



Network July 2023

A networking tool providing information for Activists and other interested parties

Editorial	1-2
Political Report – Colin Brown & Lembit Opik	3-6
MAG Press Releases:- MAG promotes better workplace motorcycle parking on RTW Day. MAG in the room where it happened. MAG amplifies pothole campaign with new video.	7-13
Interesting: Monday 26 th June!!!	14
The battery between your legs!!	14
Operation Earthquake Results with the Tremor 1 MP template letter.	14-17
50 th Anniversary Products	17
Russian hackers steal data of thousands of Ulez drivers.	18-19
FEMA – Banning motorcycles is not the answer to sound noise. New steps towards safer roads for motorcyclists. Swedish motorcyclists are critical about Europe Driving Licenses proposals.	19-25
North Kent MAG	26
MAY powered two wheeler registrations statistics	26-27
Reading MAG have a fight on their hands with the council – bikes in bus lanes	27-31
Notice Board	32
Websites you may wish to visit	33
Contacts	33-35

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EDITORIAL

This caught my eye this past week:

RSGB: IAM bemoans 'pothole postcode lottery' for Britain's cyclists
<https://roadsafetygb.org.uk/news/iam-bemoans-pothole-postcode-lottery-for-britains-cyclists/>.

Now, I know the IAM run advanced tests for motorcyclists. I even passed mine 'back in the day' with them. At the time I, being a woman, one of the first riders to pass once they introduced tests for two wheeled riders and being pregnant, at local meetings was looked upon as somewhat of an oddity.

Needless to say I stopped attending local meetings. I'm led to believe this attitude has now changed.

My problem with their article 'bemoaning For cyclists' is that not once in the entire publication is there a mention of motorcyclists and yet the severity of our roads and the potholes affects motorcycle riders exactly the same as it does cyclists. They, too, can suffer accidents/injuries too. And, probably many of those motorcycle riders pay their IAM fee!

Get your act together IAM and open your eyes.

Whilst I realise both the Political Report and the Press Release mentioning motorcycle parking in the workplace has a deadline which has now passed please don't think that stops you from approaching your employer. Refer to the guidelines mentioned and go for it.

When I worked at the Bristol hospital we had no designated parking, however, with a little work and speaking to the right people I managed to get a little secure parking area in an out of the way place that really couldn't be utilised for anything else.

Have a scout around where you work, see what you can find which could be utilised even if its with the most basic rail for chaining a bike to – you've won.

Finally, you'll find this in the Political Report :- Potholes – do you care enough to act?

The pothole petition is still live, though to be honest the response has been underwhelming so far. Please sign and share the petition:

<https://petition.parliament.uk/petitions/634995>

Please get it signed, pass on far and wide. It is no good us moaning about the state of the roads when the opportunity is there to possibly get something done about it.

Ride Free, AG

Please note:- the closing date for copy for the August edition is 25th July to aine@mag-uk.org with the subject heading: Network.

POLITICAL REPORT – COLIN BROWN AND LEMBIT OPIK

With all the drama currently emanating from Westminster regarding former Prime Ministers, lockdown-busting parties and financial crises, you might think road policy has taken a back seat. Far from it: politics and riders' rights continue to clash as the road to liberty remains blocked by obscure, obtuse and obstructive policies. MAG's Political Unit, Lembit Öpik and Colin Brown, report.

Latest on Sadiq Khan's ULEZ embarrassment

We previously reported on Mayor Sadiq Khan's scientifically incoherent and politically suicidal attempt to roll out this hated Ultra Low Emissions Zone across a wider area of London. As you will remember, it's so bad a judge decided Khan had a legal case to face regarding his conduct of the consultation before his rollout. The latest is that the Mayor has more questions to answer and the situation continues to dog his Mayoralty, with no sign of the problems diminishing for him. It's a fairly fast moving situation so best to get the latest by searching for "Khan ULEZ" on the internet.

Meanwhile, lots of local authorities continue to lambast Khan's ULEZ plan. They have said publicly that they believe the idiotic proposal – which has no prospect of achieving the things the Mayor pompously claims for it – will do much more harm than good. A demonstration against the proposal was held in late June - and showed, once again, the strength of public feeling against the expansion.

Khan faces an election in 2024 if he wants to continue as Mayor. The ULEZ debacle will unquestionably damage his chances, as long as those opposed to ULEZ unite around one candidate. It is not yet clear who that might be, but there are informal talks that could lead in that direction.

In the meantime, MAG encourages rides across the capital to continue to speak up against the expansion, and demand confirmation that their local politicians in the Councils and in Parliament will speak against it too. Otherwise, hundreds of thousands of perfectly serviceable motorbikes and cars will be rendered effectively unusable in the city – for no better reason than the Mayor's ill-judged vanity project.

Operation Earthquake becomes part of wider agenda

Operation Earthquake remains the primary initiative - from any organisation anywhere in the UK - against the authoritarian plan to ban petrol and diesel-powered private vehicles by 2035.

Unfortunately, the Government appears unable to provide any credible data in terms of the benefits of what they're trying to do in order to justify their plan. MAG continues to assert that the whole thing is just some kind of misguided attempt to please the greens, who have no true understanding of the implications for the environment, or the economy, of banning the sale of all private Internal Combustion Engine (ICE) vehicles.

MAG continues to appeal to **you** to get in touch with your local politicians and ask them whether or not they support the ban. Then please tell us and we will continue to exert pressure on those who support this ludicrous scheme.

MAG is working with others to make this a major voting issue for the General Election, which is likely to take place in October 2024.

Here's the link to Operation Earthquake information: <https://operation-earthquake.mag-uk.org/resources/>

Let us know anytime if we can help you with influencing your local politicians.

Transport Reality meets once more

Transport Reality, the movement created by MAG which includes many other like-minded organisations, has extended its reach in terms of profile and messaging. In its latest summit near Uppingham, the core team discussed a policy statement that summarises our joint position in terms of transport policy. At time of writing, the final version has yet to be approved, but here's a draft of the key points;

- Abandonment of the expansion of the Ultra Low Emissions Zone in London.
- Confirmation from politicians that Emissions Zones and Low Traffic Neighbourhoods will NOT be implemented without the approval of a local majority.
- Public sharing of all actual data on air quality and life expectancy (there is no evidence of any linkage).
- Publication of the amount of money spent on cycle schemes, and cycling levels, so we can assess value-for-money.
- Full disclosure on progress regarding the introduction of electricity generation and charging infrastructure for transport.
- Full disclosure of scientific research on the environmental impact of the proposed abolition of internal combustion engine powered vehicles.

The aim of MAG and its fellow organisations is to force science, logic and common sense back into the formulation of transport policy. This is a long way from where we are right now. We will achieve it - and it will be a badge of honour for those who joined us to stand up against bad policies: and, perhaps a matter of regret for those who were offered the chance to join us... and walked away.

Together Again

Lembit Öpik, MAG's Director of Communications and Public Affairs, has made further progress as Minister of Transport for the Together Association: a coalition of activists who feel the country could be run better if politicians remember they work for the people, not the other way round.

Large parts of the Operation Earthquake and anti-ULEZ agenda are now firmly embedded in the collective approach of the movement. There's widespread agreement that MAG has got the policy positioning right, and that the general approach we've been taking also fits a much wider transport agenda (even for aviation, as it happens).

Watch out for a lot more information in the press on the Together Association, what they stand for and who they're pressing to start doing their job in politics: namely, restoring the representation of the true public interest. If you want to know more about the group or get involved, you'll find the information here: <https://togetherdeclaration.org/>

They really do stand for proper politics and personal freedom. And MAG is right up there, working with them to defend your riders' rights.

Ride To Work – not just a one day event

We often get multiple comments along the lines of "I ride to work every day" or increasingly "I work from home" and of course, with our aging demographic "I'm retired"

These are all perfectly valid comments, but Ride To Work Day should be seen more as an opportunity to launch a year long campaign. This year the chosen topic for the RTW campaign was workplace parking.

Colin has put the effort in to create resources that we want you to use all year long to persuade all employers to take workplace motorcycle parking seriously.

Colin created a simple guide and supporting video that you can give or show to your employer (or former employer if you are retired). Please make use of these resources and just as importantly let us know if you get a good result. We will be keen to find examples of how motorcycle parking has improved by the time that Ride To Work Day rolls around again next year.

Ride To Work Day 2024 will see a slight date change. Traditionally it has been held on the third Monday in June, but due to US holidays the date will be changing to the second Tuesday of June.

So, your deadline to get your workplace parking improved is Tuesday 11th June 2024.

The guide can be found here: <http://ride-to-work-day.mag-uk.org/wp-content/uploads/2023/05/Motorcycle-Parking-Guide.pdf>

And the video is available on YouTube here: <https://youtu.be/tsuc9bbnGWQ>

Get to it!

Potholes – do you care enough to act?

The pothole petition is still live, though to be honest the response has been underwhelming so far. Please sign and share the petition: <https://petition.parliament.uk/petitions/634995>

By the time you read this we should have released a campaign video and an interesting podcast interview with the chair of the AIA – authors of the annual ALARM survey.

There are two key targets for the campaign and you can act on both in a matter of minutes.

We want you to write to your local MP asking him/her to support our efforts to get a parliamentary debate to discuss how the Government can close the vast £1.3bn annual funding gap. We will have template letters but the ask is simple – we want MP support for calling for more investment.

The second strand is to write to your local councillor asking whether your council follows best practice for assessing which potholes they repair and the best possible kit and techniques for making repairs. Again, the campaign video should help you to understand what is best practice and what areas we need to expose.

As always keep us in the loop with any successes or problems you face in your area. A co-ordinated campaign at local level is what we are looking for here.

Leeds Fight Motorcycle Theft meeting postponed

We chose to postpone the Leeds Fight Motorcycle Theft public meeting due to the fact that there were no political animals able to attend the date we had set.

Having the local Police and Crime Commissioner present is the key factor for these meetings that ensure follow up activity takes place.

We have proven activity following all the meetings to date in Kent, Birmingham and Hertfordshire. Real action which we hope will genuinely impact the crime figures can result from the meetings, so if you are in a high motorcycle theft area please help us to organise a meeting in your area.

We are working hard to get the London Deputy Mayor for Policing, MET and CoL police to agree to a meeting. With London being the epicentre of motorcycle theft in the UK we cannot let London fail to agree to a public meeting.

We will hopefully have the rearranged date for Leeds and other dates for other areas coming out soon.

In the room where it happened – motorcycle ICE ban Roundtable

Colin finally got to attend the Motorcycle Sector Ministerial Roundtable Meeting to discuss views on the motorcycle ICE ban. Obviously, we are using the shorthand version of the official wording which Colin remains convinced is made deliberately convoluted in order to obfuscate. L-category vehicles means motorcycles and the “end of sales of new non-zero tailpipe emissions vehicles” is code for a battery electric only approach to regulation.

We use the term finally above because this promised meeting has been postponed multiple times over the last couple of years.

Colin used his allotted 2 minutes – yes that really is all you get in a 45 minute meeting with seventeen registered attendees – to press the department on their lack of meaningful cost benefit analysis coupled with rejection of our independent CEBR report. The outcome was a promise for the DfT to meet with the CEBR report authors to fight out who is making what assumptions and why the Department seems unable to do the work themselves.

The second new argument raised by Colin was the mismatch between the stated policy to go down a battery electric only route and the thirteen recommendations of the DfT Science Advisory Council recently published position paper on Low carbon transport fuels. This paper published by the DfT recommends a future with low carbon liquid fuels while the current policy proposals make that impossible. This really is a clear example of the DfT’s left hand not knowing what the DfT’s right hand is doing. The Minister deflected all attempts to discuss the issue – easy to do in a series of two-minute representations – but there was an admission that a further meeting to discuss the topic may be appropriate. Needless to say we will be pushing for that meeting.

The Minister also admitted that the consultation outcome last promised to be due before Parliament’s Summer recess is now likely to delay till the Autumn. The window of opportunity to fight this stupidity remains open, so keep on engaging with your local MP pushing to get the message through the DfT’s filters that they are making a catastrophic error of judgement.

The ZEV mandate for cars and vans which amounts to the systematic euthanasia of ICE cars and vans starts in 2024. Despite the MCIA dreams of “readiness checks” saving the day, the DfT is unlikely to do anything other than replicate the car and van ZEV mandate for the motorcycle sector.

We have six months to force a U-turn. You can help us achieve that by talking sense to your elected representative or asking them to get in touch with MAG’s political unit for a full and detailed explanation of the issues.

MAG PRESS RELEASES

MAG promotes better workplace motorcycle parking on RTW Day

The Motorcycle Action Group (MAG) is promoting better workplace motorcycle parking for this year's Ride To Work Day. A survey has established that of those workplaces that provide on-site parking, only 54% provide motorcycle bays.



MAG today (19 June 2023) releases the full findings of their survey on the Ride To Work Day website blog. The survey shows that half of all employers are neutral when it comes to employee transport choices. However, the analysis shows that there remain a minority of businesses that are perceived by their employees to actively discourage motorcycling as a commuting solution. In a climate of increasing environmental awareness, this seems entirely illogical. Motorcycles provide a clear solution for reducing congestion and emissions.

MAG is responding proactively by using the Ride To Work Day campaign to launch an employer's guide to motorcycle parking. With easy to understand tips and advice and a supporting video, MAG aims to increase the numbers of employers providing good quality motorcycle parking.

Speaking about the new resources, MAG's Director of Campaigns & Political Engagement, Colin Brown, said:

"Any motorcyclists looking at the resources will probably think the tips are a bit obvious. They are. But what we have to remember is that most

employers and their estates managers will not be motorcyclists. So, explaining what to riders seems blindingly obvious is a worthwhile exercise. Ride To Work Day is all about promoting motorcycling as a commuter choice to non-motorcyclists. Clearly if we want more people to Ride To Work, we need to persuade employers to provide fit-for-purpose motorcycle parking facilities. And we must not forget the need for helmet and PPE storage.”

MAG is asking all riders to promote the resources to their employer. Even those that provide basic facilities may be able to upgrade and improve them. MAG is working on a case study which should be ready before next year’s Ride To Work Day. We hope to see many examples of improved facilities to show off next year.

Find the Employer’s guide here: <http://ride-to-work-day.mag-uk.org/wp-content/uploads/2023/05/Motorcycle-Parking-Guide.pdf>

The Survey Results Blog post here: <http://ride-to-work-day.mag-uk.org/?p=1133>

And the supporting video here: <https://youtu.be/tsuc9bbnGWQ>

MAG in the room where it happened

On 21 June MAG represented the interests of motorcyclists at the Motorcycle Sector Ministerial Roundtable. Despite the limited time available, MAG raised two key issues.



Chaired by Minister of State (Decarbonisation and Technology), The Rt Hon Jesse Norman MP, at the Department for Transport (DfT) offices at 33 Horseferry Road, Colin Brown, Director of Campaigns & Political Engagement, represented MAG. Other meeting attendees represented BMW, Ducati, Honda, Kawasaki, KTM, Maeving, Norton, Peugeot (Scooter Sense), Polaris / Indian Motorcycle, Suzuki, Triumph, Vmoto and Yamaha, and the MCIA.

Colin Brown pressed for answers on why the Department has been so sceptical of the [CEBR cost benefit analysis report](#) co-commissioned by MAG. The report findings showed that the costs of the policy outweigh the claimed benefits by a significant margin.

Pointing out that the Government has still not published its own cost benefit analysis, Colin was able to secure a commitment for the report authors to meet with DfT officials to hammer out their differences. MAG will ensure this meeting does take place and a full readout of the points discussed is provided to us.

The Department has published a [cost benefit analysis](#) for the [ZEV mandate for cars and vans](#). As Colin pointed out however, and as the official accepted, that analysis is incomplete.

Colin also raised the recommendations of a recent [DfT Science Advisory Council position paper on low carbon transport fuels](#). The 13 recommendations of this report, Colin highlighted, contradict the policy to end sales of all non-zero tailpipe emission vehicles. Colin asked if this new position paper would impact the proposed approach being advocated by the Department. The Minister was very reluctant to discuss synthetic fuels, but

there was a suggestion that a further meeting could be held to discuss the topic.

Speaking after the meeting, Colin said:

“It is always frustrating in these environments as points of discussion can rarely be developed fully. This was certainly the case today with so many attendees. There was, unsurprisingly, little change from the major manufacturers, who all state that battery electric cannot be the only answer. Recent events in the EU that look set to create a window for synthetic fuels in internal combustion engines are a sensible compromise. The EU appears to be taking more notice of the calls for a genuine, rather than sham, technology neutrality.

“I was a little disappointed however that the manufacturers seem less awake to the fact that the UK’s ZEV mandate for cars and vans has already cut the legs out from beneath any pathway to this technology in the UK. We need not just to secure the change for motorcycles, but to revoke the already fixed UK pathway for cars and vans. Without that win in the car and van sector the commercial viability of a supply network of liquid fuels evaporates. Motorcyclists alone, will not be a big enough market to sustain commercial viability.

“Overall, we have made a couple of steps further in our efforts to reverse this policy. The Minister has suggested that the conclusion of the consultation will be further delayed into the Autumn. This means that our window of opportunity remains open. We are far from finished and we have many more angles to discuss. The fight is not over.”



MAG amplifies pothole campaign with new video.

The Motorcycle Action Group (MAG) today launches a new pothole campaign video. The Resurface Our Roads campaign is being pushed to a new level with MAG promoting a co-ordinated strategy both locally and nationally.

Watch here:

<https://www.youtube.com/watch?v=e01EAS0GUa0>

The video can be shared with parliamentarians and councillors, but also contains calls to action that can easily be followed by riders.

The campaign video starts with an explanation of the serious implications of our poorly maintained road network for riders. The aim, without scaremongering, is to bring the gravity of the risks faced by riders to the fore in the campaign. MAG personalises the sterile statistics with the stories of riders who have suffered injury as a result of poor road surfaces and goes on to provide riders with two lines of attack.

Firstly, the campaign asks riders to sign a petition calling for increased funding, and then to write to their MP asking

them to work with MAG to bring a formal parliamentary debate on funding to the table.

The video includes comments from Asphalt Industry Alliance Chair Rick Green and well-known pothole campaigner Mark “Mr Pothole” Morrell. Combined with data from this year’s ALARM report the case is very clearly made for increased central government funding.

The second line of attack that the video recommends is scrutiny of local authorities. Interviews with Ben Rawding, General Manager, Government & Municipalities at JCB, and James Harper from Stoke on Trent City Council cover some of the detail of best practice. It is clear that whilst pockets of best practice do exist, there is a need for far more investment in kit like JCB’s Pothole Pro. Stoke City Council managed to clear a seven-year backlog of pothole repairs in just 12 months with the machine.

In the video, MAG examines the UK Roads Liaison Group guidelines for assessing road defects. But, as is discussed with Mr Pothole, the risk assessment inspectors often seem unable to fairly assess the risks to all road user groups.

MAG is therefore encouraging riders to ask their local authorities two questions: firstly, are they investing in modern kit to carry out repairs? And secondly, are their assessors competent in terms of understanding the risks posed to riders by surface defects?

MAG’s Director of Campaigns & Political Engagement, Colin Brown, said:

“We cover in the video how even MPs admit that potholes are considered a running joke, and how the press do not see the issue as much more than a lightweight story for election campaigns. For riders this issue can be one of life or death. We are demanding that it is treated with the gravity it deserves. Our aim is to raise this at both local and national level with a co-ordinated and consistent drum beat. Any rider can take part in the campaign by investing five minutes to sign a petition and write two letters. MAG will

work with any and all MPs and Councillors genuinely interested in taking on the challenge of making our road network fit for purpose. I am sure that those who engage with us will be remembered when polling day comes, but the real work needs to be done outside of the political election circus. That means now.”

Notes for Editors

Research carried out by MAG has shown that, on average, four motorcyclists die every year as a result of poor road maintenance and a further 70 per year suffer serious injuries. The research shows that despite representing less than 1% of all road traffic, motorcycles feature in 27.5% of all RTCs where road surface defects are listed as a contributory factor. Pedal cyclists are also over-represented, being involved in 14.7% of these RTCs.

Petition: <https://petition.parliament.uk/petitions/634995>

ALARM Report 2023: <https://www.asphaltuk.org/alarm-survey-page/>

Well-Managed Highway Infrastructure Code of Practice:
<https://www.ciht.org.uk/media/17087/well-managed-highway-infrastructure-combined-28-october-2016-amended-15-march-2017-3.pdf>

How to Engage with your MP: <https://youtu.be/KbmLJTliA3U>

Find and write to your councillor and MP:
<https://www.writetothem.com/>

Interesting:-

Monday 26th June

Westminster Hall: (16:30)MPs debate two e-petitions on road use charging and Ultra-low emissions zones. First there's e-petition 599985, "Revoke local government powers to charge CAZ, LEZ, and ULEZ," which argues that local government should not have the power to introduce charges tied to public road usage. It attracted 55,520 signatures.

Alongside that there's e-petition 633550. This is aimed the Mayor of London and calls for Parliament to amend the 1999 GLA Act to remove the mayor's power to impose road use charges. It argues that the mayor's proposed extension of ULEZ could negatively impact millions of people and businesses. It attracted 26,123 signatures.

The battery between your legs!

I always thought that riding with 4 gallons of fuel between my legs was dodgy. This would appear to pale into insignificance when you consider sitting with a lithium battery between your legs or, indeed, under your bum if you're in a cage.

When you watch the below its no wonder British Rail are banning EV machines from trains!!!

<https://www.youtube.com/watch?v=h9AC5C8AoFs>

and, for an intelligent and informed opinion:-

<https://www.theguardian.com/commentisfree/2023/jun/03/electric-vehicles-early-adopter-petrol-car-ev-environment-rowan-atkinson>

Operation Earthquake Results with the Tremor 1 MP template letter. (Network)

Cast your mind back to November 2022, MAG Political Unit gave you a task to lobby your MP about the potential ban of new sales of the internal combustion engine for motorcycles due to their consultation on the same subject.

Below is the table of all the MP's lobbied up to the date of 21/6/23.

Region	Group	No.	MP Name	Statistics
Cumbria	All	1	Mark Jenkinson, Con.	5 out of 6 83%
		2	Simon Fell, Con.	
		3	Tim Farron, Lib Dem.	
		4	Trudy Harrison, Con.	
		5	Neil Hudson, Con	
Yorkshire	West	6	Jason McCartney, Con.	20 out of 51 33%
		7	Barry Sheerman, Lab.	
	Huddersfield	8	Craig Whittaker, Con.	
		9	Andrea Jenkins, Con.	
		10	Jon Trickett, Lab.	
		11	Yvette Cooper, Lab.	
		12	Simon Lightwood, Lab.	
		Leeds/Bradford	13	Alec Shelbrooke, Lab.
			14	Rachel Reeves, Lab.
		South	15	Dan Jarvis, Lab.
			16	Ed Milliband, Lab.
	17		Rosie Winterton, Lab.	
	North & East		18	Julian Sturdy, Con.

		19	Rachael Maskell, Lab.	
		20	Nigel Adams, Con.	
		21	Jacob Young, Con.	
		22	Kevin Hollinrake, Con.	
		23	Robert Goodwill, Con.	
		24	Julian Smith, Con.	
West Mid	All	25	Harriet Baldwin, Con.	8 out of 59 13.6%
		26	Mike Wood, Con.	
		27	Bill Cash, Con.	
		28	Mark Garnier, Con.	
		29	Theo Clarke, Con.	
		30	Nadhim Zahawi, Con.	
		31	Jeremy Wright, Con.	
		32	Zarah Sultana, Lab.	
East Mid	All	33	Robert Langan, Con.	1 out of 19 5.3%
Eastern	All	34	Stephen Barclay, Con.	2 out of 29 6.9%
		35	Daniel Zeichner, Con.	
South East	All	36	Tracey Crouch, Con.	6 out of 45 13.3%
		37	Adam Holloway, Con.	
		38	Damian Green, Con.	
		39	Michael Grove, Con.	
		40	Damian Collins, Con.	
		41	Carol Ansell, Con.	
Southern	Southampton	42	Conor Burns, Con.	4 out of 22 18.2%
	Salisbury	43	Andrew Murrison, Con.	
	Portsmouth	44	Steven Morgan, Lab.	
	Basingstoke	45	Maria Miller, Con.	
North West	Wirral	46	Mick Whitley, Lab.	6 out of 69 8.7%
		47	Margaret Greenwood, Lab.	
	Blackpool	48	Damien Moore, Con.	
		49	Paul Maynard, Con.	
	Salford	50	Barbara Keeley, Lab	
		51	Chris Green, Con.	
Gr. London	All	52	Catherine West, Lab.	1 out of 73 1.4%
Lincolnshire	All	53	Matt Warman, Con.	1 out of 12 8.3%
South West	East Dorset	54	Robert Syms, Con.	4 out of 30 13.3%
	Taunton	55	Iain Liddell-Grainger, Con.	
		56	Mel Stride, Con.	
		57	Rebecca Pow, Con.	

Scotland	All	58	Brendon O'Hara, SNP.	1 out of 59 1.7%
Cymru	All	59	Fay Jones, Con.	
East Anglia	All	60	Duncan Baker, Con	1 out of 16 6.25%
Herts & Essex	All	61	Robert Halfon, Con.	1 out of 27 3.7%
				Total: 61 out of 650 9.4%

Conclusion: We have lobbied 10% of parliament, now bearing in mind that this was our first 'big' attempt. Previously, on two attempts we only lobbied 5% of parliament on both. 10% is double than previous attempts and so it is going in the right direction because if 50 local MAG groups lobbied 4 to 6 MPs each. Then the outcome would be 30-50% of parliament lobbied, and that's where we need to be to give any given government that MAG is a consistent lobbying group.

So, Is 10% good enough? Let me ask you this, Will a 10% turnout in a pay deal ballot work with your employer???

Way Forward: MAG will be stepping up campaigning on Riders' Rights leading up to the next General Election.

So all I will ask is to remember the 3 S's for campaigning with social media
#sharesendshowmag.

Share: It does not matter if you are a rep or an officer of MAG, a MAG member, an Admin, or a non-member of MAG. The share icon on the MAG National Facebook page works for all and it needs to be on your local/regional MAG Facebook pages. Since that you are reading this on Network, it has already been shared for you.

Send: Find the campaign template and copy and paste into an email. It will only need some slight editing but 90% of the letter has already been done for you.

Show: This bit is quite important because if you don't tell me who you have lobbied, I won't know! On social media, I follow most of the local MAG Facebook pages anyway but if I haven't already popped up on the campaign post, just tag me in it. Also when you write in a comment box, it does have a second purpose of encouraging others to do the same. Now, if you copied the letter from a MAG Newsletter or Network. Just send me a quick email to cumbria-region-rep@mag-uk.org. All I need to know is what letter you have sent and which MP that you send it to, and I will do the rest.

Let us give our MAG Political Unit more bark in the next meeting with government ministers.

Michael Armstrong. MAG National Political Officer.

50TH ANNIVERSARY MERCHANDISE



- Badges - £3
- Patches - £3
- Coffee cups- £7.50
- Water bottles - £7.50
- Hoodies (black only) - £30
- Sweatshirts (navy only) - £20
- Bucket hats (navy or black) - £12
- Long sleeve t-shirts (red or navy)- £20
- Short sleeve t-shirts (red or navy)- £15



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ULEZ – just keeps giving and giving – like a dose of norovirus!!!

Russian hackers steal data of thousands of Ulez drivers.

TfL reveals databases were accessed by cybercrime gang.

[By Gareth Corfield](#) 13 June 2023 • 3:08pm

Up to 13,000 drivers on the Ulez and Congestion Charge databases have been warned that their data was stolen by Russian hackers in a cyber attack on Transport for London (TfL).

[A cybercrime gang called Clop](#) targeted the capital's train and bus operator last week as part of a wider raid that saw hundreds of thousands of Britons' personal information stolen.

British Airways, another of the companies affected, [told all of its 34,000 staff that their details had been stolen](#), while the BBC wrote to all employees to say they were caught up in a “significant global issue”.

UK authorities are on high alert to see if any of the compromised data, which includes bank details, National Insurance numbers and addresses, is sold on the dark web as the gang’s ransom deadline approaches tomorrow.

TfL is writing to 13,000 drivers whose details were stored by a contractor responsible for the controversial ultra-low emissions zone (Ulez), the London Congestion Charge zone and parking offences.

A spokesman said: “Like other companies in the UK, one of our contractors recently suffered a data breach. The issue has been fixed and the IT systems have been secured.”

[The Ulez regime was introduced by Sadiq Khan, mayor of London](#), with drivers charged £12.50 a day if their vehicles do not meet emissions standards. The zone currently covers the area inside the north and south circulars but is being expanded to all London boroughs in August.

The Information Commissioner’s Office (ICO) has been informed of the attack at TfL.

Government statistics say cyber attacks affected 40pc of all UK businesses last year, costing them an average of £19,400.

The cost of a data breach starts at around £11,000 for small businesses, according to insurer Hiscox, ranging up to millions of pounds in ransom payouts and cleanup costs for larger organisations.

GCHQ’s security arm, the National Cyber Security Centre, has been contacting affected British companies to ensure they secure their servers against hackers, industry sources said. Some said the official warning came early enough for them to close a loophole exploited by the Russians.

TfL’s warning to staff comes after Ofcom admitted on Monday it was also a [target of the Russian gang, known as Clop](#).

Around 400 of Ofcom’s 1,200 staff had their payroll information stolen, while “confidential” data on regulated companies was also accessed by the hackers, the regulator said.

Clop is a prolific cyber gang whose members have been involved in cyber crime for around a decade, according to experts at cyber security company Secureworks.

In previous attacks the Russia-based gang, which uses the dark web to extort its victims, has targeted global companies including Hitachi, the Federal Reserve Bank of New Zealand, US-based Community Health Systems, and Swiss pharmaceutical giant Galderma.

Clop targeted a payroll management company called Zellis at the end of May, stealing data from eight of its UK customers including British Airways, the BBC, Aer Lingus and Boots.

Hackers targeted a vulnerability in MOVEit, data management software used by Zellis. A list of affected companies has been circulated on social media.

A Zellis spokesman said last week that it had notified the ICO and the National Cyber Security Centre, as well as Ireland’s Data Protection Commission. Hacked companies can be fined up to 4pc of annual turnover under data protection laws, meaning Zellis faces a potential penalty of £7m.

Hedge fund giant Man Group, which is named in one list of MOVEit users seen by The Telegraph, declined to comment.

Other organisations, including Ofcom, were directly targeted by the Clop gang separately from the Zellis breach.

A ransom deadline imposed by Clop expires tomorrow. In a note posted to the dark web the gang urged hacked companies to contact them to negotiate a ransom.

Failure to pay the ransom – typically costing millions or tens of millions of pounds – would usually trigger the hackers to post sensitive stolen data on the dark web.

A previous version of this story wrongly said that 13,000 TfL staff were being contacted by the transport authority, based on an incorrect response from TfL’s press office. TfL has apologised for the misunderstanding.

Related Topics

- [Transport for London \(TfL\).](#)
 - [Cyber attacks.](#)
 - [Cyber crime.](#)
 - [Russia.](#)
 - [ULEZ](#)
-

FEMA

Banning Motorcycles Is Not The Answer To Sound Issues’

June 21, 2023



Following the ban on riding motorcycles in parts of the High Pyrenees Natural Park, a measure to limit noise pollution, FEMA’s Wim Taal was interviewed in the French magazine Trail Adventure.

The English translation (click on the image for the French version):



Trail Adventure 33, June/July/August 2023

Last March, Spain implemented a measure aimed at limiting noise pollution by **ban-ning** the circulation of motorcycles in certain parts of the Hautes-Pyrénées Natural Park. Wim Taal, communication manager of the Federation of European Motorcyclists' Associations (FEMA), reacts to this discriminatory measure.

Interview by François Barrois

“On the road or on the trails: no matter where you ride a motorcycle, sooner or later you will be confronted with a closed road. Complaints by residents is often enough for local authorities to ban motorcycles.

When we learned that parts of the Hautes-Pyrénées Natural Park (El Parque Natural de los Altos Pirineos) were now off-limits to motorbikes, we were disappointed to say the least. Not only because this is yet another closure to add to the long list of roads we have seen closed across Europe for years, but also because this ban appears to constitute discrimination specific against the motorcyclists we defend. The regulations described in the “Action Plan for the Declaration of a Special Protection Area of Acoustic Quality in the Alt Pirineu Natural Park” consider motorcycles as “particularly noisy” vehicles, regardless of their certification or the level of decibels they are allowed to emit.

Sound is a sensitive topic in the motorcycling world and our member organizations are receiving more and more complaints about noise made by motorcyclists. What is happening today – as seen in the Pyrenees – is that a category of road users is being singled out and is not only being blamed, but also faces significant restrictions. It's a real witch hunt for bikers.

We now suffer from the impossibility of riding a motorcycle on certain days and in certain areas, while other road users are left in peace, no matter how much noise they cause. This is blatantly disproportionate and an unacceptable legal inequality. We are fighting against this at national and European level. Does the misbehaviour of some individuals justify that all motorcyclists are deprived of riding pleasure?

FEMA understands that sound can turn into noise in people's perception. We know that too much noise leads to annoyance, health problems and ultimately counter-measures, such as closing roads or even cities to motorcycles. In Europe, the closure of roads to powered two-wheelers seems to be the only solution found by the authorities to deal with incidents involving reports of noise pollution. This brings us to the following question: "Does the bad behaviour of certain individuals justify that all motorcyclists be deprived of their pleasure of driving? ". The answer is a resounding "no"! Road closures do not solve the problems but moves them to other roads. A FEMA [survey](#) showed that 74% of European motorcyclists do not find it logical to close roads to motorcyclists when motorcycle noise gives rise to complaints.

'Let's not forget the economic effects of motorcycle bans: regions popular with motorcyclists depend on these tourists for their income'

At a European level, FEMA sees no justification for stricter legal noise limits for new motorcycles, as some politicians would like. The vast majority of European motorcyclists use legal exhaust systems and stricter technical rules and regulations will not solve anything. FEMA believes that there is much to be gained from constructive cooperation between the authorities and the associations we represent. Educating motorcyclists might be a much better solution than banning motorcycles or considering new laws. The solution lies in human behaviour rather than technical restrictions.

Finally, let's not forget the economic effects of motorcycle bans: regions popular with motorcyclists depend on these tourists for their income. Restaurants, campsites, hotels, cafes, you name it, all need the regular income generated by us, the great biker community. And our absence from these places could also make a lot of noise..."

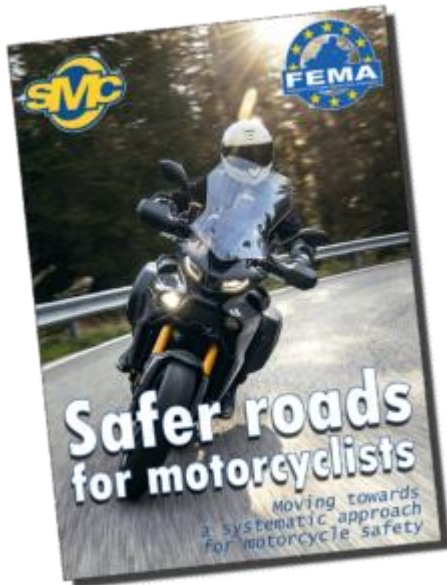
New Steps Towards Safer Roads For Motorcyclists

June 1, 2023



With 28% of the global fatalities being riders or passengers on motorcycles, road safety for motorcyclists is an important issue.

A global working group of 15 experts collected all available information on infrastructure that is safe for motorcyclists and drafted a report that should be read (and implemented) by anybody who is involved in road infrastructure.



This work, titled 'Safer roads for motorcyclists – Moving towards a systematic approach for motorcycle safety' inventories the infrastructural challenges that motorcyclists all over the world are confronted with and offers possible solutions. It provides alternatives for currently used road infrastructure, best practices, new test methods and calls for more research and the exchange of knowledge between researchers, road authorities and lawmakers. The report contains recommendations for all involved parties.

Examples from several countries, such as Norway, Austria and the Netherlands show that a dedicated approach leads to safer roads, less casualties, and less serious injuries. Other examples show that replacing unsafe road infrastructure by infrastructure that is safe for every road user does not need to be complicated or expensive. Certainly, compared to the costs that are caused by serious traffic accidents with death or serious injuries, the investments in a safe road infrastructure are much lower.

This project was started by Swedish motorcycle association SMC and iRAP, supported by the Federation of European Motorcyclists' Associations (FEMA), to investigate present motorcycle elements in the iRAP road assessments and the online platform VIAD and to update the existing EuroRAP position paper 'Barriers to change'. During the project, the focus changed to drafting new guidelines in which all available knowledge come together.

The report 'Safer roads for motorcyclists' can be found [here](#).

Written by [Dolf Willigers](#)

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Swedish Motorcyclists Are Critical About Europe's Driving License' Proposals



Swedish motorcyclists' organisation SMC has responded to the EU Commission's [proposal for a new driver's license directive](#). SMC notes with disappointment that no changes have been made regarding the part concerning driving licenses for motorcycles and mopeds despite many contributions over the years from the SMC and other national and European motorcyclists' associations.



However, the [SMC](#) – a member of FEMA – is positive about the proposal on the effect of certain driving license revocations within the Union. With the continuously increased mobility within the EU, it is of course also important to create better opportunities to jointly prosecute traffic offences, regardless of where they occur and regardless of the nationality of the person guilty of the offences.

SMC welcomes the introduction of digital driving licences. Our view is that digital driving licenses can contribute to reduced administration for the relevant authorities as well as for the license holders, facilitate the handling of checks and traffic offences, and provide practical benefits in everyday life for the license holders. SMC hopes that the reduced administrative burden for the authority frees up resources for other measures to increase road safety and better infrastructure. If there will be physical driver's licenses in parallel with digital driver's licenses, it is of course, as the commission points out, of great importance that the information in both forms of driver's license is identical for one and the same driver's license holder. However, it is important that the possibility of issuing physical driving licenses remains, e.g., for people who, for various reasons, are not used to or comfortable with digital solutions. However, SMC would like to point out that the introduction does not add any concrete proposal to increase traffic safety, nor any measure for self-evident actions against dangerous behaviour in traffic.

According to the proposal, driving licenses with authorization AM, A1, A2, A, B, B1 and BE must have a validity period of 15 years, which we consider to be a reasonable period and an improvement compared to the current 10 years (in Sweden). Renewal of driver's license entails an administrative burden for both the license holder and the authority that issues the driver's license, SMC considers the proposal as an improvement that should give more resources to the Swedish Transport Administration to work further with traffic safety and Vision Zero.

'Repeating the same test on several occasions has no proven effect on road safety.'

There are no studies that prove that a step-by-step driving license qualification to the A driving license has added an increased and positive effect on road safety. Most people wait until they turn 24 before getting an A license and thus miss out on the experience of riding a motorcycle with less power. In addition, a similar motorcycle is used when driving up to the A2 driving license as for the A driving license, but with a limited effect, so in principle the same vehicle. Repeating the same test on several occasions has no proven effect on road safety. The focus should instead be on education and risk awareness to get a self-assessing driver who strategically adapts his driving to the traffic and infrastructure.

Variation in implementation of the previous EU driving license directive is contrary to harmonisation.

Several member states provide the option to add a national code to the driving license which allows the holder to drive a small motorcycle (<125cc or electric equivalent) with a B driving license and certain additional requirements (age, experience, education) in their own country. In our view, harmonization and the ability to drive small motorcycles with a B driving license and additional cross-border requirements are required to provide alternative transport where other modes of transport such as public transport or active mobility are not suitable or available. The SMC believes that such a system should be partly binding on all Member States in order to strengthen the EU's fundamental basis, namely free movement. Several EU citizens have experience from their home country of commuting to work with a lighter scooter and thus contribute to increased sustainable travel.

'It is regrettable that the EU's proposal has not even revised the part that concerns the electrification of the vehicle fleet regarding motorcycles and mopeds.'

Based on experiences from Vision Electric, SMC states that there is a large percentage of people who are prepared to drive an electric motorcycle vehicle that better suits their needs in terms of, for example, work commuting or other activities. A1 vehicles are the fastest growing part of the motorcycle industry. They are carbon neutral vehicles that are available to more people than electric cars are. Here is a golden opportunity that the EU and its member states should not miss for sustainable travel, better air quality and less noise in our cities!

The SMC notes that no change has been made to the conditions for on-board vehicle requirements regarding the ratio of net power to curb weight for motorcycles powered by an electric motor. The current situation makes it impossible to take a riding exam with an electric motorcycle. This is because the curb weight of an electric vehicle is calculated without the battery and thus the current requirements for the ratio between the net power and the curb weight of the vehicle for taking the test are not met.



We are seeing increased awareness of environmental issues, including climate change and air pollution, which has led many people to look for cleaner alternatives to combustion vehicles. Not least, however, the SMC states that the EU has put forward the most comprehensive investment ever to speed up climate change and contribute to reducing the EU's emissions, namely EU Fit 55. It is regrettable that the EU's proposal for a new driver's license directive has not even revised a part that specifically concerns the electrification of the vehicle fleet regarding motorcycles and mopeds.

Current regulations on driver training and driving tests are crucial to prevent fatal accidents and serious injuries in traffic. The knowledge requirements for obtaining a driver's license have not been revised in line with the technical development that the vehicles have had. Advanced driver assistance systems are being phased in at a rapid pace on the road to self-driving vehicles. The assistance systems have limitations of which it is important that the driver is aware. The driver role will require more skills to monitor the vehicle's systems in the future as technology advances. Candidates must have knowledge of how the technology works, how to detect that it is not working and what actions must be taken if the system does not work. *Source: [SMC](#). Top photograph courtesy of [bestbeginnermotorcycles.com](#). This article is subject to [FEMA's copyright](#)*

At our (North Kent MAG) anti theft meeting last March ,Matthew Scott , Kent PCC went on record with a promise to Cllr Gulvin that more money would be made available for secure motorcycle parking in Medway.

Since then we've had the local elections and the local administration has changed to Labour. MAG has always had a very positive relationship with Cllr Vince Maple who now finds himself head of the local (Labour) council. Vince has put us in touch with the new traffic & parking portfolio holder, Tristan Osbourne, so were now pushing ahead to claim the promised funding.

Tristan has gone to the trouble of obtaining the latest bike theft stats and will be coming out to meet us at local vehicle parks to see what does and doesn't constitute acceptable and secure motorcycle parking. Thanks to Julian (JC) Quinton, SE Dep Rep.. for this work. Steve Mallett.

May Powered Two-Wheeler Registration Statistics

MCIA News: 7th June 2023



MCIA today released the market figures for May and year to date new vehicle registrations for motorcycles, scooters, and other L-category vehicles.

The total market in the month closed at -8.7% versus the same period in 2022 with year-to-date volumes at minus 5.2%. 2023 is proving to be a challenging year where much of the market decline is down to lower volumes in electrically powered PTW's. Looking at the electric segments in more detail, it appears

the market decline is due to reduction in demand from the last mile fleet operators which we expect to recover as the year progresses.

Volumes of larger capacity leisure motorcycles remains strong, enjoying 28.9% growth for the month which translates to a positive 19.4% for the year to date.

Tony Campbell, CEO of MCIA said, "It is disappointing to see a slow-up in demand for the lower powered segments given how well these markets performed over the last 3 years. It is encouraging to see strong demand and volumes for larger capacity products which is so critical to the sector currently. We continue to work hard with Government to ensure full recognition of the key role this sector will play in the future of mobility and decarbonisation".

More details on the May registration figures [can be found here](#).

Please credit MCIA when quoting this information.

Notes for Editors:

The MCIA is the body that represents the UK Powered Light Vehicle (PLV) industry. PLVs can be defined as motorised lightweight scooters, motorcycles, tricycles and quadricycles, typically with zero or low-emission power.

Within regulation they are defined L-Category vehicles (Regulation 168/2013), they are an answer to the traffic congestion and air quality challenges created by personal and goods transportation.

For more information about the work of the MCIA and Powered Light Vehicles, or to interview MCIA CEO, Tony Campbell, please contact Gina Evans at g.evans@mcia.co.uk.

Reading MAG have a fight on their hands with the council – bikes in bus lanes.

Pete Seymour, Regional Rep, and Reading MAG have a fight on their hands with the Council who seem to have changed tack and are now excluding motorbikes from all new bus lanes. Reading MAG submission to the Council:-

Bus Service Improvement Plan

Inclusion of Motorcycles in Bus Lanes Consultation

PR Seymour for Reading Motorcycle Action Group

Following the TM Sub –Committee meeting on Wednesday 14th June we feel we must protest at the way item 9 BSIP Statutory Consultation was presented, and contrary to the current Reading Transport Strategy, the exclusion of motorcycles from consideration, let alone access to bus lanes. To isolate and increase the risk to one type of vulnerable road user is not acceptable or necessary.

We feel that it was obvious that Councillors were shot-gunned into agreeing to Formal Consultation without being properly briefed. Had we known it was possible to make a representation to the Committee as the Reading Taxi Drivers Association did, we would have done so. We therefore make this submission as an alternative.

- 1) Contrary to the agenda paper (6.2), the Committee were not advised that the informal consultation was still open, or gave members the responses received to date, or an accurate explanation of why the informal part was being ignored.
- 2) Councillors were patently not being briefed or given operational or financial details of the overall scheme. The Agenda paper has no significant details whatsoever.
- 3) It was only by persistent questioning that Councillors got part of the answers and assurances that they would be given further information later, when it was too late after the approval had been given.
- 4) We do not accept the vague reason given about Government funding time-scales. These are well known, TMSub dates are set a year in advance, and the informal consultation could either have been issued sooner or shortened by a few days, unlike a formal consultation.

- 5) This sort of bad process and lack of Councillor briefing is precisely how Slough and other Councils have ended up in dire financial trouble. We have no wish to see this happen in Reading.
- 6) It is not how Reading BC normally conducts itself, and we would like a formal explanation given to both Councillors and the public as to timescales, and why motorcycles were not included in any of the documentation or, access included in the proposed bus lanes.
- 7) We would also like assurances from the Councillors, that they have now received and been briefed on the financial and operational aspects of this scheme prior to any formal consultation being issued.

We request that this is corrected, and that the formal consultation includes motorcycle access to bus lanes. In support of which we offer the following justification and information.

- Motorcycles are specifically included in the Reading Transport Strategy as a positive benefit and contribution to the aims of the Transport Strategy. It is a sustainable lower carbon form of transport that will ultimately use alternative motive power sources, reduces traffic and road wear, and has less environmental impacts than other mechanised transport. (Arguably including current electric vehicles).
- In our previous presentation to the TMSub-Committee, we were able to illustrate the benefits of including motorcycle access to bus lanes, including for cyclists, and the vulnerability of both motorcyclists and cyclists if not. We were also able to confirm that there were no conflicts with either cyclists, taxi's or bus services, by use of the Crashmap data as used by the Council itself.
- As Councillor Page noted recently, he supported the inclusion of motorcycles in Reading bus lanes over 20 years ago, when only two other Councils had done so. The benefits and safety case now is beyond arguing. We do not wish to see Reading going backwards where once it was a leader and innovator.
- We would ultimately like the standard default to be inclusion of cyclists and motorcycles in all bus lanes, and bus gates. We have proposed this to government as a national standard, and it is the default position now for TfL. There is no evidence that our access has any negative issues.
- MAG sees bus services and bus lanes as a valuable public transport asset that needs to be increased, and electrified. We have already proposed this in the transport proposal we submitted to the Transport Minister, (at his request following a meeting with him).

- As a both a safety and cost issue, we also request that all bus stops are now made of concrete as part of this scheme, to save wasting money on excessive and unnecessary tarmac damage and replacement. Also, that the same is considered for other repetitive bus damage points e.g. Bus gates. Buses weigh more now and, due to mobility access kerbs, must stop at exactly the same point repeatedly.
 - Over ten years ago, it was agreed to run a 10-year comparison and cost benefit analysis. Just prior to Covid, Councillor Page stated that he would like to see the results. One look at the two opposing bus stops in Kings Road is all it takes!
 - A young mother and daughter of a well-known and respected Reading bike Mechanic recently had her spine broken, due to being tipped off her bike by bus ruts in the road in West Berks (Pangbourne) to Reading. She will never walk again.
 - There are similar bus ruts issues around Reading.
 - MAG UK research showed that every year, four motorcyclists die as a result of poor road maintenance and a further 70 per year suffer life changing injuries where road surface defects are a contributory factor.
 - Whilst no Council has enough budget to keep up, the intelligent design, investment and build of bus lanes now, will save lives and future budget.
- We regard the bus lane access as being a safer space for two-wheeled forms of transport, and as such, are not in favour of private hire access. We had a lively informal meeting with the private hire representatives following their TMSub petition, where we explained and justified our view of this.
- The Reading Taxi Drivers Association has always been, and are supportive of, the inclusion of motorcycles in bus lanes. We like their elegant “permitted vehicles” wording and solution, to define who is allowed in bus lanes. This could also cover motor cyclists, cyclists and emergency services etc.
- There have been anecdotal concerns about the safety and accident rate of the food delivery riders, both electrified “assisted” cyclists and motorcycles. They will use the bus lanes whether permitted or not, e.g. as Gun Street illustrates. We recognise and share this concern, but the factual accident statistics do not support this. – See the KSI Accident numbers below.
 - It is not in the interests of the gig workers to have accidents, and actually illustrates the extreme mobility and agility of two-wheeled transport.
 - Every delivery made represents once less car journey into Reading, at far less environmental cost.

- We do not yet have hard data, but the sheer visible number of riders earning a living demonstrates the increase in two-wheeled transport in Reading, and the benefits it brings.
 - The gig economy is now vital to the ongoing financial viability of many food businesses in Reading, whose on-site custom has not return to pre-Covid levels due to the current economic climate.
 - The DVSA now has a Motorcycle Strategic Focus Group, in two working groups, one of which is looking at the Gig Economy/delivery rider issues. MAG is part of both groups and in time recommendations will be made locally and to the DfT.
- Reducing road widths to accommodate bus lanes and cycle paths increases congestion and the risk to the other recognised vulnerable road user – motorcyclists.
 - A member of the IOM Thames Valley Advanced Motorcyclists TVAM responded to the informal consultation, warning of the danger of exclusion from bus lanes. Please note that the IOM/TVAM is a safety organisation, not a campaigning body, and this should carry extra consideration weight.
- Increasing the safety of cyclists but increasing the risks to another vulnerable group is not equitable, acceptable, or necessary. Access to bus lanes will protect both at no extra cost or impact.
- It is our contention that, as per the HighwayCode, both cyclists and motorcyclists are vulnerable road users who need and must be considered in new schemes. To illustrate this with data, we have extracted three years Crashmap KSI data for Reading as a whole.
 - This is for both cyclists and motorcyclists, and shows whether any other road user, including pedestrians, was involved. This is Police accident data, not anecdotal, the latest available year is 2021.
 - The total annual numbers indicate the vulnerability of both groups, especially to vehicles. This is Reading as a whole, we have not concentrated on specific areas.
 - However, but it is clear to see on the maps, that the majority of accidents happen on the East/West Oxford Road/Cemetery Junction and north/south routes. I.e. exactly where the new bus lanes are proposed.
 - The data shows that motorbikes are not significantly involved in accidents with buses, pedestrians or cyclists, but often with cars. The same is broadly true of Cyclists, but with higher numbers.
 - After 2019 were no other incidents involving both a motorcycle and a cyclist, in any year.

- The 2020 MC/pedestrian fatality was a rogue unlicensed rider at high speed, not in a bus lane, at Cemetery Junction. MAG has written to Cnllr Page to express our sympathy and does not condone this behaviour.

Datasource:
Crashmap.co.uk

KSI Accident Numbers for Cyclists And Motorcyclists in Reading 2019 to 2021

	Motorcycle					Bicycle			
	Incident	Serious	Killed	Total		Total	Incident	Serious	Killed
2021	35	16	0	51	2021	62	56	6	0
Of which, other party was									
a:									
	1	1	0		Pedestrian		0	1	0
	23	7	0		Car		40	3	0
	0	0	0		Bus		2	1	0
2020	30	6	1	37	2020	61	47	12	2
	1	0	1		Pedestrian		24	6	0
	29	3	0		Car		41	5	2
	0	0	0		Bus		2	0	0
2019	35	16	0	51	2019	62	56	6	0
	2	0	0		Pedestrian		1	0	0
	18	4	0		Car		45	6	0
	0	0	0		Bus		1	0	0
		1			Bicycle				

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<https://www.channel4.com/news/uncontacted-rainforest-tribe-endangered-by-race-for-green-tech>.

Nice one:- <https://www.youtube.com/watch?v=TH5ZOIbu4cq>

Interesting:- [Toyota Study Shows EVs Unnecessary To Lower CO2 Emissions | Principia Scientific Intl. \(principia-scientific.com\)](https://www.principia-scientific.com)

<https://www.youtube.com/watch?v=4XfrThf3VnY>

<https://www.visordown.com/news/industry/simple-rule-change-could-have-massive-effect-motorcycling>

ACEM: Press Release: Guidelines on anti-tampering rules for motorcycle exhaust silencers
<https://acem.eu/press-release-guidelines-on-anti-tampering-rules-for-motorcycle-exhaust-silencers>

RSGB: Opinion: we need to talk about handsfree
<https://roadsafetygb.org.uk/news/opinion-we-need-to-talk-about-handsfree/>

RAC: Are drivers set to be taxed by the mile to fill the £25bn void from lost fuel duty?
<https://www.rac.co.uk/drive/news/fuel-news/drivers-taxed-by-the-mile-to-fill-the-25bn-void-from-lost-fuel-duty/>

RAC-F: RACF responds to calls for per-mile charge for EVs
<https://www.racfoundation.org/media-centre/racf-responds-to-calls-for-per-mile-charge-for-evs>

TRL: Why humans, not robots, will be the secret to the future of transport
<https://trl.co.uk/news/why-humans--not-robots--will-be-the-secret-to-the-future-of-transport>

RSGB: Stage set for inaugural National Young Rider Day
<https://roadsafetygb.org.uk/news/stage-set-for-inaugural-national-young-rider-day/>

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

RSGB: New sentencing guidelines for motoring offences set to come into effect
<https://roadsafetygb.org.uk/news/new-sentencing-guidelines-for-motoring-offences-set-to-come-into-effect/>

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