries in which it applies (including EU countries) for as long as it remains valid. However, from 28 March 2019, when the 1968 convention comes into force for the UK, that convention will govern the arrangements for driving in most EU member states, plus Norway and Switzerland.

In the EU, 1949 convention IDPs will only be valid in Cyprus, Ireland, Malta and Spain after 28 March 2019.

When travelling outside the EU, if you already have a 1949 convention IDP that expires after 28 March 2019, you should check whether it will still be valid in the country in which you are planning to drive, as the 1968 format IDP will replace it from this date. Affected countries include Cuba, Jamaica, Turkey and Vietnam.

Moving to or living in the EU

If, after exit day, you become resident in an EU country you would not have the automatic right under EU law to exchange your UK licence for a driving licence from the EU country you're living in. Depending on the laws of the EU country you move to, you may need to take a new driving test in that country.

You can avoid this by exchanging your UK driving licence for one from the EU country you move to or live in before 29 March 2019. UK licence holders who do this, will be able to re-exchange for a UK licence if they return to live in the UK.

Negotiations

We will be seeking to negotiate a comprehensive agreement with the EU to cover the continued recognition and exchange of UK licences after exit.

In the event that we do not achieve a comprehensive agreement, we will also pursue agreements with individual EU countries. The UK already has a number of these arrangements with non-EU countries including Australia, Canada and New Zealand. EU countries have their own similar arrangements with third countries. However, we cannot guarantee that we will have individual agreements with all EU states by exit day in the event of no deal.

EU driving licence holders, visiting or living in the UK after exit

After exit day on 29 March 2019, arrangements for EU licence holders who are visiting or living in the UK would not change.

For visitors, with driving licences from EU or non-EU countries like the USA, Canada, Serbia, Japan and New Zealand will enjoy the same arrangements as today. The UK does not require visiting motorists, for example those coming to the UK on holiday or who wish to drive on business, to hold a separate IDP to guarantee the recognition of their driving licence.

When non-EU licence holders come to live in the UK on a temporary basis, we would continue to recognise their licence for a period of 12 months, before requiring the holder to either exchange their licence, where agreements exist, or to take a driving test.

EU licence holders can drive on their EU licence until it expires, or until they reach the age of 70, or until 3 years after coming to live in the UK. For EU licence holders who passed their test in the EU or EEA, the UK would continue to exchange their licence as we do currently.

EU licence holders, who passed their test outside the EU or EEA have restrictions on licence exchange, and so may need to take a test to obtain a UK licence. See [exchanging a foreign driving licence](#).

More information

We will publish more information in the coming months. We aim to give businesses and individuals as much certainty as possible as soon as we can, and to ensure that any new requirements are not unduly burdensome.

This notice is meant for guidance only. You should consider whether you need separate professional advice before making specific preparations.

It is part of the government's ongoing programme of planning for all possible outcomes. We expect to negotiate a successful deal with the EU.

The UK government is clear that in this scenario we must respect our unique relationship with Ireland, with whom we share a land border and who are co-signatories of the Belfast Agreement. The UK government has consistently placed upholding the Agreement and its successors at the heart of our approach. It enshrines the consent principle on which Northern Ireland's constitutional status rests. We recognise the basis it has provided for the deep economic and social cooperation on the island of Ireland. This includes North-South cooperation between Northern Ireland and Ireland, which we're committed to protecting in line with the letter and spirit of Strand two of the Agreement.

The Irish government have indicated they would need to discuss arrangements in the event of no deal with the European Commission and EU Member States. The UK would stand ready in this scenario to engage constructively to meet our commitments and act in the best interests of the people of Northern Ireland, recognising the very significant challenges that the lack of a UK-EU legal agreement would pose in this unique and highly sensitive context.

It remains, though, the responsibility of the UK government, as the sovereign government in Northern Ireland, to continue preparations for the full range of potential outcomes, including no deal. As we do, and as decisions are made, we'll take full account of the unique circumstances of Northern Ireland.

Norway, Iceland and Liechtenstein are party to the Agreement on the European Economic Area and participate in other EU arrangements. As such, in many areas, these countries adopt EU rules. Where this is the case, these technical notices may also apply to them, and EEA businesses and citizens should consider whether they need to take any steps to prepare for a 'no deal' scenario.

Parliamentary Questions/Answers.

congestion charging : 1 Scottish Parliament debate

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Scottish Parliament: Programme for Government 2018-19 (4 Sep 2018)

<https://www.theyworkforyou.com/sp/?id=2018-09-04.8.0&s=Congestion+charging#g8.23>

Gillian Martin: ...colleagues know that the late Brian Adam MSP was instrumental in campaigning for it to happen. The AWPR will make an enormous difference to my constituents. It will genuinely change our everyday lives. There will be less ***congestion***, safer journeys and quicker commutes. Communities around Aberdeen will be vastly better connected to the city and to the rest of Scotland. The economic impact...

Written Answers - Department for Environment, Food and Rural Affairs: Exhaust Emissions: Motor Vehicles (5 Sep 2018)

<https://www.theyworkforyou.com/wrans/?id=2018-07-24.168126.h&s=Congestion+charging#q168126.q0>

Royston Smith: To ask the Secretary of State for Environment, Food and Rural Affairs, whether his Department has commissioned research on the costs to local authorities of administering (a) ***congestion charges*** and (b) ultra-low emission zone ***charges*** for (i) commercial and (ii) domestic vehicles.

Public Bill Committee: Offensive Weapons Bill: Aggravating factor (11 Sep 2018)

https://www.theyworkforyou.com/pbc/2017-19/Offensive_Weapons_Bill/10-0_2018-09-11a.313.6?s=Moped#q315.1

Stephen Timms: ...hon. Friend the Member for Hampstead and Kilburn and to welcome the fact that she has raised this in the Committee. There is certainly a close link between acid attacks on one hand, and the use of ***mopeds*** on the other. I will highlight one particular group of victims here, which is ***moped*** delivery drivers. I think the series of attacks that she referred to was aimed at a group of drivers, a...

motorcycle : 1 Public Bill committee

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Public Bill Committee: Offensive Weapons Bill: Aggravating factor (11 Sep 2018)

https://www.theyworkforyou.com/pbc/2017-19/Offensive_Weapons_Bill/10-0_2018-09-11a.313.6?s=Motorcycle#q316.0

Victoria Atkins: ...for Hampstead and Kilburn for tabling this new clause. We understand why she and the right hon. Member for East Ham, and those from other constituencies, are rightly concerned about the use of ***motorcycles***, mopeds and scooters to commit crime. We know also that the use of corrosive substances in these circumstances is a worryingly frequent occurrence. Indeed, the fear, and short-term and...

road safety : 1 Written Answer

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Written Answers - Department for Transport: Roads: Accidents (20 Sep 2018)

<https://www.theyworkforyou.com/wrans/?id=2018-09-12.HL10314.h&s=Road+Safety#gHL10314.r0>

Baroness Sugg: The Department for Transport announced on Thursday 17 May 2018 that the publication of Reported ***road*** casualties Great Britain, main results: 2017, which had been scheduled for end June 2018, would be delayed until September. This was due to the non-availability of complete 2017 ***road*** casualty data for London, as a result of technical and data quality issues following the implementation of the...

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