



**September 2019
Network**

A networking tool for Activists and other interested parties

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Please send copy for next edition to me at:- aine@mag-uk.org by 25th September. Subject heading: Network

EDITORIAL

There are a few websites you should pay attention to in this edition, specifically if you ride/drive abroad. New conditions will apply after Brexit.

Also, in the websites section there is a Consultation for Scotland that you may want to respond to.

There doesn't seem to be much happening on the motorcycle front politically at the moment, outside of what our Campaigns Team are busy on.

However, one thing which requires careful reading if you hold events or rallies etc., is new legislation for generators.

I'm of the personal opinion that people in power hate others enjoying themselves and we needed more bureaucracy, when trying to organise our events, like a hole in the head and that this is just another piece of useless legislation.

You'll find the 'offending' website details in this edition for you to access and the only reason I haven't included the article here is that it is such a lengthy piece of jargon. Yes, I may be being scathing but.....really, do we need more and more of this?

However, if you are an organiser of such events it may be prudent to keep a note of the website details.

Now, I'm definitely not one to buy or read the Sun, however, an article was sent to me which they published indicating 20mph zones 'are a waste of money'. I couldn't agree more. To me there is no need except outside schools etc., where pedestrians are more vulnerable and I believe just add to the pollution problem. They're cropping up everywhere and, seemingly, for no good reason. There is nothing more annoying if you're trying to keep to that limit (difficult), not wanting to get pulled over or have your picture taken, and a car, van, lorry is right up your exhaust pipe.

End of rant.

That's all from me this time, ride free, AG

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

Political Unit – Campaigns Team

2019 0822

MAG's Political Units working to ensure that there is consistency of approach on all our work regarding riders' rights, the environment and the endless diet of issues being caused by, but not solved by, our politicians. Here's the latest from Colin Brown and Lembit Öpik.

Crime Update

The Bike Theft Rankings launch went well with much social media interest and an article appearing in Motorcycle News. In terms of early results it opened the door to the office of West Yorkshire's current Police and Crime Commissioner which is leading to the development of a healthy relationship there that we hope will bear fruit. We will be going on to contact all the poorest performing police forces and also those that failed to respond to the FOI requests. If you live in one of the poor performing areas or one where there was no FOI response, please do contact your local PCC or Chief Constable to express your concern. The more voices they hear the greater the chances of action. Next steps will be to identify all candidates for the upcoming elections for PCCs in May 2020. If you have not already seen the full rankings you can find the report here: https://wiki.mag-uk.org/images/e/e7/Rankings_August_2019.pdf

Brexit could mean a General Election

As the fabled 'leave' date of 31st October 2019 approaches, there is little sign of clarity – at least at the time of writing. Will the UK leave the EU on that date? It's still not definite. What is looking increasingly possible is the forcing of a General election some time in November, as part of a complicated game being played between 'leavers' and 'remainers.' This matters to MAG. We always use General Elections to make our case to politicians and parties desperate for votes. Given the confusion about transport policy and what Brexit means for it, the next election will be particularly important for us. Be ready! It's unlikely that the election would be called before the end of September, but that's around the time these decisions would be made. If we know, you'll know.

ULEZ – continuing request for info

Every month we remind you to keep the pressure on the confused policies of London mayor Sadiq Khan who seems intent of punishing riders for using low polluting machines, thanks to some sort of messed-up health agenda he has trouble explaining. Please tell him bikes are part of the solution, not the problem at:

<https://www.london.gov.uk/about-us/contacting-city-hall-and-mayor-0/queries-about-mayor>

We continue to carry the torch for common sense, and it looks like some others are beginning to join us. The ultimate test will be if people live longer thanks to air quality. MAG thinks this is exceedingly unlikely – and we've explained why by looking at the facts. Sadly, facts aren't a big player in City Hall, so we'll have to find more militant ways of expressing ourselves. Perhaps we should block the bridges just like the climate campaigners do. If it's good enough for them, it's good enough for us...

E-Scooters and all that

Lembit met with a firm called 'Bird' which provides e-scooters for hire. These are technically illegal on public roads and pavements in the UK. The firm wishes to have them legalised. The interest here is the blurred distinction between motorcycles and electric scooters and cycles. Some say the only way forward is to regulate them with licence plates. This would also make it possible to enforce better road skills and responsibilities. Lembit is working with London Assembly Member Keith Prince AM on this continuing dialogue with the industry and, eventually, with Government.

Health Hocus Pocus?

If you're interested in really understanding research, then you're doing better than the British media. A recent article was published in some news outlets claiming that 'bad air' does as much harm to you over 10 years as smoking 20 cigarettes a day for 29 years!

Here's one of the articles:

<https://www.independent.co.uk/news/health/air-pollution-smoking-cigarettes-city-research-health-asthma-copd-a9056566.html>

While this looks like dramatic proof of how much damage 'bad air' does to people, the Political Unit took a deeper look at the research. As so often happens, they discovered that there are glaring contradictions between this research and other research, and strange mysteries in the research itself. 'The claim here is that air pollution is as bad for you as smoking over 210,000 cigarettes is somewhat hard to believe,' says Lembit Öpik, MAG's Director of Communications and Public Affairs. 'We're still looking at the details within this research. However, once again when you look at what the findings and methodology – and the confusions it creates regarding other research claims by the health lobby - all kinds of questions remain unanswered.' This matters because these sorts of reports are frequently used to make a case to further reduce road transport, including petrol-powered motorcycles. MAG won't let riders' rights be compromised on the basis of fake science. That's why it's important to understand the reality, instead of the claims. You can see the report yourself at:

[https://jamanetwork.com/journals/jama/fullarticle/2747669?questAccessKey=cfba7399-ed6b-4ff3-abcd-260039916cd9&utm_source=For The Media&utm_medium=referral&utm_campaign=ftm links&utm_content=tfl&utm_term=081319](https://jamanetwork.com/journals/jama/fullarticle/2747669?questAccessKey=cfba7399-ed6b-4ff3-abcd-260039916cd9&utm_source=For%20The%20Media&utm_medium=referral&utm_campaign=ftm_links&utm_content=tfl&utm_term=081319)

MAG to address Road Safety Conference in November

Lembit Öpik, MAG's Director of Communications and Public Affairs, will be participating at the National Road Safety Conference in Telford on 13th November 2019. He expects it to be a sparky session, where the realities are separated from the conjecture about everything from Vision Zero to proportionate road safety policy.

If you'd like to know more, or to attend, follow this link:

<http://nationalroadsafetyconference.org.uk/2019-agenda/an-afternoon-with/>

While MAG is not a road safety body, we are committed to trying to get others to take the relationship between motorcycles and safety seriously, and in a less dogmatic way than is often the case. Last time Lembit attended such an event, there was controversy when he questioned the wisdom of 20mph speed limits. No doubt other similar questions will arise this time round.

MAG to address government professionals at the Smarter Tomorrow Conference

Colin Brown, MAG's Director of Campaigns and Political Engagement has been invited to present at the Smarter Tomorrow Conference in Liverpool on 23/24th October. Billed as "*the* event for local government professionals tasked with improving cities, streets and travel for a zero carbon future" MAG's paper "Powered Two Wheelers: An Air Quality Solution" will be the subject of the presentation which will help to put the benefits of motorcycling firmly on the agenda for an audience of politicians, policy makers, planners, engineers, academia, business and entrepreneurs. If you have not already seen the paper you can find it here:

https://wiki.mag-uk.org/images/c/cf/Promoting_Modal_Shift_to_PTWs_August_2018_%282%29.pdf

MAG called as Expert Speaker for Greater Cambridge Partnership Citizen's Assembly

The GCP is holding a Citizen's Assembly over two weekends in September and October, addressing the question "How do we reduce congestion, improve air quality, and provide better public transport in Greater Cambridge?" It appears that MAG Director of Campaigns and Political Engagement Colin Brown's name "has been submitted by a member/s of the public" so thanks to any and all who made this possible. Once again MAG will be taking the stage to promote the benefits of motorcycling. More news will follow once the organisers have details of the event confirmed.

Highways England meeting in September

One of the regular Highways England meetings will take place in September 2019. If you've got any issues that relate to the big roads – such as motorways – let the Political Unit know by contacting HQ and we'll raise them for you.

MAG PRESS RELEASE

MAG releases first of its kind national motorcycle theft rankings by UK police force area.

This version: 2019 08 05

The Motorcycle Action Group has released a national police force ranking system for motorcycle theft. Following analysis of Freedom of Information responses the most complete picture of the national levels of motorcycle theft are now available for all to see. The ranking system aims to demonstrate in a fair and balanced manner the level of motorcycle theft around the entire UK. To give a fair representation things like geographic size and population differences between police force areas have been allowed for by calculating a figure for the number of thefts per thousand registered motorcycles in each force area.

All 45 territorial police forces responded to MAG's FOI requests, but sadly 2 failed to meet the deadline to be included in the published ranking and a further six were unable to give the theft data within the constraints of the FOI regulations.

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

"It is disappointing that we do still have gaps in the overall picture, and we will be urging the eight forces that could not help this time round to consider ways to give us the data for future revisions. We will be running the ranking on an annual basis.

MAG is clear that the purpose of the ranking system is not to point fingers, but rather to assist all parties in better understanding the issues and opportunities to combat what is probably one of the most pressing concerns for many bikers.

For a biker, the theft of their bike is most definitely not a victimless crime. More so than for any other mode of transport, riders become very emotionally attached to their bikes. For some loss of a bike is akin to the loss of a family member. It is unsurprising that this passion stirs up much emotion, and with motorcycles currently being seven times more likely to be stolen than any other form of vehicle, we have a massive issue that needs to be confronted head on.

We can only start to solve a problem if we first understand it. This work is only the beginning as far as we are concerned and we are already endeavouring to speak to and work with the forces that are showing the worst results.

We are fully engaged with the Metropolitan Police Force and will be involved in discussions with the MET in September. We met the West Yorkshire Police and Crime Commissioner, Mark Burns Williamson, in August and have approached the PCCs for all forces showing above average levels of motorcycle theft.”

The rankings show that the Metropolitan Police Force area (which for the purposes of the ranking combines the Metropolitan and City of London forces) as the worst performing with 82 of every 1000 registered bikes stolen in 2018. Second place goes to West Yorkshire with 56 per 1000 stolen. Best ranked was Derbyshire with just 1 in every 1000 bikes stolen.

The full report can be found here: https://wiki.mag-uk.org/images/e/e7/Rankings_August_2019.pdf

Colin Brown said “The fact that well over 60% of all thefts happen in just 6 police force territories is a clear demonstration that a concerted effort in those locations can make a vast difference to the national picture. We will be seeking to work with those forces to ensure that everything that can be done is done. We will not sit back and simply complain that more needs to be done, but hopefully a bit of healthy competition between forces will work in our favour.

Compiling this information has taught me many things already, from the differing methods of recording crime in use across the country, to the variation in performance levels when it comes to recording all crime, as well as the stark variation in levels of motorcycle theft across the country. Any analysis tends to lead to more questions, but it is only by asking those questions that we make progress.”

MAG gave opportunity for the worst performing forces to have sight of the statistics in advance of publishing the data, and asked for statements from them.

West Midlands Police issued the following statement:

“As a force we are committed to tackling vehicle crime and have introduced short and long term measures to reduce the problem.

We take all reports of theft seriously and investigate proportionately.

If you see any suspicious behaviour, please let us know, no matter how small it may seem.

For more information on how to keep your car or motorcycle safe from thieves, check out our dedicated website.”

Mark Burns-Williamson, West Yorkshire’s Police and Crime Commissioner, said: “Having been contacted by the Motorcycle Action Group, I arranged to meet them, along with West Yorkshire Police, to discuss the ongoing work to help address and reduce motorcycle thefts across West Yorkshire as well as what more we could do together in partnership. The meeting resulted in a number of actions that we will be working towards.

“Whilst these types of offences are always going to be more prevalent in larger metropolitan

police force areas that does not mean we are complacent.

Robust law enforcement has a big part to play and where there are positive lines of enquiry West Yorkshire Police will investigate and seek appropriate actions and prosecutions.

We would also ask motorcycle owners to take extra precautionary steps where possible to help reduce their chances of being targeted by criminals. These can include adding an immobiliser, using a steering lock or storing your bike out of sight at night. More advice is available by visiting West Yorkshire Police's website.

The fact that we are rated as outstanding by the HMICFRS in our crime recording will also affect our standing in MAG's ranking. I understand this won't bring much comfort to anyone that has unfortunately been targeted by thieves but it does mean that we have a solid base with which to understand the full extent of these incidents and work towards tackling them.

Going forward we will continue to build on our relationship with MAG in working to tackle these issues together and have agreed a number of positive stems linking in with our crime prevention leads."

MAG looks forward to more productive engagement with West Yorkshire and all other forces where motorcycle theft is showing its ugly face.

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

FEMA

International Conference On Road Safety For Motorcyclists

by *Dolf Willigers* - August 1, 2019



FEMA will participate as a speaker in the International conference on road safety for motorcyclists. This conference is jointly organized by AISICO s.r.l. and ERF. It will be held in the AISICO premises (Pereto, Italy) on the 20th of September 2019.

The object of the conference is to investigate the main issues related to the road safety for motorcyclist from different points of view and sensitize the industry experts about it.



The first conference session will be dedicated to the actual problems related to motorcyclists, the risk of impacting a safety barrier and the importance of installing motorcyclists protections systems (MPS).

The European technical specification CEN/TS 17342:2019 (supersedes CEN/TS 1317:8) will be analyzed and as well the new decree that has been issued in Italy last April which gives indications to reduce the impact severity of motorcyclist collisions with safety barriers. During this session a crash test on a MPS will be carried out.

The second session focuses on physics and impacts mechanism in case of an incident. Medical and biomechanical problems will be investigated, and all participants will be able to attend a full-scale crash test of a lateral impact on motorcycle. The second crash test will be realized in collaboration with the University of Florence.

The conference is supported by [FEMA](#), [AMI](#), [FIM Europe](#) and the support of the following universities: [University of Florence](#), [University of Milan-Politecnico di Milano](#), [University of Naples](#) and the [University of Rome-La Sapienza](#).

You can find the agenda [here](#).

For more details about the conference click [here](#)

Participation is possible on invitation only. If you are interested please contact the organizers:



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Written by Dolf Willigers

Photography: AISICO and Dolf Willigers

Advanced Motorcycle Training In Cyprus



by Dolf Willigers - July 31, 2019

The Hellenic Institute of
Motorcycle
MOTOTHESIS (He.M.I.)
of MOT.O.E. (The Greek
Motorcyclists' Federation)

responding to the invitation of **Cyprus Motorcycle Rights Club** (CMRC) presented the Advice in Advanced Riding (A.A.R.) program in Cyprus. The CMRC shares common points of views on motorcyclists' training with MOT.O.E. As it is already known, MOT.O.E. and CMRC are members of the European Federation of Motorcyclists' Associations (FEMA) and support FEMA's job on motorcyclists' rights.



He.M.I. instructors Thomas Kakadiaris and Evangelos

Lemonides, were found in Limassol, Cyprus, from 22 July to 26 July, hosted by the Cyprus Motorcycling Rights Club. The aim was to present the Advice in Advanced Riding (A.A.R.) program. CMRC intends to transfer A.A.R. in Cyprus. This is a precursor to a more general and systematic effort, with the ultimate goal of developing safe riding in Cyprus.

This weekly training session was a challenge for the Institute's instructors, since the Cyprus legal framework, the road network and the educational framework are different from the Greek situation.

The theoretical lessons were hosted on municipal facilities in Limassol. The observed rides were made on the daily road network of the wider region. The Club proposed as trainees five experienced members of it, who completed their weekly training successfully. The required examinations took place at the last day of the training program and they were certified as Advanced Motorcycle Riders.

The training started on Monday July 22 2019 and was completed on Friday July 26 2019 with the candidates' examinations. Trainers spent hours of riding on the roads with trainees despite the high temperatures. Selected theoretical issues and workshops added to develop skills and form attitudes of safe behavior by the trainees.

The development of post–license trainings in which motorcyclists can improve their safety behaviour is necessary. Motorcyclists are interested in protecting themselves more than any other road users. Everyday roads are the most complicated environment and we need serious suggestions how to improve our skills and proceed to the next stage of advanced riding. Advanced riding is about the overall management of every traffic and not just skill handling of the bike. Attention should be paid to avoid teaching racing techniques that by definition are not post-license training and jeopardize those riders who carry these techniques on everyday roads by turning them into a race track.



Both the CMRC and MOTOE believe that the essential response to road safety issues for motorcyclists is to improve education. Problems will not be

resolved by strict laws, fines and police actions. The safety has to do with training and everyone's personal commitment to make roads safer for ALL!

Written by Thomas Kakadiaris, He.M.I. Director.

Photography by CMRC and Dolf Willigers.

French research: 'more bikes means less contamination'

FEMA: WimTaal - August 27, 2019



For years the French motorcyclists' organization FFMC has been promoting the idea that increased motorcycle use means less traffic jams and less contamination. A report from the French National Agency for Food, Environment and Occupational Health and Safety scientifically confirms this position.

It is now scientifically proven by ANSES: more powered two- and three wheelers on the road would help to improve air quality in urban areas.

- A powered two- or three wheeler is four times lighter than a current car; it takes four times less space and two or three times less time than a car for the same travel in urban areas.
- A powered two- or three wheeler rider means a user out of public transports, already full in town at peak hours.
- A powered two- or three wheeler rider is not responsible for the 15 to 20 billion Euro's lost in traffic jams in France each year.

For years FEMA member FFMC has been promoting the idea that more two-wheelers mean less traffic jams and less contamination. A report from the French National Agency for Food, Environment and Occupational Health and Safety (ANSES) scientifically confirms this position. It should be noted that this report was commissioned by the French Ministry of Health and the Ministry of Ecology, which immediately eliminates any suspicion of favouritism towards the powered two- and three wheelers: http://www.fema-online.eu/website/wp-content/uploads/documents_library/ANSES_2019_France.pdf

For this study, ANSES has started with an 'inventory of ambient air pollution by particles and road traffic': where the pollutants come from, who produces them,

when, how, et cetera. The rest of the report describes three scenarios for changes in air quality with increasing positive effects:

Scenario 1: Generalization of the particulate filter on cars.

Scenario 2: Alternative technologies (massive electrification).

Scenario 3: Ambition Air

The most ambitious scenario, recommended by ANSES, called Ambition Air, recommends a +50% growth in two-wheelers (petrol and electric) traffic. More specifically, the recommendation is a reduction in traffic of -25% of passenger cars, -20% of light commercial vehicles and trucks, offset by +75% of diesel and electric bus traffic, and +50% of two-wheelers traffic (gasoline and electric).

From the report: 'Motorized two-wheeler traffic is already increasing considerably in some congested urban areas. Their high contribution to VOC emissions (volatile organic compounds) is expected to decrease with regulatory change and the promotion of electric two-wheelers'.

Admittedly, it is still only a matter of making a transition to softer mobility, eventually to neutrality, and not just carbon. Nevertheless, the scientific community's recognition of the advantages of powered two-wheelers in urban traffic – defended by the FFMC alongside FEMA and other motorcyclists' associations in Europe – can be an important step forward in our dialogues with public authorities.

FFMC: <https://ffmc.asso.fr/>

ANSES: <https://www.anses.fr/en>

Written by Didier Renoux (FFMC)

Is the UK ready to rumble?

Road safety could be significantly improved if the UK adopted rumble strips on single carriageways, new research concludes.

Rumble strips alert inattentive drivers of potential danger by changing the noise a vehicle's tyres make on the surface.

While rumble strips in the UK are placed primarily on the edge of dual carriageways, in other countries they are also placed on the edge as well as the centre line of single carriageways

A new report, published by TRL, highlights the benefits of installing rumble strips along single carriageway roads to mitigate run-off-road (RoR) accidents:

<https://trl.co.uk/reports/safer-verges-part-1-use-rumble->

[strips?utm_medium=email&utm_source=sharpspring&sslid=MzM0MrQ0MjU0NzQyAQA&sseid=MzQzNjCxNDIzNwMA&jobid=23e7ec35-7710-48ee-a931-443cd7b84c80](https://www.sharpspring.com/sslid=MzM0MrQ0MjU0NzQyAQA&sseid=MzQzNjCxNDIzNwMA&jobid=23e7ec35-7710-48ee-a931-443cd7b84c80)

TRL says research from across the world confirms the beneficial effect of rumble strips – describing them as ‘one of the highest benefit-to-cost roadside safety treatments’.

The study found ‘significant stretches of road’ where at least one death or serious injury a year per mile was likely to be avoided if rumble strips were deployed.

TRL says the findings present a good opportunity for Highways England to bring single carriageway sections of the strategic road network up to the same safety standard as the dual carriageway sections.

The report reads: “Effectiveness of rumble strip installation has been shown through a large number of research studies from around the world.

“Even though the predicted level of benefits can highly differ from one study to another, there is unanimity that the effect is beneficial (or at least is not adverse).

Drawbacks ‘need to be considered’

The report also acknowledges the drawbacks of rumble strips – including the effects on cyclists and motorcyclists.

However, it says that new ‘innovative’ rumble strip patterns, such as those currently being used in America, could provide the answer to some of these issues, including noise.

It calls for a UK-based study be carried out to see the effects and benefits of modern rumble strip types.

The report says: “In contrast to its benefits, rumble strip installation may have some drawbacks which need to be considered during site selection and placement design.

“These concerns include the noise introduced into the road environment and the effect on other road users such as cyclists and motorcyclists.

“It is possible to mitigate these effects by using certain rumble strip designs, in addition to careful consideration during placement.”

99% of fuel criminals getting away with it

RAC: 27th Aug 2019

Almost all fuel thefts in the UK go completely unpunished, alarming new research has revealed.

According to official police figures analysed by Crown Oil there were over 25,000 fuel thefts last year alone, costing victims around £9 million.

Greater London was the worst-hit region, both in terms of numbers and cost, with 13,799 thefts at a cost of £1.1 million.

The research was compiled through a series of Freedom of Information requests to police forces across the UK, with 23 of the 45 responding.

Statistics show there were 25,614 confirmed fuel thefts last year alone – a year-on-year decrease of 11% from 2017, although the real figure could be much higher.

After Greater London, the second worst-hit region was West Yorkshire, which saw 4,123 reported crimes, while Dyfed-Powys police saw thefts double in just a year, from 274 to 542.

Port of Dover police reported no fuel thefts in 2018, for the third year in a row.

The most common theft was motorists leaving fuel stations without paying, which accounted for 80% of all crimes reported.

In response to this, Crown Oil said petrol retailers should invest more in security infrastructure to target criminals, including licence plate readers and higher resolution CCTV.

One of the main reasons just 1.3% of fuel thieves are charged is due to problems identifying suspects, something increased fuel station security could help combat.

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Expect motorcyclists at junctions and you're more likely to spot them

Posted on July 30th, 2019 by GEM Motoring Assist



GEM Motoring Assist is encouraging drivers to take extra care at junctions, in an attempt to reduce collisions with motorcyclists.

GEM road safety officer Neil Worth said: “Around 30 motorcyclists are killed or injured every day at junctions, usually because of a driver observation error which some years ago picked up the nickname ‘SMIDSY’ – sorry mate, I didn’t see you.

“Experts point out that as drivers we’re not very good at identifying motorcyclists because they occupy such a small part of our field of vision. What’s more, if we’re not expecting to see one, then the chance of spotting one coming towards us is further reduced, and the risk of a collision is greatly increased.”

“Summertime sees many roads becoming busier with weekend riders, but let’s make a point of looking out for them at every junction, on every journey. In doing so, we will be greatly reducing this risk, and helping them to be less vulnerable on their journeys.

“So before pulling out of junctions, look carefully all around. Make a specific check for motorcyclists coming towards you. They’re not always easy to spot – but if you’re expecting them to be there, then you’re far more likely to see them in good time... and prevent a potentially serious collision.”

Avoid SMIDSY: three tips for drivers

- Before pulling out at any junction, expect a motorcyclist – maybe more than one – to be coming towards you.
- Have a really good look, and don’t pull out unless you are 100% sure there’s nothing coming.
- Keep both hands on the wheel and look directly at an approaching rider. This can help show that you’re not putting the car in gear to move off.

Avoid SMIDSY: three tips for riders

- Take a position closer to the centre line of the road, as this will help make you more visible.
- As you approach a junction, consider weaving in your lane space if it’s safe. Changing your position makes you much easier for a driver to spot than if you’re maintaining a straight line. It may look erratic, but it’s much more likely to ensure a driver ‘clocks’ your presence.
- If you see a car waiting to turn, assume the driver hasn’t seen you. Have an escape route ready, or be prepared to stop if it will help avoid a collision.

Motorcycle collision statistics

- 92% of crash victims are male
- 37% of riders are aged 25 and under
- Motorcyclists account for 20% of all road fatalities. In 2018, 354 motorcyclists lost their lives in road collisions.
- Sunday is the day when most fatal crashes occur
- 83% of collisions took place in excellent weather conditions
- 58% of all collision claims occur on 50-125cc motorcycles

(sources: DfT Reported Road Casualties Great Britain, sorrymate.com)

Young riders encouraged to ignore ‘Angry AI’

A new social media campaign has been launched in an effort to resonate with young riders in London – and to help influence their decisions.

Angry AI trailer (Clean edition):

https://www.youtube.com/watch?time_continue=18&v=2cjWJRsf0bE

The ridebetter campaign has been developed by 2Wheels London on the back of statistics showing motorcyclists and moped riders are among the most vulnerable road users in the Capital: <http://www.2wheelslondon.com/index.php/ride-better-campaign/>

In 2018, 22 riders were killed on London’s roads – with more than 5,000 injured.

The campaign, launched today (20 August), features eight videos designed to encourage riders to use the roads in a manner that gives them the best chance of staying safe and avoid being involved in a collision.

The films, developed in consultation with riders, feature the character ‘Angry AI’, who acts as the ‘devil on your shoulder’ encouraging bad behaviours. They are non-traditional and contain strong language.

The films will be shared on social media on a weekly-basis and cover areas that contribute towards collisions such as speed, observations, overtaking, junctions and road position.

Liz Brooker MBE, chair of 2Wheels London and Road Safety GB, said: “In developing these films we wanted to create something different to the traditional ‘this is how you do it’ road safety film.

“Most riders know what they should be doing but make the decision not to do it, so we’re trying to show the positive behaviours.”



Stakeholders back ‘refreshingly different’ approach

The campaign has been welcomed by the Motorcycle Industry Association (MCIA) – who says it has the potential to be ‘a very useful tool’.

Karen Cole, director of safety and training at the MCIA, said: “The MCIA welcomes any attempt to reach young riders and this non-traditional approach is refreshingly different.

“It has the potential to be a very useful tool in delivering the safety message to a vulnerable group of road users.”

Project to raise awareness of rider safety

2Wheels London works in close partnership with London boroughs and local businesses to provide motorcyclists and moped riders with useful safety information and advice.

Carla Leowe, road safety officer from City of Westminster, one of the 17 boroughs that are members of 2Wheels London, said: “City of Westminster has one of the highest number of motorcyclists injured each year.

“We are delighted to be able to help fund such a worthwhile project to educate and raise awareness of rider safety – for riders that travel across London and are injured not only on Westminster roads but across the Capital.”

WEBSITES YOU MAY WANT TO VISIT

Scotland: Publication - Consultation paper; Strategic Police Priorities for Scotland: Consultation - Easy Read Version

<https://www.gov.scot/publications/strategic-police-priorities-scotland-consultation-easy-read-version/>

Statistical data set: Cycling, motorcycling, school travel, concessionary travel and road safety (Last updated 31 July 2019)

<https://www.gov.uk/government/statistical-data-sets/nts06-age-gender-and-modal-breakdown>

Statistical data set: Average number of trips made and distance travelled (Last updated 31 July 2019)

<https://www.gov.uk/government/statistical-data-sets/nts01-average-number-of-trips-made-and-distance-travelled>

NI: The Road Races (Ulster Rally) Order (Northern Ireland) 2019 No. 156
<https://www.infrastructure-ni.gov.uk/publications/road-races-ulster-rally-order-northern-ireland-2019-no-156>

News story: £24 million to beat rush hour traffic in Wokingham approved
<https://www.gov.uk/government/news/24-million-to-beat-rush-hour-traffic-in-wokingham-approved>

RSGB: Mobile phone law 'insufficient and cumbersome'
<http://roadsafetygb.org.uk/news/mobile-phone-law-insufficient-and-cumbersome/>

Guidance: Driving in the EU after Brexit: international driving permits (Last updated 12 August 2019)
[220https://www.gov.uk/guidance/driving-in-the-eu-after-brexit-international-driving-permits](https://www.gov.uk/guidance/driving-in-the-eu-after-brexit-international-driving-permits)

ABD: Press Release: Police Must Justify New Speed Campaign With Hard Statistics Not Spin, Smoke and Mirrors
<https://www.abd.org.uk/police-must-justify-speed-campaign/>

The Highway Code (Updated 20 August 2019)
<https://www.gov.uk/guidance/the-highway-code>

The Highway Code: Annex 7. First aid on the road (Updated 20 August 2019)
<https://www.gov.uk/guidance/the-highway-code/annex-7-first-aid-on-the-road>

DFT: Drive abroad: step by step
<https://www.gov.uk/drive-abroad>

Guidance: Motorcycles that can be used for motorcycle riding tests (Last Updated 22 August 2019)
<https://www.gov.uk/government/publications/list-of-motorcycles-that-can-be-used-for-riding-tests>

RAC: Concerns raised about UK power cuts - how ready are we for electric vehicles?
<https://www.rac.co.uk/drive/news/motoring-news/concerns-raised-about-uk-power-cuts-how-ready-are-we-for-electric-vehicles/>

20 mph zones are a waste of moneyor worse!

The Sun Newspaper has reported on the success, or rather failure, of 20 mph area-wide speed limits, to reduce accidents. They have obtained figures from 20 local councils using the Freedom of Information Act where £11 million of taxpayers' cash

was spent on the lower limit. But in some cases, rates of serious accidents (Killed and Serious Injuries – KSIs) have actually gone up they reported.

AA President said that the schemes were a “waste of money”, effectively implying that if the money had been spent on other road safety measures, more lives and serious accidents would have been saved.

Examples the Sun gave were Bath where £804,000 was spent but a 2016 report revealed that the KSI’s went up in 7 out of the 13 zones where speeds were cut, and in Manchester £1.7 million was spent on a heavily criticised scheme while in Hampshire other schemes showed no benefit in terms of accident reduction. The ABD has of course reported similar problems before including in the City of London where a blanket 20 mph scheme has resulted in more minor injury reports. 20s Plenty founder Rod King called the articles “sloppy journalism” (one also appeared in the Daily Mail on the same subject). 20s Plenty has tried to debunk the reports of a number of local councils on their 20 mph schemes – for example they called the Bath report “biased, lacking in statistical rigour and not meeting several local authority duties on competency and equality”. But anyone who has surveyed all the evidence on such schemes will know that simply putting up signs typically reduces traffic speed by only 1 mph and that can have no significant impact on road casualties. In reality it seems to have the opposite effect in many cases as pedestrians no longer take so much care when crossing the road.

Rod King and 20s Plenty are like all fanatics – they ignore the negative impact of their policies and fail to see the truth. They are blinded in their zeal to reduce speed limits in the false presumption that reducing speeds are the answer to all road safety problems. But cutting road casualties is not as simple as that.

We still await a Government report on a more comprehensive study of 20 mph schemes.

In London, Transport for London (TfL) continue to finance such schemes in local boroughs and must have spent millions to date on them. Another example of unwise policies and reckless expenditure by TfL and Mayor Sadiq Khan, plus his predecessors. It is a great pity that money was not spent on road engineering to improve the safety of roads and junctions.

The Mayor actually wants to impose 20 mph speed limits on many major roads in London under his “Vision Zero” road safety plans. UKIP Transport Spokesperson Jill Seymour has challenged TfL to provide undisputed evidence of the justification for such proposals, as reported in the last national ABD Newsletter (OTR). She said “The authorities have strangled the main roads, and made them the most congested and slowest of any city in Europe. London is a mess when it comes to transport.....the London authorities, led by Sadiq Khan, appear to have a vendetta against personal transport and the car, and do everything they possibly can do to discriminate against it”. That’s definitely the truth of the matter.

Roger Lawson. Association of British Drivers

Sun article here: <https://www.thesun.co.uk/news/7253694/20-mph-zones-cause-more-deaths/>

FROM THE HOUSE

road safety OR OR OR : 1 Written Answer

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Written Answers - Department for Transport: Roads: Safety (5 Aug 2019)

<https://www.theyworkforyou.com/wrans/?id=2019-07-18.279066.h&s=Road+Safety#g279066.q0>

Andy McDonald: To ask the Secretary of State for Transport, what assessment he has made of the implications for his policies of the findings of the 11 July 2019*Road Safety* Foundation report that (a) local*road safety* in the UK has major structural weaknesses and (b) the lack of funding may compromise the ability of councils to fulfil their legal duties.

road safety: 3 Written Answers

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Written Answers - Department for Transport: A417: Gloucestershire (1 Aug 2019)

<https://www.theyworkforyou.com/wrans/?id=2019-07-18.HL17305.h&s=Road+Safety#gHL17305.r0>

Baroness Vere of Norbiton: The A417 missing link between Brockworth and Cowley is an important project to improve*safety* and air quality and ease congestion in the area. Highways England announced a preferred route for the scheme in March 2019 and is now preparing for statutory consultation later this year ahead of a development Consent Order planning application. Delivery of this project is subject to confirmation of...

road safety OR OR OR : 1 Written Answer

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Written Answers - Department for Transport: Roads: Safety (5 Aug 2019)

<https://www.theyworkforyou.com/wrans/?id=2019-07-18.279066.h&s=Road+Safety#g279066.q0>

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The following article is too long to produce here but this could affect your rallies, events etc:-

Specified generator: apply for environmental permit

Guidance: Specified generator: apply for an environmental permit
<https://www.gov.uk/guidance/specified-generator-apply-for-an-environmental-permit>

WALES ADOPTS NEW MOBILE CAMERA

Drivers in Wales are being told to expect to see mobile cameras across a larger section of the country's road network.

The cameras, which can detect a variety of offences – including speeding, mobile phone use and seat belt wearing – are managed by GoSafe, the Welsh Road Casualty Reduction Partnership.

The partnership has launched a 'refreshed deployment strategy', which is says will help maximise the compliance of the aforementioned offences.

Under the new strategy, sites will be selected according to collision risk – not just 'where the minority think they could be detected'. One enforcement site on a route could be detecting speeding offences, while another could be focusing on mobile phone use.

GoSafe hopes the new strategy will make motorists think about their manner of driving – and encourage them to drive safely and legally along their entire route, not simply where they think cameras may be deployed.

Teresa Ciano, GoSafe partnership manager, said: "We know that where there are mobile cameras present motorists comply with the speed limits.

"With our cameras being present on only 2% of the road network of Wales, we strongly believe that our cameras should be able to extend their effectiveness across a larger section of the road network.

"There is never a need or an excuse for speeding and this new strategy is aimed at improving the compliance of the speed limits by motorists across the roads of Wales for the safety of all."

GoSafe is also keen to debunk the ‘myth’ that cameras cannot enforce without the presence of speed camera sign.

Teresa Ciano added: “We encourage all motorists to assume that where they see a speed limit sign or in an area with street lighting, there could also be an enforcement camera.

“Where we enforce, there is greater compliance with the speed limit which we would like to see across the road network as a whole, not just at a small number of locations.”

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