



A networking tool for Activists and other interested parties

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EDITORIAL

The last article you'll see in this edition relates to potholes and I had to laugh – not in a good way – reading the following:- 5,540 pothole-related breakdowns were attributed to the harsh winter weather.

I cry 'that's a load of bull'. We had a few days snow – end of. The crux of the matter lies, in my very humble opinion, in the diabolical quality of materials used and workmanship, or lack thereof.

Harsh? Yes. However, Councils are forever contracting out to the lowest bidder, forgetting totally 'you get what you pay for'!

There are already firms recycling plastic waste to be used on roads which Councils, thus far, refuse to use "because they don't know how long it will last". Really?

If it has the adhesion qualities necessary for vehicles, if it lasts as long as the rubbish they're using at the moment then they've lost nothing and gained a bit for the environment.

Rant over.

For those lucky enough to be travelling to France on their beautiful roads, please take notice of the article in this edition advising the speed limit on rural roads has been reduced to 50mph (80kph).

Enjoy. Ride free,

AG.

[Acknowledgements: George Legg. Lembit Opik. Colin Brown. Julie Sperling and anyone else I've forgotten]

Copy for the September issue to Aine@MAG-UK.org by 25th August latest subject heading:-
Network

Lembit and Colin – Political Unit Report

Birmingham Clean Air Zone (CAZ) – where's the evidence?

The lobbying work has seen Colin meeting with leaders of the Conservative and Lib Dem groups in Birmingham City Council. Colin is still awaiting a date to meet with the Labour Councillor responsible for the proposals. Targeted questions to the consultation scheme have revealed that Birmingham City Council (BCC) has no data

or evidence on motorcycles in the city, admitting that they used mainly front facing Automatic Number Plate Recognition (ANPR) cameras to capture details. They've been able to capture the Euro rating of just 3 motorcycles entering Birmingham during their five day data gathering exercise. They have also revealed that their modelling software has not had parameters set to encompass motorcycles at any level.

A press release from the West Midlands Combined Authority has announced that the Metro Mayor, Andy Street, has made a formal agreement for sharing information and best practice between Transport for West Midlands and TfL. This can be seen negatively - if TfL's anti-motorcycle attitude spreads to TfWM. However, potentially, it's a win for motorbikes and scooters if the West Midlands could equally influence TfL. So, it is all to play for in the region – and the country.

And on that point...

Lembit has been analysing the data in detail and assessing the options facing us regarding what's reasonable and what's not in terms of the environmental agenda. 'We really need a common-sense approach, here,' says Lembit, 'and that's NOT what we're getting. It's time to work with others who feel the same way. That's exactly what I'm doing right now. This campaign – to protect our right to ride petrol-powered motorcycles – requires deep analysis of the truth behind the claims in terms of what pollution really comes out of our exhausts. It's obvious from official data that motorbikes reduce pollution by reducing congestion and because, on average, they have far smaller engines than other forms of transport. They also don't get stuck in traffic very much, and that reduces emissions too.'

'Our goal is to make this clear to the authorities – with notice that if they ignore our logical and evidence based arguments, they expose themselves to the real possibility of legal action. Colin's doing that in Birmingham. MAG is also doing that anywhere else we hear there's a threat to our right to ride; a threat based on extremely questionable environmental arguments.'

If you hear anything at all regarding clean air zones in your area, please let us know. The arguments are on our side; and we need to use them to get the politicians on our side too.

Crime – inexorable progress

We are collating Freedom of Information (Fol) responses from Police Forces. First steps to trial the new approach to holding relevant police forces to account for their actions are being developed, initially with the West Midlands Police Force. A petition aimed at the Police and Crime Commissioner is gathering signatures ahead of a meeting, to demand uprating dealing with motorcycle theft as a force priority - and

establishment of an Independent Advisory Group to scrutinise activity. This pilot will then inform action in other regions as the FOI responses are reviewed.

Pothole Britain – a death trap

MAG has backed the RAC's criticisms of the state of the roads in the UK. The damage to the road surfaces has been caused by limited repair budgets and also by the extreme weather – both hot and cold – which the UK has recently experienced. The RAC recorded 4,091 pothole-related breakdowns between April and June – the highest figure for this specific three-month period since 2015. Potholes kill and maim riders. If you have any problems reporting potholes which present a risk in your area, let the Political Unit know. We'll help address the problem – and remember, the authorities could become liable if you report a danger and then someone crashes because of that danger.

If you want to report a road problem, use this link:

<https://www.gov.uk/report-pothole>

Again, to emphasise, if you don't get a result, tell the Political Unit. *We have ways of making them work.*

Receptions

The planning for the GLA reception is forging ahead. A meeting has been agreed with the Motor Cycle Industry Association (MCIA) to explore the possibility of their support, both financially and in terms of what's called 'messaging.' If we both say the same thing, we're much more likely to be heard. The Parliamentary reception looks set to be held in October. With the *current* political battles in Parliament and Brussels, the focus is all on one subject – which does not involve bike theft. We'll get a better hearing in October.

London relationships

Colin and regional rep Tim Fawthrop met the new Chair of the GLA Transport Committee, Caroline Pidgeon, forming relations and opening dialogue that will keep MAG at the table now that the former Chairman, and keen biker, Keith Prince has stepped down from the role. Keith will remain an invaluable asset, and has been instrumental in getting us one step closer to that all-important meeting with Sadiq Khan.

A date has also been set at the end of August for a first meeting with Heidi Alexander, Sadiq's new Deputy Mayor for Transport. We will be clear that this meeting is in addition to, and not instead of, the promised meeting with the Mayor himself.

Fair fuel?

MAG was invited to present our thoughts about the current approach towards the environment and fuel pricing, at an evidence gathering session in the Houses of Parliament in July 2018. Colin and Lembit attended, and explained the clear advantages of transporting people around on two wheels instead of four, with all the benefits for everyone associated with road use. It cannot be sensible to have a 1,200kg car to carry one or two people around, when a 150kg motorbike can do the same task for a tiny amount of the cost and emissions caused by the larger vehicle. We also highlighted the reality about walking and cycling. They simply won't replace the vast majority of journeys, while powered two wheels are a serious alternative to cars or overcrowded public transport.

We have been asked to provide our data to the inquiry. This is a good indication of the high regard which MAG is held in by the influencers in politics.

Twenty's plenty?

BREAKING NEWS: London Mayor Sadiq Khan is talking about introducing a blanket 20mph speed limit for the whole of London - for the sake of safety, and presumably to reduce emissions. This is barmy. In Portsmouth, where they introduced a 20mph speed limited, casualties **INCREASED**, because of driver frustration, closer bumper to bumper driving and reduced concentration. Naturally, MAG will be making these points to the Mayor. We would not want him to be responsible for an increase in injuries and deaths as a result of the misguided advice of the Twenty's Plenty movement.

It is ironic indeed that he would seek to do this when the average speed in Central London is 7.3mph – a classic case of adding 'injury to insult.' Please write to the Mayor and tell him what you think of a blanket 20mph speed limit. If you need any further information, contact the Political Unit through Central Office.

MAG PRESS RELEASES

MAG slams total absence of leadership in the war on motorcycle theft This version: 2018-07-06

The Motorcycle Action Group has publicly condemned what it sees as a complete lack of leadership, understanding and vision by senior figures responsible for dealing with the epidemic of motorcycle and scooter theft. MAG has vowed to hold the government, senior police chiefs, and the judiciary to account for the deplorably weak response to this national issue. Director of Campaigns & Political Engagement, Colin Brown, has asked "Why is it that criminal gangs can demonstrate a better level of vision, organisation and adaptability than those whose job it is to

protect us as law-abiding citizens?”

The national disgrace that is the ever-escalating lawless nature of this country has affected many areas of society. The motorcycling community is one that has been hit hard and yet it would seem is one that does not deserve the protection of the state. Few can have escaped seeing the news reports if not being directly affected by the lawless behaviour of gangs of criminals on stolen motorcycles and scooters. In London the very highly publicised attacks on members of the public and celebrities alike, with violence regularly featured, fill the newspapers. Less well reported nationally are the criminal gangs of anti-social riders that terrorise communities, placing people at risk of serious injury as they mount pavements and practice stunt riding on the public highways on a daily basis.

Colin said “Behind all this criminality is the epidemic of motorcycle theft that fuels and enables the behaviour. As I heard one wise police officer comment; ‘these people are not the type who go out to their local dealership to buy, register, tax and insure a motorcycle.’ We are not likely to be rubbing shoulders with them at a local charity run unless they are there to steal our bikes.

“Despite all the spin and Home Office Roundtable initiatives that claim to be dealing with the issue and even to having it all under control, the main point raised by the motorcycling community has still not been heard. The decision-makers have never ridden a bike and focus purely on the outrageous behaviour towards what they see as ‘normal’ people.”

MAG has a very simple solution to all the criminality: deal with the theft of motorcycles. Moped gangs would be reduced to being just gangs if they cannot source machines; anti-social riders can only be antisocial kids on foot if they are not riding bikes. Take away the new tool of their trade and they suddenly become less capable of breaking the law and far easier to apprehend.

Colin Brown went on to say: “The police are constantly asking for partnership-working due to the pressures on their resources, yet despite repeated offers they generally don’t want to work with us. We engaged with the Home Office Roundtable process but, again, despite repeated offers we were not actively engaged in any of the task and finish groups. The only people at the table with first-hand knowledge of the real face of motorcycle theft and the realities of what victims are suffering were excluded from the process. This has resulted in our view in a massive tick-box exercise that has not come close to tackling the problem.”

At the end of 2017 MAG attempted to collate details on the national picture, to understand the true face of the crime across the country. Freedom of Information (FOI) requests were sent to every police force in the UK. A simple question was

asked: how many motorcycles have been stolen each year over the last 3 years? Shockingly 34% of police forces failed to give any response to the request, despite the fact that they have a legal obligation to do so. Three of the responding forces said that they did not record motorcycle thefts separately from other vehicle types, and could not therefore say how many had been stolen.

Colin Brown says “We are repeating this exercise with all UK police forces, asking how many motorcycles were stolen in 2017, how many were recovered, and how many criminals were charged with theft of a motorcycle. If we do not receive responses we will be referring those forces to the Ombudsman. We are also asking all local authorities how many secure motorcycle parking bays they provide, what their spending has been on secure parking infrastructure and what their budget is for 2018. From this data we will identify areas where there needs to be closer scrutiny, and we will then examine the response to the issue and planned action in that location. We will demand that independent advisory groups are set up to hold the senior officers and local authorities accountable. We will make our findings public and, where necessary, lobby local PCC’s and MP’s until action is taken. “The time for platitudes, spin and box-ticking is at an end. We demand meaningful action and we demand it now.”

MAG demands action on ‘Pothole Britain’

The Motorcycle Action Group (MAG) has added its voice to demands that the appalling state of our roads is addressed. Road faults are damaging motorcycles and causing injury and death.

MAG has backed the RAC’s criticisms of the state of the roads in the UK. The damage to the road surfaces has been caused by limited repair budgets and extreme weather – both hot and cold – which the UK has recently experienced.

David Bizley, RAC Chief Engineer, said: ‘From a driver’s point of view, our roads are still in a poor state of repair after the damage caused by ‘The Beast from the East’ and the generally harsh late winter conditions the country experienced.’ The RAC recorded 4,091 pothole-related breakdowns between April and June – the highest figure for this three-month period since 2015.

The figure includes breakdowns for the category ‘likely to be attributed to damage caused by potholes and poor-quality road surfaces’ – such as damaged shock absorbers, broken suspension springs or distorted wheels. The RAC also says its Pothole Index – which is based on a quarterly rolling analysis of pothole-related breakdowns – shows a worsening picture in the second quarter of 2018.

The index, which began at a base of 1.00 in 2006 when the RAC started recording data, moved upwards from 2.63 across the three-month measuring period to 2.67, marking five successive quarters of deterioration.

A spokesman for the Motorcycle Action Group, Ian Churchlow, said: 'potholes are not a theoretical problem for bikers. They cause real accidents and real injuries – and even fatalities. We read and hear endless calls for reduced death and injury on the road from the road safety groups. We would invite them to join us to take a common-sense attitude towards something which would make a far bigger difference than reduced speed limits – better road surfaces. Specifically, that means devoting time and effort to getting local authorities to fix the roads, which may not be glamorous but it's very important. Our question is: will the road safety lobby work with us to achieve that? This is the litmus test about whether or not they are serious about road safety. Pothole Britain is killing riders and this has to end.'

FROM THE HOUSE

Motorcycle : 1 Written Answer

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Written Answers - Home Office: Motorcycles: Crime (5 Jul 2018)

<https://www.theyworkforyou.com/wrans/?id=2018-06-21.HL8885.h&s=Motorcycle#qHL8885.r0>

Baroness Williams of Trafford: The Government is not considering a ban on pillion riding on motorised vehicles. Reports of crimes involving ***motorcycles***, mopeds and scooters are clearly a concern. That is why the Government has worked with the police, industry and other partners to develop a comprehensive action plan focusing on what more can be done to prevent offending and keep the public safe. The impact on the...

motorcycle : 8 Commons debates

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There are more results than we have shown here. See more:

<https://www.theyworkforyou.com/search/?s=Motorcycle+section:debate&o=d>

Civil Estimates and Supplementary Estimates, 1934.: Clause 9. - (Avoidance of restriction on scope of policies covering third-party risks.) (26 Jul 1934)

<https://www.theyworkforyou.com/debates/?id=1934-07-26a.2145.2&s=Motorcycle#q2147.3>

Sir William Brass: ...future, whether they carry pillion riders or not, will always have to be insured against third party risks. We have to recognize that in future these words will make every single person who owns a ***motorcycle*** pay a premium. If he does

riot propose to take pillion riders, he will in fact have to pay a premium to take them. The result will be that premiums will go up by fifty per cent. That...

Oral Answers to Questions - Motor-Cycle Racing. (28 Jul 1933)

<https://www.theyworkforyou.com/debates/?id=1933-07-28a.2961.2&s=Motorcycle#g2961.5>

Mr Harold Hales: Has the Hon. and gallant Gentleman considered the world-wide interest which is taken in these ***motorcycle*** races in the Isle of Man and on the Continent, and is he aware of the significant fact that the Manx Highways Board have contributed £5,000 per annum for a number of years to encourage competitors from the Continent; is it not clear from this that they realise the benefits to that...

Some links you may be interested in

Roads managed by Highways England

<https://www.gov.uk/government/publications/roads-managed-by-highways-england>

Severn Crossing officially renamed The Prince of Wales Bridge'

<https://www.gov.uk/government/news/severn-crossing-officially-renamed-the-prince-of-wales-bridge>

Government should review national speed limits 'as soon as possible'

<http://roadsafetygb.org.uk/news/review-national-speed-limits-as-soon-as-possible/>

Motorcycles that can be used for motorcycle riding tests (updated 3 July 2018)

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

Councils 'not winning battle' against potholes

<http://roadsafetygb.org.uk/news/councils-not-winning-battle-against-potholes/>

France introduces lower speed limit on 'secondary' roads



A new lower speed limit on country roads has come into effect in France, in a move which is designed to save 400 lives annually.

On 1 July, the maximum speed dropped from 90km/h (56mph) to 80km/h (50mph) on the country's 400,000 kilometre of secondary roads which do not have a central partition.

The French government says the new limit, which will be evaluated in July 2020, will reduce road deaths – which last year totalled 3,684 – by 400 a year.

Officials also say the lower speeds will be good for the environment, cutting vehicle emissions by as much as 30%.

However, the new limit is not popular among the French public, with a recent poll showing 74% were against the change, with many seeing it as an attack on their personal freedom.

In the UK, a new report published earlier this week recommends that the 60mph speed limit should be lowered on thousands of miles of rural roads.

The Road Safety Management Capacity Review, commissioned by the DfT and carried out by the Systra consultancy, recommends reviewing national speed limits, with a particular emphasis on single carriageways in the countryside.

The report suggests that 5% decrease in mean speed could produce a 30% reduction in deaths on these roads.

The DfT has confirmed it is considering the review's findings as it works towards publishing a new two-year road safety plan.

Average speed cameras 'better at slowing traffic down'

RAC figures show that eight in 10 drivers think average speed cameras are better at slowing traffic than traditional fixed ones.

In an survey of over 2,000 motorists, 79% of respondents claim average speed cameras are most effective, compared to just 9% who thought fixed location cameras worked better.

Average speed cameras are commonly used to monitor the speed of vehicles travelling on motorways and track speeds over longer distances.

However, the study shows motorists remain unsure about cameras overall, with over 1 in 4 (27%) believing their sole aim to be raising money from drivers.

The RAC says the figures show that average speed cameras are helping support messages about road safety.

Road safety spokesman Pete Williams said: “Our research suggests the growing use of average speed cameras in motorway roadworks and increasingly on sections of A-road is reinforcing the road safety message, as they are extremely effective at slowing down drivers.

“We know that some drivers can be very cynical about speed cameras, with a significant minority having told us they believe they are more about raising revenue than they are about road safety.

“Interestingly, these latest findings show there is now a strong acceptance that they are there to help save lives and prevent casualties on the road.”

IN OTHER NEWS: Inflatable speed camera inventor ‘could face jail’

When asked about each type of camera, 86% of respondents claim that average speed cameras are effective at getting vehicles to slow down.

In contrast, while figures show that while 70% of drivers think traditional fixed cameras are good to slowing traffic down, 80% feel they make little difference beyond their immediate location.

When asked about the purpose of speed cameras, almost one in four drivers (37%) believe they are there to help slow vehicles at accident black spots, while 36% think that they are both to help safety and collect revenue.

For more information about different types of speed camera, get up to speed with our handy guide.

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Changes to Personal Protective Equipment (PPE) are for manufacturers not retailers

MCIA 3 July 2018

The law is changing regarding the manufacture of motorcycle safety clothing and this has caused some confusion within the motorcycle media as to how this will affect customers, or what can be offered for sale. The Motorcycle Industry Association would like to therefore assure customers that new legislation is mostly for manufacturers and does not apply to retail stock, so will have no effect on what can be bought or sold for some time to come.

The new legislation applies to manufacturers who make garments with some expectation of providing protection. Under old rules, there are many products on the market which include parts with a CE mark, for example a jacket with removable armour. Under new rules the whole garment will need to be tested to CE standards,

not just the armour. This ruling came into force April of this year (2018) and manufacturers have until April 2019 to make sure existing lines meet the new standards. New lines introduced from now on will also need to meet the whole garment testing regime to receive a CE-mark. But this will not affect what is currently for sale.

Under EU law, 'transitional provisions' come into effect while the change between the old and new regulations are phased in. We are in the transition period now, which is common practice within EU law as new products are introduced into the supply chain. For the most part, these have little impact on customers and are for the benefit of manufacturers.

Customers will not notice an immediate difference since any products the manufacturer has already sold can continue to be sold and bought by importers, distributors, wholesalers and dealers as well as bought and used by customers. In practice, this means that a customer is likely to see both CE-marked motorcycle jackets and non-CE-marked clothing for some time yet, with both legitimately on sale.

Helmets are currently the only compulsory wear for riders, however the Industry recommendation would be that all riders ensure they are properly protected at all times.

Scotland: riding skills the focus of new motorcycle campaign

Scotland's most iconic motorcycle routes are playing a starring role in a new campaign that aims to reduce deaths on the country's roads this summer.

'Epic' coastal rides, 'sweeping' mountain journeys and 'stunning' forest trails all feature in the series of 'Breathtaking Roads' videos launched earlier this year.

Using drones, the short films were filmed on three different biking routes, with each one ending with the strapline: 'Be aware on breathtaking roads. Don't let them take your breath away for good'.

But as well as the 'gorgeous' scenery, the campaign from the Scottish Government and Road Safety Scotland focuses on improving everyday riding skills – rather than just highlighting dangers.

Michael McDonnell, director, Road Safety Scotland, said: "Each of these films deliberately weaves in a particular skill we know bikers welcome learning more about.

"These skills are the ones statistics show are typically most challenging, such as overtaking, left and right-hand bends and junctions."

Running until the end of September, the campaign has a strong social media presence, with viewers being directed to the Live Fast Die Old Facebook page, or the Don't Risk It website.

The campaign is also being supported by outdoor advertising at popular meet-up spots along the routes themselves, while local biking ambassadors and influencers are sharing the message.

Once the campaign has finished, independent evaluation will measure awareness, recall of best rider practices and claimed behaviour change. Social media engagement, click-through rates, Google analytics and Police Scotland incident statistics will also be used to measure its impact.

Elizabeth Rockley, senior marketing manager at Safer Scotland, said: “We’re particularly targeting those bikers who take a break during winter, then go out again between Easter weekend and the end of September.

“Because they haven’t been out on their bikes for a few months, there’s maybe a bit of a skills gap they need to close as the season starts.

“We’re very much looking to generate a two-way conversation with bikers and getting them to share their best skills tips too.”

The campaign is also backed by Police Scotland and a number of Scottish biking groups, and targets the most at-risk group – male bikers aged 40-54 years.

Inspector Ian Paul, who leads Police Scotland’s national motorcycle unit, said: “At this time of year many bikers are planning weekend ride outs and trips with their friends, to enjoy the magnificent scenery Scotland has to offer.

“We understand the thrill of motorcycling and why people want to do it, but we also want bikers to keep themselves safe especially when overtaking, approaching junctions and negotiating bends.

“This campaign encourages the biking community to enjoy Scotland’s roads, while following best practice too.”

Video’s: <http://dontriskit.info/breathtaking-roads/>

FB Page: <https://www.facebook.com/livefastdieoldscotland/>

Wales: call for default 20mph limits in built up areas

A Welsh Assembly member has called for the country’s default speed limit to be lowered from 30mph to 20mph in towns and cities.

Reported by BBC News, John Griffiths AM – the Welsh Government’s former environment minister – says the move would involve ‘very little expense’ but would ‘have great benefits for health, the environment and traffic flow’.

Councils in Wales have the responsibility for setting local speed limits – however, the BBC News report says most have only introduced 20mph zones directly outside schools.

Mr Griffiths' proposal would mean the speed limit would automatically be set at 20mph, unless councils have a specific reason to raise it.

Mr Griffiths told BBC News: "We are talking about protecting life and limb, reclaiming the streets for children to play and for adults and children to walk and cycle to work and school.

"You will get better traffic flow through these urban areas which means, counter-intuitively, motorists will get through these areas quicker than they do at the moment. Emissions will be reduced because it will be a smoother passage through, rather than a lot of accelerating and braking."

Mr Griffiths added that 'community cohesion' would benefit from 20mph zones – as a result of more people 'out and about in the streets with their children and families'.

The Welsh Government is currently conducting a review on speed limits, and Mr Griffiths delivered a presentation on 20mph limits in the National Assembly of Wales on 18 July – click link below to watch the presentation on Senedd.tv (approx 4hrs 50mins into the session), followed by a response from Ken Skates, the Welsh Government's cabinet secretary for economy and transport.

BBC: <https://www.bbc.co.uk/news/uk-wales-politics-44876118>

Presentation: <http://www.senedd.tv/Meeting/Archive/d2c9e0d5-deac-4038-b6eb-fe6a5bf0b89c?autostart=True>

Mayor launches boldest ever plan to eliminate deaths on London's roads [part]

24 July 2018

- **Bold 'Vision Zero' approach will see a new 20mph speed limit introduced on all TfL roads within the Congestion Charging Zone**
- **New safety standards for Heavy Goods Vehicles and buses being developed to improve vehicle safety**
- **Mayor of London believes no death or serious injury on London's roads should be treated as acceptable or inevitable**

The Mayor of London, Transport for London (TfL) and the Metropolitan Police Service (MPS) have today published London's first 'Vision Zero' action plan, which sets out bold and ambitious plans to eliminate deaths and serious injuries from London's transport network. Each year more than 2,000 people are killed or seriously injured on London's streets, taking a devastating toll on the people involved, their families and communities across the capital.

Working with the Met Police and London boroughs, TfL's radical 'Vision Zero' approach starts from the premise that no death or serious injury on London's roads is acceptable or inevitable. It is a bold approach that includes the introduction of lower speed limits on TfL's road network, the transformation of dangerous junctions,

tough safety standards for the design of HGVs and a comprehensive bus safety programme, which includes speed-limiting technology, and a new innovative training course for all drivers.

To get us closer to our Vision Zero ambition, the Mayor has set TfL a number of challenging interim targets. By 2022, the aim is to reduce the number of people killed or seriously injured on London's roads by 65 per cent with no-one being killed on or by a bus by 2030, on the road to Vision Zero in 2041.

At the heart of the Mayor and TfL's plans is reducing the speed of vehicles on London's streets, as a key way to reduce road danger. TfL is now proposing to make 20mph the new general speed limit on all TfL roads within the Congestion Charging Zone (CCZ) by 2020, prioritising the part of the capital with a high volume of vulnerable road users including people who walk, cycle or use a motorcycle. 8.9km of new roads within the CCZ will now become 20mph by the end of the Mayoral term to fulfil this ambition.

The likelihood of a collision, and resulting death or serious injury increases substantially as vehicle speed increases. If someone who is walking is hit by a vehicle at 20mph, they are five times less likely to be killed than if they were hit at 30mph. If someone is hit by a car doing 30 mph they have a 40 percent chance of being killed; if someone is hit at 20mph they have a 90 per cent chance of surviving. For each 1 mph reduction in speed there is an associated six per cent reduction in collisions in urban areas.

TfL is also proposing the introduction of 20mph speed limits on its road network in many of London's other town centres and high-risk locations across London by 2024, to reduce road danger in these locations. Many London boroughs have 20mph speed limits on their local residential streets, and the Mayor and TfL will work with boroughs to deliver consistent and uniform 20 mph speed limits where it will improve road safety.

Overall TfL are aiming for 150km of new lower speed limits to be introduced on the totality of their road network.

The police are responding to Vision Zero with a new approach, which will intensify police focus on the most dangerous drivers and amplify the deterrent effect through widespread high visibility roadside operations and patrols.

At the same time TfL is committed to the next round of major work to make the most dangerous junctions in London safer. They have already identified 73 junctions with the worst safety record and are proceeding with a major 'Safer Junctions' programme that will see significant safety improvements made at these locations to reduce road danger for people walking and cycling.

Progress has already been made in London in recent years. Improvements on the network, including building segregated cycle lanes and improving dangerous junctions, have led to a 45 per cent reduction* in the number of deaths on London's roads over the past eight years.

The most dramatic reduction is car occupants, with better compliance around drink driving, seat belts, speed limits and new car technology playing a part. Other road users, especially pedestrians, cyclists and motorcyclists, now make up 80 per cent of all deaths and serious injuries on London's roads.

As part of his plans to improve air quality, tackle congestion and improve Londoners' health, the Mayor wants to increase the proportion of people walking, cycling and taking public transport to 80 per cent of journeys by 2041, from 63 per cent now. And the Mayor is investing a record £2.2bn in streets across London to make them safer for walking and cycling, and improve the environment for everyone.

The Mayor of London, Sadiq Khan, said: "I don't accept that deaths and serious injuries on London's roads are something we just have to put up with. Every single death or serious injury results in heartache and tragedy for those affected, and their loved ones.

"Our bold and far-reaching plans being announced today are some of most ambitious in the world, and start from the basis that no death or serious injury on London's roads should be treated as acceptable or inevitable. At the heart of our plans is reducing the dangers of speeding vehicles across London, which is why we're proposing a new general speed limit of 20mph on TfL roads within the Congestion Charging Zone - protecting cyclists, pedestrians and all road users in the busiest part of the capital.

"The design of vehicles on London's road is also crucial. That's why we're using the latest safety technologies to transform London's buses and bringing in a world-leading safety standard for lorries, alongside investing record amounts in building new infrastructure to make walking and cycling a safe option in every part of the capital."

TfL's 'Direct Vision Standard' for Heavy Goods Vehicles will be the first initiative of its kind in the world to categorise HGVs depending on the level of a driver's direct vision from a cab. This scheme is due to be introduced in 2020 to improve vehicle safety and increase visibility of vulnerable road users.

HGVs will be given a rating between 'zero-star' (lowest) and 'five-star' (highest), with only those vehicles rated 'three-star' and above, or which have comprehensive safety systems, able to operate in London from 2024.

A world-leading Bus Safety Standard is also being developed for London's buses that will identify the latest safety technologies and features to significantly reduce casualties on the bus network. This could include improved vision for drivers and autonomous emergency braking, as well as redesigned buses both inside and outside. This Bus Safety Standard will be written into all new bus operator contracts from the end of 2018. The Vision Zero action plan also includes education campaigns with local communities and schools and safety training for motorcycle and moped riders and cyclists.

Mike Brown, London's Transport Commissioner, said: "This new approach to reducing road danger sees us working in coalition with many partners across the

city, including the Metropolitan Police, to enforce new 20mph limits, transform dangerous junctions and raise awareness of the risks on the roads and street network. Safety is at the core of this and we are committed to making sure everyone gets home safely every day. The bold actions outlined in the Vision Zero plan will set London on the path to eliminating death and serious injuries on our transport network by 2041.”

For the whole article go to:- Mayor launches boldest ever plan to eliminate deaths on London's roads

<https://www.london.gov.uk/press-releases/mayoral/boldest-ever-plan-to-eliminate-deaths-on-the-roads>

Bus lanes: who can use them and when?

RAC 29th Jun 2018

Bus lanes are used to separate traffic and ensure it flows freely through cities and busy urban areas.

Here we'll cover everything from how to spot and use bus lanes, to the possible penalties incurred if you're caught illegally driving in one.

How do you know if it's a bus lane?

Bus lanes are clearly marked by dashed white lines or a solid white line. The solid white lines mark out the edge of the bus lane and should not be crossed while it's in operation.

The dashed white lines signify the beginning and end of the lanes, as well as points where it's acceptable for vehicles to cross into it – for example to reach a loading bay or to turn left.

They will also have the words 'bus lane' marked along the road.

When can't you use a bus lane?

All bus lanes have blue signs signalling their times of operation, which can vary significantly from road to road. By times of operation, we mean the periods within which only buses can drive in the lanes.

The sign will usually show a time period, and the days of the week when restrictions for non-buses are to be observed.

Sometimes they'll show two sets of times (e.g. Mon-Fri 7.30 – 9.30am, 3.30 – 6.30pm).

If there are no times shown on the sign then the lane is in operation 24 hours a day and can't be used at any point by unauthorised vehicles.

When can you use a bus lane?

If you're driving outside a bus lane's operational hours, then you can use it as long as it's safe to do so.

This will help ease traffic congestion, freeing up another lane for other vehicles. Be aware that not using a bus lane when it's safe to do so during your driving test could result in a marking down.

The bus lane's blue sign will also show which other road users are permitted to use it...

Who can use a bus lane?

This all depends on the lane in question. While some are reserved entirely for buses (which must have a minimum of 10 seats including the driver), individual signs will signal which other road users may drive in them.

If they display the word 'local' then the lane can only be used by local bus services. The following vehicles may be allowed to use bus lanes at indicated times if they are shown on the sign:

- Licensed London Taxis (Hackney carriages)
- Motorcycles (without side cars)
- Mopeds
- Scooters
- Tricycles (non-motorised, motorised under 450kg, not with side cars)
- Bicycles

What happens if you cross in to a bus lane?

In some circumstances you may be required to cross the solid white line into the bus lane. You should only drive into the lane when you have no other choice but to move over.

These cases could include; to avoid an obstruction in the road, to move out of the path of an emergency vehicle or to avoid an accident.

If you do enter a bus lane you must make sure you leave it again as soon as is safe to do so.

What are the penalties for using bus lanes?

Bus lanes are introduced using Traffic Regulation Orders through powers issued under the Road Traffic Regulation Act 1984 and carry penalties for misuse. Bus lanes are increasingly monitored by CCTV cameras to record any unauthorised vehicle driving or parking within the operational area.

The recordings are also checked to determine whether the lines may have been crossed in mitigating circumstances (e.g. to make way for emergency services). If you're caught using a bus lane during operational hours you could be liable to pay a penalty charge notice.

A PCN will be sent to the vehicle's registered keeper containing details of the contravention, vehicle information and photographic evidence.

The amount payable varies across the country – being much higher in the capital and its Congestion Charge zone.

Fines for driving in bus lanes are as follows:

Full Fine If paid within 14 days

Inside Greater London	£160	£80
Outside Greater London	£65	£30

Can I appeal a bus lane violation?

If you think you've been wrongly penalised, you can appeal against the notice on the following grounds:

- the contravention didn't occur
- the charge is more than the relevant amount
- a Fixed Penalty Notice had already been issued
- you are not the registered owner/hirer
- the vehicle was being hired out to someone who had signed a statement of liability
- it was being kept by a motor trader
- the vehicle was being used without consent

Be aware that failing to pay a PCN notice could result in your local authority taking action against you.

RAC: <https://www.rac.co.uk/drive/advice/driving-advice/bus-lanes/>

New mobile phone detection technology trialled in Norfolk

A new mobile phone detection system, the first of its kind to be used on UK roads, has become operational in Norfolk.

The system has been developed by Norfolk County Council in partnership with vehicle activated signs manufacturer Westcotec, as part of efforts to deter motorists from using mobile phones at the wheel.

Using the latest technology the unit identifies what type of signal is being transmitted by the handset and whether it is being used via the vehicle's Bluetooth system.

When the relevant signal is detected – indicating that a mobile phone is being used within the vehicle – the road sign is activated as the vehicle passes, giving a flashing visual message intended to prompt the driver to stop using their phone.

However, at present there is no facility to record a vehicle's number plate – although Norfolk County Council says this is likely to be a future development.

From today (10 July), the technology is being trialled in four locations across Norfolk. The detection units will remain at these sites for a month, before being moved to a new location.

Diane Steiner, Norfolk County Council's deputy director of public health, said: "Our priority is to make Norfolk a healthy and safe place to live and the new technology enables us to provide a reminder to drivers who may be using their handset whilst driving.

"Whilst this is still not a perfect science, the new generation of sign is significantly more accurate and reliable than the first."

As part of the trial, Norfolk County Council's road safety team will be working closely with Norfolk Police to share statistics provided by the detection system.

Inspector Jonathan Chapman, Norfolk Roads Policing unit, said: "This scheme is a good example of how we can work with local authorities to make using a mobile phone whilst driving as socially unacceptable as drink or drug-driving.

"Any scheme which prevents this kind of behaviour is welcomed. Using a mobile phone at the wheel is one of the fatal four road offences which can have devastating consequences if it causes a fatal or serious collision.

"We will be using the information provided by Norfolk County Council's road safety team to help us target drivers in the future but the message is simple – leave your phone alone whilst you're behind the wheel."

Chris Spinks, specialist product sales, Westcotec, said: "Being a local company we're delighted to be able to trial this technology first within Norfolk.

"We've worked very closely with the road safety team at Norfolk County Council to get to this position and are glad that we're able to assist them in promoting awareness about the dangers of mobile phone use in the car."

NCC: <https://www.norfolk.gov.uk/news/2018/07/norfolk-is-the-first-place-in-the-uk-to-trial-new-mobile-phone-detection-technology>

Westcotec: <https://www.westcotec.co.uk/>

Local authorities 'could enforce 20mph limits'

A campaign group is encouraging local authorities to collaborate with police forces in order to enforce 20mph limits.

In a new briefing sheet, 20's Plenty for Us sets out to debunk the 'generally held view' that it is only the police that can enforce speed limits, including 20mph limits.

20's Plenty points to legislation which provides 'appropriate scope for local authorities to institute criminal proceedings for speed limit violation' – as long as it is authorised by a police force.

The campaign group adds that authorities can, by prior arrangement, use their powers – in collaboration with the police – to 'initiate public prosecutions against speeding drivers' and 'identify registered keepers of vehicles'.

20's Plenty says 'sharing the burden' for enforcing 20mph limits could free up police resources for other work – and could lead to a 'transformational reduction in vehicle speed from increased compliance'.

Rod King MBE, founder and campaign director of 20's Plenty for Us, said: "Speeding blights our communities, causing fear and violation of our right to walk and cycle safely through our streets where we live, work, shop, play and learn.

"With communities reaping the benefits of lower vehicle speeds with safer active travel, better public health, lower casualties and lower pollution then it is entirely appropriate that local authorities should work with police to share responsibilities for enforcement to provide enhanced compliance with 20mph limits.

"Such a move takes no power away from the police yet simply enables our places to be better places by providing a robust deterrent to drivers who fail to comply with speed limits set by democratically elected councillors.

"We believe that this is an area for constructive discussion between local authorities and police forces."

20's Plenty: http://www.20splenty.org/las_could_enforce_20mph_limits

Are graduated driving licences coming in?

RAC 26th Jun 2018

New drivers will face restrictions on the times of the day they drive and the number of passengers allowed in their cars, if a government review decides it will help cut accidents.

In a year which has already seen a number of shake-ups for UK motorists - this June learner drivers were granted permission to have lessons on Britain's motorways - we explain why graduated driving licences could be the next.

What is a graduated driving licence?

A graduated driving licence puts a set of restrictions on new drivers who have recently passed their test, for an initial period of time.

Government statistics repeatedly suggest as many as a quarter of newly-qualified motorists are involved in an accident during their first two years on the road – with 400 young UK drivers sustaining serious or fatal injuries each year.

Although no countrywide scheme is currently in place, the government is exploring its possibilities, with the ultimate aim of reducing this worrying number of early-stage accidents.

What restrictions do new drivers currently face?

Graduated driving licences

At the moment, the only specialised treatment reserved for new drivers is the reality of harsher punishments for breaking the law.

Any driver who has been unaccompanied on the roads for under two years will lose their licence if they amass six penalty points. This could mean an automatic disqualification for being caught using a handheld mobile phone behind the wheel, an offence which carries a punishment of six penalty points and a £200 fine.

In England, Scotland and Wales, drivers have the option of displaying a 'P' plate on their vehicle to indicate they have recently passed their test. These can be left on a vehicle for as long as a driver chooses, but are not a legal requirement.

In Northern Ireland, new drivers are legally bound to display an 'R' (Restricted) plate on their vehicle for their first year on the road. This restricts them from travelling any faster than 45mph during this period.

Many safety groups and politicians now agree that more should be done to manage the risks faced and posed by new drivers across the UK.

What could be restricted under a UK graduated driving licence?

Details of what is may be considered under the terms of a new graduated scheme are unconfirmed, but possible restrictions would likely centre on:

- driving curfews – restricting new drivers from roads during certain times
- passenger numbers – legal limits on how full a new driver's car can be
- lower alcohol limits – reduction in the legal threshold for blood readings
- speed limits – new drivers restricted to slower speeds
- engine sizes – power output limits put on the new drivers' vehicles
- mandatory 'P' plates – required for up to two years after passing a test

It is thought a period of restriction – likely six months – may also be put on learner drivers, during which they would not be able to apply to take a driving test.

Any ban on passengers would be unlikely to include immediate family members, it is understood.

What stage is the graduated driving licence at?

In February 2018, Prime Minister Theresa May tasked the Department for Transport (DfT) with investigating the possibility of a graduated licensing scheme.

She was responding to questions posed from the opposition bench during Prime Minister's Questions as to whether an initiative would be considered to help curb the number of accidents.

In April 2018 it was revealed that a 'pilot' graduated scheme will be launched in Northern Ireland during 2019/20.

If successful, it is likely such an initiative will be rolled out across the UK.

Where else uses a graduated driving licence?

Drivers in the US, Ireland, Australia and New Zealand are already subject to the rules of their own graduated licensing schemes.

Novice drivers in the Republic of Ireland undergo a two-year period of probation, with 'N' plates a necessity throughout, and are also subject to lower drink-drive limits than more experienced road users.

In parts of the US, and Down Under, new drivers are not permitted to drive at night without being accompanied by an experienced driver. They also face limitations to the number of passengers allowed to share a ride.

While it is expected to be considered, a repeat of any 'dark driving' ban here in the UK is seen as unlikely, due to our early winter sunsets and the likelihood of new drivers having to drive home from work in the dark.

What do RAC experts say about graduated driving licences?

RAC road safety spokesman Pete Williams says the motoring group welcomes plans to look into graduated driving licences, having requested a review in previous years.

"The RAC has been calling for a reform of driving education for young people and the introduction of graduated driving licences with a minimum supervised learning period and restrictions on the number of passengers permitted in the car, so this is a very positive step towards preventing the loss of young lives on our roads," he said.

The RAC's Report on Motoring showed that over a third (35%) of young drivers feel the standard driving test does not cover all the skills required to cope with the demands of driving today.

It also said that more restrictions could have a positive impact on new drivers with costs for car insurance likely to fall if younger motorists were kept on a tighter leash.

Mr Williams adds: "Evidence from other countries where some form of graduated driver licensing is used shows that it has been successful in reducing the number of collisions involving young drivers, but in order for it to be as effective as possible it

has to be part of an overall package of measures including more extensive driver education.

“We welcome a common sense approach to driver education such as the recent decision to allow probationary licence holders to take lessons on motorway driving.”

Councils ‘not winning battle’ against potholes



Image: RAC

The RAC dealt with 4,091 pothole-related breakdowns between April and June – the highest Q2 figure since 2015.

The figure includes breakdowns ‘likely to be attributed to damage caused by potholes and poor quality road surfaces’ – such as damaged shock absorbers, broken suspension springs or distorted wheels.

The Q2 2018 figure represents 1.8% of all breakdowns by the RAC members – up from 1.6% in Q2 2017.

The figure is however down 26% on Q1 2018 – when 5,540 pothole-related breakdowns were attributed to the harsh winter weather.

The RAC also says its Pothole Index – which is based on a quarterly rolling analysis of pothole-related breakdowns – shows a worsening picture in the second quarter of 2018.

The index, which began at a base of 1.00 in 2006 when the RAC started recording data, moved upwards from 2.63 in Q1 of this year to 2.67, marking five successive

quarters of deterioration. It does, however, remain ‘considerably lower’ than its peak of 3.5 which occurred in the first three months of 2010.

David Bizley, RAC chief engineer, said: “We had obviously hoped the number of pothole-related breakdowns attended by our patrols would drop in the second quarter as the first three months of the year had seen the third highest first-quarter figure recorded since 2006.

“However, given the extreme weather towards the end of Q1, we perhaps should not be that surprised the Q2 figures are worse than normal.

“While the percentage of these call-outs did drop in the second quarter of 2018, it did not reduce by as much as normally happens in this period as local authorities catch up with repairing the winter damage to our roads.

“From a driver’s point of view this can only mean that our roads are still in a poor state of repair after the damage caused by ‘The Beast from the East’ and the generally harsh late winter conditions the country experienced.”

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