



**December 2018
Network**

A networking tool for Activists and other interested parties

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Editorial

I'm going to keep this really short this month and let the boys (Lembit and Colin) tell you the thing which is probably the most important thing in this edition and that is the long awaited meeting with Sadiq Khan, the Mayor of London. Its included in their report.

I guess I must make a personal viewpoint on the Police's initiative for catching/dealing with criminals on mopeds/scooters/etc., I think its good they have an initiative and if it deters them from going out to commit crime in the first place – brilliant. However, in my humble opinion, what must be avoided at all costs is making this the 'norm' used by the police when dealing with all motorcycle related incidents!

Well, yes, its that time of the year again when I have to say 'your January edition may be later than usual due to much merriment'. I wish you all you wish yourselves for whatever way you celebrate at this time of year or not. Enjoy.

Ride free, AG

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

Copy for the January edition to me please:- aine@mag-uk.org by 25th December. Subject heading:- Network

Political Report from Lembit and Colin

Lots going on in the political world of MAG and motorcycling. Colin Brown and Lembit Opik update you on the latest developments in riders' rights.

Thanks to all who helped at the NEC

A big thank you to everyone who helped out at the National Motorcycle Show in Birmingham in November 2018. Our stand organiser, Bill Green, once again performed superbly and we had a tremendous contribution from volunteers. As usual, MAG was the only riders' rights organisation represented at the show, making our presence there all the more valuable. The most notable subject of discussion was the potential introduction of Clean Air Zone charges which is worrying a lot of bikers. The industry seems to be relaxed about this, which is hardly surprising because they are more concerned with new bikes than the older ones which risk being charged. MAG's presence at the show continues to be an essential part of our work to reach out to potential new members and engage with existing ones.

Motor Cycle Industry Association changes direction

MAG attended the Motor Cycle Industry Association (MCIA) Annual General Meeting. At the event, the Chief Executive, Tony Campbell, revealed a new logo and explained that the trade body would be widening its work to other forms of transport which are not powered two wheelers in the conventional sense of the definition. There was some debate about the implications of this. MAG will continue to work with the MCIA in those areas where there is common cause. We will operate independently where there is either a difference of opinion, or where MCIA does not share a concern with riders views.

MAG meets Mayor – and finds reasons to be cheerful

MAG met London Mayor, Sadiq Khan, on November 27th 2018. He also involved his Deputy Mayor for Transport, Heidi Alexander, plus his officers. The meeting was secured for us by Conservative Greater London Authority Assembly member, Keith Prince. The aim of the meeting was to give Khan one final chance to reconsider his plan to charge motorcyclists using older bikes the Ultra Low Emissions Zone charge (ULEZ). Impressively, Khan did take this opportunity. He agreed to allow us to explore the possibility of a tailored solution which will exclude a large proportion of motorcycles currently facing the charge. The outcome isn't perfect from a biking perspective, as some older bikes may still fall foul of the charging regime. However, it is a great deal more progress than we have had at any point in the last two years, and the Mayor deserves credit for that. We also discussed access to bus lanes, and the Mayor is entirely in tune with MAG on this objective. On both subjects, he suggested we pursue the matters with his team. Our assessment is that Sadiq really did engage positively and intelligently with MAG. This has been the most constructive meeting the Mayor of London and MAG since the GLA was set up, and Sadiq gave us reasons to be cheerful about our future relationship with him and his team. While this may be surprising to some, MAG says as we find – and what we found gave grounds for optimism. In politics there is often a need for some compromise and we judge that a small amount of compromise from us has been rewarded by a sensible and measured offer of engagement by Sadiq. We'll proceed for now on that basis. It is very encouraging to find a politician who is willing to evolve his position on the basis of reasoned argument, and fair play to Mayor Khan for doing exactly that. The man of the match is Keith Prince AM, without whom this simply would not have happened. Thanks Keith - you are an absolute star!

MAG opens CAZ discussions in Scotland

Colin Brown and Scotland RR, Steve Wykes will be meeting with Transport Scotland in December to make the case for promoting modal shift to motorcycles as part of strategy to clean up Scottish air.

Bath and Manchester makes sense

Following the intelligent decision by Birmingham City Council to exempt riders from the local Clean Air Zone charge, Bath has proposed exemption for motorcycles from its Class D CAZ, and Manchester is considering its approach to the same question. Western Region political officer Geoff Mills is heading up efforts in Bath. Local activist Steve Blay has contacted Manchester's Metro Mayor, Andy Burnham, and the response was promising. While not committing to exclude motorbikes, the tone of the letter suggests there's everything to play for. Given the strength of the arguments supporting an exemption for bikes, MAG will work hard to ensure that these points are absolutely clear to the decision-makers in the Council.

Each of these issues will be handled on a case-by-case basis, so please let us know if you hear anything about a local Clean Air Zone near you.

Turbo Tosh

After all the claims that a complicated new road system in Bedford – called a ‘turbo roundabout’ - would make things safer, MAG can reveal that the number of injury-accidents actually increased once it was built. MAG predicted this. We’re currently conducting a databased analysis of the overall effect of road changes – especially in London, where many safety schemes have been introduced. We suspect that the net effect is an overall increase in danger for anyone who isn’t riding a bicycle. We’ll let you know what we find out.

Home Office tick box exercise

The Home Office task force set up to tackle motorcycle theft and moped crime has given itself a congratulatory pat on the back and claimed the box has been ticked. MAG is less convinced and point to the fact that the initiative, claimed to be a national one, has completely failed to deliver beyond the capital. The basic objectives of investigating the level and drivers of the problem at a national level have simply not been addressed. MAG will continue to fight the cause and demand a more comprehensive approach is adopted.

[Sadly, the surveys referred to in these PR’s closed at end November, however, the content of these PRs remains relevant which is why I’ve included them]

MAG PRESS RELEASES

MAG asks: Bus Lanes - to bike or not to bike?

Press Release 1 of 4

The Motorcycle Action Group asks: do you want us to continue our successful campaign for motorcycle access to bus lanes?

Nationally, more and more transport authorities are seeing the sense in adopting a bus lanes access policy for bikers, with Nottingham City Council the latest to announce a trial. MAG has released a comprehensive report on the state of play for motorcycle access, which highlights the random patchwork of policy that adds to risk of injury, as well as a sense of entrapment and fines. MAG is campaigning for the DfT to change its guidance to local authorities on the matter from a neutral position to one of encouraging motorcycle access to bus lanes.

Director of Campaigns & Political Engagement, Colin Brown, commented; “Despite the fact that bikers are entitled to have their safety concerns taken seriously, we still see certain councils, such as Hackney in London, actively opposing riders’ safety. Following the GLA Transport Committee’s Easy Rider report in 2016, the latest Mayor’s Transport Policy calls on all London boroughs to allow motorcycle access to bus lanes. But Hackney’s draft Local Implementation Plan contains the lines ‘The council opposed the Mayor of London’s decision

to permit PTWs use of bus lanes on TfL-controlled roads on safety grounds and will seek to work with TfL to reverse this position. The council recognises the high accident rate of powered two wheelers but does not believe there is good evidence that using the bus lanes will address this'. MAG will NOT allow this blatant disregard for the interests of riders to go unchallenged."

MAG wants to know your views on motorcycle access to bus lanes:

- Should bikes be allowed in all bus lanes?
- Does the current variability in access rights cause you confusion?
- Have you ever received a fine for mistakenly using a bus lane?
- Do you feel safer riding in a bus lane?
- Do you think you increase risks to cyclists when sharing a bus lane with them?
- Do you think you pose a greater risk to pedestrians when you ride in a bus lane?
- Do you think you disrupt buses when you use a bus lane?
- Do you think motorcycles should have segregated lanes like cyclists?
- Do you think motorcycles should be allowed to use cycle lanes?
- What is the one reason, if any, for allowing motorcycles to use bus lanes?

Come along to our stand D06 in Hall 4 at the NEC Motorcycle Live to let us know what you think.

Or complete the full feedback survey online here for a chance to win a 2019 MAG T-shirt.

MAG asks: Clean Air Zones - logic or tragic?

Press Release 2 of 4

The Motorcycle Action Group claims modal shift to motorcycles reduces congestion and pollution in the UK. MAG's guidance document clearly shows the evidence - in a manner that hasn't been challenged by ANY audience so far. What do YOU think?

Director of Campaigns & Political Engagement, Colin Brown, said; "It is reassuring that, beyond the capital, we're winning the logical argument to exempt motorcycles of all ages from any toxic tax charging schemes. This fight is leaving London Mayor, Sadiq Khan, increasingly isolated in his incomprehensible resolve to push through this socially regressive policy in the form of the proposed Ultra Low Emission Zone (ULEZ). MAG is determined to convince councils to make the promotion of modal shift to motorcycles part of their solution to improve air quality. By contrast, London's policy is a tragic and embarrassing mistake which, unfortunately, seems to come simply from an inability to actually understand the evidence."

"It is not rocket science," adds Colin. "Figures available to all councils clearly show the current stock of cars produce more NO2 per mile than motorcycles have EVER produced. And the emissions gap between cars and motorcycles isn't closing. Anyone can see that

riders filtering PAST queues on motorcycles rather than sitting IN queues of cars reduces congestion - and therefore pollution. I met the Joint Air Quality Unit and Transport for London, neither of whom have arguments to disprove this simple logic. It seems the only reason they aren't promoting motorbikes - when their obsession with bicycles is clear - is prejudice. That prevents all of society from benefiting from the potential gains of shifting from four wheels to two, whether or not the two wheeler happens to have an engine. Khan has simply got to welcome bikers as an asset and not damn us as a problem."

Do you agree? MAG wants your views on the role of motorcycles in improving air quality:

- Is it right to charge older motorcycles to enter clean air zones?
- Would charging older motorcycles really improve air quality?
- Are electric motorcycles more eco-friendly than petrol motorcycles?
- Is there a case to exempt smaller motorcycles but charge larger ones?
- Are you prepared to give up your internal combustion engine (ICE) motorcycle to improve air quality?
- Are the claimed benefits of cleaner air realistic?
- Is it fair to punish riders who can't afford to upgrade their bikes?
- Will there be an impact on the classic/vintage bike scene?
- Will Sadiq Khan's extreme policies have a measurable impact on health?

Come along to our stand D06 in Hall 4 at the NEC Motorcycle Live to let us know what you think.

Or complete the full feedback survey online link:

<https://www.surveymonkey.co.uk/r/THMGS72> for a chance to win a 2019 MAG T-shirt.

MAG asks: Road Safety - what do you think?

Press Release 3 of 4

As motorcyclists, we don't ride out hoping to be killed or seriously injured. We all have a vested interest in staying alive. So what's gone wrong with the road safety agenda, and why are we made to feel like the accused instead of the victims?

The latest road safety agenda, Vision Zero, began in Sweden. It aims to achieve zero road casualties and the ideology states that safety can never be sacrificed for mobility. Since London's Mayor, Sadiq Khan, has adopted Vision Zero – a concept which one of its inventors openly stated meant motorcycles "need to go," Britain's motorcyclists need to be worried.

MAG's Director of Campaigns & Political Engagement, Colin Brown, said "A Vision Zero founding father, Claes Tingvall, was right to say what he said about motorbikes and Vision Zero. He highlighted that, under this agenda, safety can never be sacrificed for mobility. So, to be consistent, he had to believe that motorcycles should be banned – as well as push

bikes, cars, horses, walking.... In fact we should all just stay at home and never get out of bed. There is always a risk of injury when we move. Walking is basically a process of repeatedly losing balance and beginning to fall – clearly if we get it wrong and don't stop each fall, it is going to end up hurting.

“Motorcyclists, much to the surprise of some road safety experts, are aware that they are taking risks every time they get on their bikes. I personally have been seriously injured in a motorcycle accident, but I still ride. I've taken advanced training and do all I can to minimize the chances of it happening again – but I accept the risk. That's a conscious decision I choose to make. I fight for my right to make that decision and will resist anyone who tries to take that right away.

“Everyone knows there is an acceptable level of risk. Progress normally relies on taking risks. To say risk is unacceptable is fundamentally flawed. Let's move from Vision Zero to Vision Hero. Risks we accept benefit not just riders, but all road users in terms of reduced congestion and pollution. Let's make the roads as safe as possible but not through restrictions, and not at any cost.”

MAG wants to know your views road safety:

- Do you think the level of risk in motorcycling outweighs the benefits of motorcycling?
- What do you think will make the roads safer for you as a rider?
- Do you think you can ever be 100% safe on the road?
- Do you think more motorcyclists on the road makes biking safer or more dangerous?
- Are motorcyclists seen as a problem that needs to be fixed?
- What is the most important point of focus to improve road safety for motorcyclists?

Come along to our stand D06 in Hall 4 at the NEC Motorcycle Live to let us know what you think

Or complete the full feedback survey online (if you haven't already)

<https://www.surveymonkey.co.uk/r/THMGS72> for a chance to win a 2019 MAG T-shirt.

MAG on Government approach to bike theft: 'lucky in London, lazy in Britain'

MAG has been fighting motorcycle theft - and challenged the Home Office to do more. The Government's self-congratulatory approach was condemned by MAG's Director of Campaigns & Political Engagement, Colin Brown.

Colin says: “I warned Nick Hurd, Minister of State for Policing and the Fire Service, that MAG believes the Home Office is ignoring motorcycle theft as a national issue. He replied: ‘I announced applying the multi-agency approach we have used to address crime involving motorcycles, mopeds and scooters to see what more can be done to tackle the theft of vehicles nationwide. During the meeting my officials confirmed, to the Motorcycle Action Group's representatives and others present, that motorcycles, mopeds and scooters are within the scope of this work, and those wishing to participate

in or otherwise support this work should contact my officials'.

“So I contacted Graham McNulty, who led the Home Office Task and Finish Group entitled “Better Data.” Mr McNulty responded: ‘key to enforcement [in London] was developing an understanding of the problem through flagging all motorcycle-related crime. This flagging system is not something that is mandated by Home Office Counting Rules for crime and consequently is not replicated across all forces... as NPCC lead I would welcome a clearer dataset with regard to motorcycle crime, improved recording is not something I can compel forces to undertake.’

He concluded ‘I understand your frustrations and appreciate my response will not provide you with the clarity you seek around the national problem of motorcycle theft. I would state however that motorcycle theft will continue to be monitored and raised nationally where appropriate to reduce the harm caused from vehicle crime across the country.’ This annoyed Colin: “There’s no progress here nationally. If they’re not even asking the police to record the crime, there’s little hope they’ll fix it. I’m fighting for more robust, co-ordinated national action.”

So, MAG wants to know your views:

- Has the bike theft epidemic been solved?
- Are the police in your area doing enough and do they know the theft levels on their patch?
- Is funding a legitimate reason for lack of response in your area?
- Are the courts doing enough and are sentences sufficiently harsh?
- Are councils and developers providing secure parking facilities?
- Can the insurance trade help to alleviate the impact on victims of bike theft?
- Is the industry doing enough to make bikes harder to steal?
- Are bikers to blame for not using enough locks and chains?
- Is it really a victimless crime?
- Should we view current levels as an acceptable level of crime?

Come to our stand D06 in Hall 4 at the NEC Motorcycle Live to let us know what you think.

Or complete the full feedback survey online
<https://www.surveymonkey.co.uk/r/THMG572> for a chance to win a 2019 MAG T-shirt.
Survey closes midday Monday 26th November.

FEMA

Received this is from Wim at FEMA. Brilliant it is too.

To: <wimtaal@fema-online.eu>

Subject: New FEMA video

Good afternoon everybody,

We have published a new video called: 'Motorcycles are the solution when it comes to urban mobility, not the problem'.

Please share this video with your members and followers!

We have posted this video on our social media channels:

Facebook: <http://facebook.com/Federation-of-European-Motorcyclists-Associations-193674387342050>

Twitter: <https://twitter.com/femaonline>

Have a great day, Wim..

Looking For Urban Mobility Solutions? Try Motorcycles!

• by *Wim Taal* - November 23, 2018



'Walk, cycle or use public transport'. Does this sound familiar to you? It could hardly not. It is the mantra that politicians nowadays recite when it comes to urban mobility.

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

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

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

It all becomes very different when your destination or your starting point is not in the city. Then you suddenly have to deal with longer distances, lacking bus, tram, underground or

train lines and stops. You will be confronted with almost impossible multi-modal ‘solutions’, lines of public transport that take long detours, with many transfers and long waiting times in between them.

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

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

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

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

Written by [Dolf Willigers](#).

Top photograph courtesy of Ducati Corse Press.

Swedish Insurance Data: ‘Anti-Lock Brakes Reduce Motorcycle Accidents’

November 20, 2018



In Sweden the number of single motorcycle accidents where motorcyclists crashed while braking, has been halved since 2015, according to statistics from insurance company [Svedea](#).

For ten years Swedish FEMA member [SMC](#) have informed riders about the benefits of ABS (anti-lock braking system) and offered advanced training for riders, to teach them the correct braking technique. Motorcyclists' association SMC is happy to finally have evidence about the positive effects of ABS use.

Since 2016, all motorcycles above 125 cc sold in Europe, are equipped with anti-lock brakes. A lot of research have been studying the effects of ABS on motorcycles. A Swedish [study from 2009](#) estimated that the use of ABS would have a reducing effect on accidents with 38 percent regarding all accidents with personal injuries on motorcycles in Sweden. The study also showed that the degree of injury degree was significantly lighter in accidents with motorcycles fitted with ABS compared to accidents with motorcycles without ABS. The results of the ABS studies have been published by motorcycle magazines in Sweden and Europe, which has led to both an increased demand and acceptance among motorcyclists.



Jesper Christensen, general secretary of SMC: "It has now been proven that it has become safer to ride a motorcycle with ABS. Halving the number of motorcycle accidents where the rider crashed while braking, a typical motorcycle accident, is a big success! I'm looking forward to reduced costs for the insurance industry and also for the customers."

An important part of the cooperation between insurance company Svedea and SMC is an exchange of insurance statistics. Svedea can give a different picture of all kinds of incidents compared to the official statistics which exclusively describe injured and killed in traffic accidents. Insurance statistics are an important basis for the road safety and information work in SMC.

'The use of ABS would have a reducing effect on accidents with 38% regarding all accidents with personal injuries on motorcycles in Sweden.'



Stefan Karlsson, controller at Svedea: “We are constantly working with the injury statistics. Through these figures we get a good understanding and can follow up the damages and accidents that are experienced by the motorcyclists in Sweden. Unfortunately, we don’t have the same opportunity to retrieve information about safety equipment such as ABS and traction control for motorcycles as we can for cars. This makes it difficult for insurance companies to analyze the effect that systems like ABS can have on safety. Thus, it is not possible to reward motorcycle owners who choose motorcycles equipped with safety systems.”

Unfortunately, the number of fatal motorcycle accidents in Sweden has increased; in 2018 46 persons died while riding a motorcycle. compared to 39 in 2017. Jesper Christensen: “Safety systems like ABS are not the solution to all motorcycle accidents. Four out of ten who die on a powered two-wheeler in Sweden don’t have a valid A license. Between 10-20 percent of those who die, crashed into a barrier or pole in the middle or side of the road. In many accidents the motorcyclists collided with other road users who caused the accident. In most fatal accidents the motorcyclists were riding over the speed limit. ABS can’t save all lives. A lot more efforts are needed, such as investments from road authorities from a motorcycle perspective and more police out on the roads.”

Top photograph by Wim Taal

WEBSITES/POSTINGS YOU MAY WISH TO VISIT

Open consultation: Regulating CO2 emission standards for new cars and vans if there's no Brexit deal

<https://www.gov.uk/government/consultations/regulating-co2-emission-standards-for-new-cars-and-vans-if-theres-no-brexit-deal>

Scotland: Tackling air pollution

<https://www.gov.scot/news/tackling-air-pollution/>

RSGB: MIB issues warning to uninsured drivers

<http://roadsafetygb.org.uk/news/mib-issues-warning-to-uninsured-drivers/>

RAC: Fines for uninsured drivers - new scheme catches five million

<https://www.rac.co.uk/drive/news/motoring-news/new-scheme-catches-uninsured-drivers/>

Guidance: Motorcycles that can be used for motorcycle riding tests (Updated 14 november 21018)

<https://www.gov.uk/government/publications/list-of-motorcycles-that-can-be-used-for-riding-tests>

[the above is a really lengthy list which is why I haven't printed it here, however, it is interesting for reference. Please remember this will be date sensitive dependent upon model changes etc]

Form: Apply for partial Motorcycle Single Vehicle Approval (MSVA) (Updated 19 November 2018)

<https://www.gov.uk/government/publications/partial-motorcycle-single-vehicle-approval-pmsva-1>

Transparency data: DfT and transport NDPB organisational charts (Updated 14 november 21018)

<https://www.gov.uk/government/publications/department-for-transport-and-ndpb-structure-charts-organisational-and-salary-disclosure-data>

EU: 29-11-2018 - Workshop on Type-approval requirements for motor vehicles

<http://www.europarl.europa.eu/committees/en/imco/events-workshops.html?id=20181115WKS02022>

EU: Motor insurance directive

<http://www.europarl.europa.eu/committees/en/imco/home.html>

Scotland: Air quality: notification to the Scottish parliament

<https://www.gov.scot/publications/air-quality-notification-to-the-scottish-parliament/>

RAC: DVLA 'making millions' from private car park firms

<https://www.rac.co.uk/drive/news/motoring-news/dvla-making-millions-from-private-car-park-firms/>

[I was unable to open this. Maybe you will have more luck. Seems important!]

RSGB: Major stakeholders to discuss challenges and solutions at PTW conference

<http://roadsafetygb.org.uk/news/major-stakeholders-to-discuss-challenges-and-solutions-at-ptw-conference/>

RSGB: Annual report tracks safety performance of UK roads

<http://roadsafetygb.org.uk/news/annual-report-tracks-safety-performance-of-uk-roads/>

Below is a Freedom of Information request:-

FOI release: Road maintenance spend, pothole numbers and compensation claims

<https://www.gov.uk/government/publications/road-maintenance-spend-pothole-numbers-and-compensation-claims>

Please insert

QUESTION 1:

What has been your road maintenance spend in each of the following years?

	2013/14	2014/15	2015/16	2016/17	2017/18
HIGHWAY	£248.7m	£246.9m	£277.5m	£214.3m	£209.3m

S

ENGLAND

QUESTION 2:

What is the total number of potholes which have been filled by Highways England in each of the following years?

	2013/14 *	2014/15 *	2015/16 *	2016/17 *	2017/18
	3,308	9,036	10,342	10,878	16,642

* Incomplete data

QUESTION 3:

What is the total amount of pothole compensation claims that have been made against Highways England, in each of the following years?

	2013/14	2014/15	2015/16	2016/17	2017/18
	748	591	527	542	1089

QUESTION 4:

What is the total amount of pothole compensation claims that have been successful upheld when made against Highways England in each of the following years?

	2013/14	2014/15	2015/16	2016/17	2017/18
	273	242	187	212	528

* Includes legal costs

QUESTION 5: *

What has been the total cost to Highways England as a result of compensation payments relating to claims made as a result of vehicle damage related to roads/potholes in each of the following years?

	2013/14	2014/15	2015/16	2016/17	2017/18
	£73,157	£72,827	£54,301	£60,012	£164,341

QUESTION 6: *

What has been the average payout for successfully upheld compensation claims, as a result of vehicle damage related to roads/potholes, in each of the following years?

	2013/14	2014/15	2015/16	2016/17	2017/18
	£267.94	£300.94	£290.38	£283.07	£311.25

20mph Research Study – Summary and PACTS comment

The Department for Transport has today (22 November 2018) published the 20mph Research Study by Atkins, AECOM and Professor Mike Maher (UCL).

It assesses the outcomes of introducing 20 mph speed limit schemes (ie reducing speed limits from 30mph to 20mph) in residential areas and town centres. These are generally on a

wider scale, but “signs only”, ie without the traffic calming measures of earlier 20mph zones. They were introduced for a variety of transport, community and health reasons.

The study finds:

- Public support for 20mph (signed only) limits but concern about non-compliance
- Minor changes in driven speeds: median speed fell 0.7mph in residential areas and 0.9mph in city centre areas
- Faster drivers reduced speed more: 1.1mph and 1.6mph respectively (85th %ile)
- Road characteristics have a much larger impact on driven speeds than whether the road has a 30mph or 20mph limit
- No significant change in short term in collisions and casualties in the majority of case studies
- The majority of people have not noticed a reduction in the speed of vehicles, and do not perceive there to be fewer vehicles driving at excessive speeds
- Small increase in use of active travel modes; mode shift cannot be determined from data.

Commenting on the study, PACTS Executive Director David Davies said,

“PACTS is pleased to see the 20mph Research Study published. It is the largest, most comprehensive and sophisticated study into the effects of 20mph speed limits to be undertaken in the UK, and possibly anywhere in the world. It has taken several years, at a cost of almost £1 million. Most previous studies have been into single sites, with much smaller budgets and, inevitably, less sophisticated data or analysis.

“In an area where there is sometimes more heat than light, the findings of this study deserve to be taken very seriously. Many local authorities have been waiting for this report before deciding whether and how to implement local schemes.”

He added,

“The changes resulting from 20mph limits are disappointing but not surprising. The study finds that signed only 20mph limits have very small effects on speed and, surprisingly, no effects on casualties. Local people do not perceive changes and behaviour changes are small.”

“An important finding is that “the speed at which people drive is influenced more by the look and feel of the road, than whether a 20mph or 30mph limit is in place. The DfT will need to take account of this and review its guidance to local authorities on setting local speed limits (Circular 01/2013). They must look again for practical, effective measures to reduce speeds and casualties. The burden should not be left with the local authorities.”

“In 2007, on the basis of 20mph zones but before signed only 20mph limits had been introduced, PACTS recommended that “a default speed limit of 20mph in all built up areas is implemented in ways that achieve high levels of compliance.” (PACTS: Beyond 2010). The emphasis on compliance was important. Broadly speaking, we still support this recommendation. We expanded on this recently in our response to the consultation on default 20mph limits in Scotland.”
20mphAtkinsDfTRoad safety.

PACTS: 20mph Research Study – Summary and PACTS comment

<http://www.pacts.org.uk/2018/11/20mph-research-study-summary-and-pacts-comment/>

Fines for uninsured drivers - new scheme catches five million

RAC: 5th Nov 2018

Uninsured drivers are being warned they don't even need to be out on the roads to be caught.

The warning comes after it was revealed that a scheme which cross-checks driver records is catching as many as 3,000 uninsured motorists every day.

The scheme, operated by Motor Insurers' Bureau (MIB) and the Driver and Vehicle Licensing Agency (DVLA) issued its five millionth warning letter in October.

The MIB says uninsured drivers will be caught, with offenders facing fixed penalty notices, fines of £1,000 and even the prospect of having their car crushed.

Legislation that allows the MIB and DVLA to take action against owners of vehicles that are uninsured – and not declared to be off the road – was introduced in 2011.

The scheme sees data from the Motor Insurance Database record of UK motor insurance policies cross-checked with DVLA vehicle records to identify drivers that appear to have no insurance.

This system means thousands of insurance advisory letters can now be sent out to owners of uninsured cars, meaning they no longer need to be caught on the road.

The letters warn owners to either insure their vehicle, make a SORN (statutory off road notification) to the DVLA, or face fixed penalty notices, fines and court prosecution.

Neil Drane, head of enforcement at MIB, said that with the scheme in place there is nowhere to hide.

He said: "Data enables us to easily identify vehicles that appear without insurance. By using automation alongside ongoing police efforts, we've helped to halve the number of uninsured drivers on UK roads over the past 10 years."

The Motor Insurers' Bureau is a not-for-profit body that helps innocent motorists if they are involved in hit-and-run accidents or collisions with uninsured drivers.

Ultimately in these situations, the bill is paid through the insurance premiums of all law-abiding, fully-insured motorists.

Adverse weather added to hazard perception test

Computer-generated clips of adverse weather conditions are being added to the hazard perception section of the driving theory test.

First introduced in 2002, the hazard perception element requires learner drivers to watch a simulated journey and spot 'developing situations' on the road.

Announced by the DVSA on 19 November, the 23 new scenarios include driving in snow, wind, rain and fog – and dusk and dawn scenes.

Jesse Norman, road safety minister, says the new clips are designed to provide more realistic driving conditions to better test a learner's ability.

Figures show that during 2017, 16,406 collisions happened in rain, sleet, snow or fog – of which 205 incidents were fatal.

Research from the DfT suggests that hazard perception training and testing could account for an 11% reduction in collisions – 'potentially saving hundreds of lives every year'.

Jesse Norman said: "These new hazard perception clips offer more realistic driving conditions to test a learner driver's ability, preparing them for overcoming the real-life challenges they will face on the road – something that should benefit all road users."

Mark Winn, DVSA chief driving examiner, said: "Every year too many people are injured on our roads by hazards frequently encountered by drivers and we are determined to do more.

"We know the theory test helps saves lives, so we are using computer-generated imagery clips to further improve road safety."

GOV.UK: <https://www.gov.uk/government/news/hazard-perception-test-now-features-more-weather-conditions>

RSGB: <http://roadsafetygb.org.uk/news/adverse-weather-added-to-hazard-perception-test/>

Long-range camera takes aim at dangerous drivers

RAC: 16th Nov 2018

Police have a new weapon in the fight against reckless driving — a mobile camera that can catch offenders from up to a kilometre away.

Dangerous or illegal activity behind the wheel — including tailgating and mobile phone use — can now be snapped before a driver has even had chance to see the camera.

Unlike traditional speed guns, which only measure how fast cars are travelling, the new camera produces clear, high-quality video footage and photographs of vehicles and their occupants' behaviour.

Gloucestershire Police unveiled the new camera as part of Operation Indemis, a collaborative approach to policing the region's busiest routes, including the M4 and M5.

Officers say one of the aims is to educate motorists about the importance of driving safely on the roads, with some drivers offered advice on how to improve under the initiative.

However, anyone caught committing offences faces prosecution, including those engaged in tailgating, speeding, driving without a seatbelt or using a hand-held mobile phone behind the wheel.

Earlier this year, Highways England launched a campaign to raise awareness of the dangers of tailgating after figures revealed that one in eight road casualties are caused by tailgating.

Martin Surl, Gloucestershire's Police and Crime Commissioner, thinks the camera represents a new way of policing the UK's roads and hopes it will help change behaviours.

He said: "Many people have come to me with their concerns about speeding and other safety issues along this road. We now have a chance to test a new model of collaborative road policing which, if it proves a success, can be put into practice elsewhere.

"The aim is not just to penalise motorists but to uphold the law by creating a change in people's behaviour. But the police will enforce the law when necessary."

If the scheme is a success, Gloucestershire Police says it will look to work with other agencies, including the Motor Insurer's Bureau and Driver and Vehicle Standards Agency to explore how the technology could make UK roads safer.

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RAC: <https://www.rac.co.uk/drive/news/motoring-news/long-range-camera-takes-aim-at-dangerous-drivers/>

Ditch the trickle charger

GEM: November 20th

At this time of year, many members enquire about charging their batteries externally over winter, using a mains-powered source. It is not a bad idea, especially if you cover many short journeys.

Ian Newham, Training Manger at GS-Yuasa Battery Sales UK Ltd., the market leader for vehicle and industrial batteries and one of the largest makers of car manufacturer (OE) quality batteries reveals that,

"The battery might not recover sufficiently from an initial cold start, unless you undertake a fairly lengthy drive afterwards. If the charge lost is not replenished promptly, the battery can degenerate permanently inside."

Therefore, it is prudent to top-up the charge levels yourself but Ian also warns against overcharging and he explains why an ageing trickle charger is not ideal,

"Old-fashioned trickle chargers are fairly crude, because they risk overcharging. While this harmed old-style batteries, the ensuing damage could be limited, by topping up the acid level inside the battery with distilled water. Now that most car batteries are sealed, should the battery be overcharged, you cannot replenish it."

Modern day smart chargers detect battery condition far more accurately and ensure that they stop delivering power, once an optimum charge level is reached, causing neither overcharging, nor overheating. For more modern vehicles that are fitted with emission reduction systems, such as start-stop and regenerative braking technologies, Advanced Glass Mat (AGM) batteries are fitted, usually. These can be damaged severely, should you even attempt to charge them with an old-style trickle charger.

Therefore, the best advice is to ditch the old-fashioned trickle charger and invest in a decent smart charger, instead.

[FYI – my trickle charger is my best friend]

COMMONS DEBATES (boring but.....hey!)

road safety : 1 Commons debate

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Bill Presented: Road Safety (5 Nov 2018)

<https://www.theyworkforyou.com/debates/?id=2018-11-05a.1313.0&s=Road+Safety#q1344.0>

Jesse Norman: ...chance to comment, and I want to respond to as many of them as I can. I have mentioned the dreadful crash that took place on the M5 in 2011, and we have heard many examples this evening of dreadful ***road*** incidents. To recap, in response, the Government are taking vigorous action. We are improving ***roads*** infrastructure, looking at the training of new and novice drivers, taking action against...

road safety : 1 Written Answer

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Written Answers - Department for Transport: Motor Vehicles: Insurance (5 Nov 2018)

<https://www.theyworkforyou.com/wrans/?id=2018-10-22.HL10892.h&s=Road+Safety#gHL10892.r0>

Baroness Sugg: ...can include factors such as the age of the applicant, the types of vehicle being driven, the postal area where the applicant lives and the driving experience of the applicant. As promised in the ***Road Safety*** Statement, the Department for Transport has commissioned a £2 million research programme to explore the effectiveness of a range of measures to improve the ***safety*** of young and...

road safety : 1 Written Answer

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Written Answers - Department for Transport: Motorcycles: Safety (19 Nov 2018)

<https://www.theyworkforyou.com/wrans/?id=2018-11-09.189742.h&s=Road+Safety#q189742.r0>

Jesse Norman: In the forthcoming refreshed ***Road Safety*** Statement, motorcyclists are one of the priority groups that the Department will be addressing. In 2017, there were 124 accidents involving a motorcyclist and a car in which the Contributory Factor 'learner or inexperienced driver/rider' was allocated by a police officer to the car driver; and 661 accidents in which it was allocated to...

motorcycle : 3 Written Answers

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Written Answers - Department for Transport: Motorcycles: Safety (19 Nov 2018)
<https://www.theyworkforyou.com/wrans/?id=2018-11-09.189742.h&s=Motorcycle#g189742.r0>

Jesse Norman: ...and a car in which the Contributory Factor 'learner or inexperienced driver/rider' was allocated by a police officer to the car driver; and 661 accidents in which it was allocated to the ***motorcycle*** rider. There were no accidents involving a motorcyclist and a HGV, in which the Contributory Factor 'learner or inexperienced driver/rider' was allocated to the HGV...

Written Answers - Department for Transport: Motorcycles: Accidents (19 Nov 2018)
<https://www.theyworkforyou.com/wrans/?id=2018-11-09.189743.h&s=Motorcycle#g189743.r0>

Jesse Norman: The annual data can be found in published table RAS30066 here:
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/743654/ras30066.ods Reported ***motorcycle*** user casualties, Great Britain, 2014-2017

	Number of casualties	Weekly average	Year
Killed	339	7	101
Serious	5,289	101	151
	2014	2015	2016
	339	365	365
	5,289	5,042	5,042
	7	7	7

Written Answers - Department for Transport: Motorcycles: Accidents (19 Nov 2018)
<https://www.theyworkforyou.com/wrans/?id=2018-11-09.189744.h&s=Motorcycle#g189744.r0>

Jesse Norman: The table below provides the number and percentage of ***motorcycle*** fatalities by road class in Great Britain for the years 2014 to 2017, which are available in published table RAS30018 at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/743613/ras30018.ods. Reported ***motorcycle*** fatalities by road class, Great Britain, 2014 to 2017

motorcycle : 1 Westminster Hall debate

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Road Safety and the Legal Framework - [Mr Clive Betts in the Chair] (20 Nov 2018)
<https://www.theyworkforyou.com/whall/?id=2018-11-20a.237.0&s=Motorcycle#g258.4>

Rory Stewart: ..., so proportionately someone is much more likely to be killed on a horse. About 400 or 450 people are killed walking and, as the hon. Member for Huddersfield (Mr Sheerman) reminded us, a similar number are killed on motorcycles—people are extremely vulnerable on a ***motorcycle*** on the road. Finally, of course, the largest number of people are killed in a motor vehicle. We should not...

motorcycle : 1 Written Answer

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Written Answers - Department for Transport: Driving Tests (26 Nov 2018)
<https://www.theyworkforyou.com/wrans/?id=2018-11-20.193488.h&s=Motorcycle#g193488.r0>

Jesse Norman: The Driver and Vehicle Standards Agency's driver testing includes theory questions, hazard perception clips and the practical on road test. ***Motorcycle*** awareness is already part of the car theory test. The multiple choice part of the theory test includes questions about the vulnerability of motorcyclists, particularly in the adverse weather conditions, and about their visibility. The...

New MOT standards improving our air quality

The number of cars failing emissions tests has more than doubled since the new MOT introduced stricter emission rules on 20 May 2018.

Published 20 November 2018

From:

[Driver and Vehicle Standards Agency](#)



Following [changes to the MOT test on 20 May 2018](#), more than 744,592 cars have failed the emissions test. The cars have either been taken off the road or fixed, helping to improve air quality.

This compares to 350,472 cars failing the emissions test during the same period in 2017.

Stricter emissions tests

Since 20 May 2018, a vehicle gets a 'major fault' if the MOT tester:

- can see smoke of any colour coming from the exhaust
- finds evidence that the diesel particulate filter (DPF) has been tampered with - this captures and stores exhaust soot to reduce emissions from diesel cars

A 'major fault' means you need to repair the car immediately, and it then needs to pass an MOT retest.

You can be fined up to £1,000 for driving a vehicle without a valid MOT

Number of cars failing the emissions test

Since 20 May 2018, a total of 238,971 diesel cars and 505,721 petrol cars have failed the new emissions test.

This compares to 58,004 diesel cars and 292,468 petrol cars during the same period in 2017.

[Change between chart and table](#)

Fuel type 20 May 2017 to 19 November 2017 20 May 2018 to 19 November 2018

Petrol	292,468	505,721
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Diesel	58,004	238,971
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20 May 2017 to 19 November 2017

20 May 2018 to 19 November 2018



The new test has also seen a 448% increase in the number of diesel vans failing. These have increased from 3,585 in 2017 to 19,648 over the same period in 2018.

Regular maintenance

The MOT is a once-a-year health check for vehicles. However, you must [keep your vehicle safe to drive](#) (roadworthy) all year round.

You should get your car checked if you think there's a problem with the engine, and not wait until the MOT. This will not only save you money from the cost of an MOT retest, but will also help improve the environment.

Improving air quality

Poor air quality is the largest environmental risk to public health in the UK.

It's known to have more severe effects on vulnerable groups, for example, the elderly, children and people already suffering from pre-existing lung and heart conditions.

Conditions caused or made worse by air pollution include:

- asthma
- chronic bronchitis
- chronic heart disease
- strokes

In July 2018, the Department for Transport published its '[road to zero strategy](#)'. This sets out how the government will support the transition to zero-emission road transport and reduce emissions from conventional vehicles.

This strategy supports the Department for Environment, Food and Rural Affairs' plan to [improve air quality by reducing nitrogen dioxide levels](#) in the UK.

Gareth Llewellyn, Driver and Vehicle Standards Agency (DVSA) Chief Executive, said:

DVSA's priority is to protect everyone from unsafe vehicles and drivers.

We are committed to making a real difference to those in society whose lives and health are blighted by poor air quality.

Since introducing the new tighter MOT emissions test in May, nearly 750,000 vehicles have been taken off the road or fixed.

Overall MOT failure rates remain steady

In the first 6 months of the new MOT, almost 16 million vehicles have taken the test.

The overall failure rate for petrol cars (34.7%) and diesel cars (33.2%) has remained steady since the changes were introduced. They were 35.7% and 33.8% respectively in 2017.

<https://www.gov.uk/government/news/new-mot-standards-improving-our-air-quality>

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