



November 2016
Network

A networking tool for Activists and other interested parties

Editorial	
Leon and Lembit's bits.	
MAG Press Releases: <i>MAG submits autonomous views to House of Lords. MAG gets backing over cycle lane issues in London and beyond. MAG fuming about Emissions Zone charges. MAG supports Great North West Motorcycle Festival 2017. MAG steps up the heat in Harlow.</i>	
More drivers using mobiles - but fewer getting caught.	
Colin Brown, West Midlands, asks 'Do I really need a therapist?'	
FEMA: France. Sweden. Cyprus. Self-driving cars.	
IAM Roadsmart roars back to Motorcycle Live.	
Average speed cameras cut KSI collisions by a third: RAC Foundation.	
First UK driverless car test a 'major milestone'	
£35m funding boost for ultra-low emission vehicles & Inadequate funding available for local road maintenance - RAC Foundation	
Contacts	

**[Acknowledgments: George Legg. Leon & Lembit. Colin Brown. Blayz. FEMA.
Plus anyone else I've forgotten.]**

Editorial

I'm going to keep this Editorial fairly short as this edition is a bit of a biggie, mainly due to a lengthy article written by Harold de Bock of MAG Netherlands who is a member of the Board of FEMA on Intelligent Transport Systems and Self Drive cars. It may be lengthy but is really in depth and extremely informative.

Personally, I'm extremely sceptical on self drive vehicles, however, that's probably

because I don't understand why one would want to sit in a vehicle, in the driver's seat and not want full control – but then I'm old school!

Don't forget, I believe its from this month on that France requires you to wear CE approved gloves!!

Catch you next month, meanwhile, ride safe and free, AG

[Copy for the December edition to me at: aine@mag-uk.org subject heading: Network by 25th November]

MAG's Political Unit has never been busier. Here's a quick update on the main attractions by Leon and Lembit.

1 Low Emission Zones - aka new biking taxes: Work to coordinate opposition to these schemes has been taking up a great deal of Leon's time this month. There is now a nationwide threat of new road user taxes on biking that is based on spurious arguments that charging motorcycles that do not meet Euro 3 or are older machines will significantly improve air quality. A government backed plan has been announced to effectively spread the imposition of the Ultra Low Emissions Zone (ULEZ) scheme that set to be in place in London by 2019-20 – and that the Mayor wants to double in size. Albeit subject to 'consultation', government has approved plans for 'Clean Air Zones' (CAZs) which will do the same thing as the ULEZ – and five UK cities have already been identified to try to expand this new form of road tax.

All types of motorcycles are part of the solution, but many would be charged if we don't get bikes taken off the list of chargeable vehicles. Leon has been liaising with our new friends at the Bike Shed who will be mounting their own campaign, and we're putting together strong responses through formal and informal channels. Next we will be asking you to write into the Department for Transport to object to the nonsensical idea of taxing vehicles that help cut congestion problems.

2 MAG has got a lot better in sharing our good work with the world at large. If you'd like to find the output of our media team, then you'll find it all in the Big List. Otherwise, just call MAG Central, 019 2684 4064, and we'll send you anything you need. Also if you've got a story you'd like us to share, just send an email, starting with the letters 'PR'

3 MAG has made a magnificent contribution to the campaign to prevent bikes from being charged on the new Silver town Thames Crossing. It hasn't been built yet, but if charging of motorbikes happens there, it opens the floodgates for charging elsewhere. If you'd like to make your views know, please contact Tim Fawthrop at timfawthrop@hotmail.com or Lembit through his

email or through head office. Letters of support for our 'no charges' position would be extremely welcome.

4 Harlow Council and MAG continue to be having problems with meeting up to discuss a poorly worded injunction. The Council has not been overly enthusiastic to resolve the regulation, which bans two or more riders from passing through the borough at certain times of day. The anti-social behaviour the Council is seeking to address is a problem. But there's a lot wrong with outlawing perfectly reasonable and responsible riders from passing through the town. Unless we get action very soon indeed, there may be a case for a demonstration in the area. This matter will be brought to a head one way or another in the next couple of weeks.

5 Orcas & Armadillos: Pressure has been increased on the DfT regarding this problem. As this issue of Network goes to press, Leon has not had a response to his request for a meeting with Roads Minister Andrew Jones to discuss fresh evidence to prove that these measures. However, protocols mean the DfT have 28 days to respond, but that time is about to be up and two things are about to happen that should help us ensure we get that meeting. Leon has spoken to ROSPAs Road Safety Manager for England and they will be meeting to discuss our concerns on the 1st November. And, if the DfT civil servants try to reject our request to meet the minister, L&L will get to him directly by access to the House of Commons that Lembit will facilitate.

The next steps in our campaign against these Trip Hazards will include letters to Leaders of Councils who have used Orcas, or want to, and their CEOs – and the local Coroners, who have proactive duties to ensure they don't get more business if it could be avoided.

Please let us know if your authority has any form of 'Light Segregation', or plans to – and even if you have reported this before as we need a full and up to date list before we send these letters out.

6 Lembit has been swamped by a series of consultations - four of which have arisen from Northern Ireland alone. 'These consultations on various matters have always taken place - it's just that we're much better at spotting them and responding,' says Lembit. 'They do take a lot of time, though. But if we remain silent, a lot of poor legislation will get passed. We've got to be on the ball and respond to them, otherwise lots of poorly framed laws will simply enter the statute book.' Let Lembit know if you hear of rules which need to be challenged.

7 Northern Ireland has sprung into life for MAG, with an excellent inaugural meeting of the new group. MAG Director Ian Churchlow led the session, with Lembit in attendance too. Afterwards, they were part of a BBC show which featured road racing legend Ryan Farquhar, whom Ian and Lembit met afterwards. Ryan was happy to support the work of MAG. We're working with the Department for Infrastructure to keep biking in the picture as Northern Ireland's transport interests are evolved.

8 North West Regional Rep Tony Cox and Lembit Opik attended a forum for motorcycle matters in Manchester at the end of October. The forum is dedicated to assessing how motorbikes should be included in the management of the strategic roads network by Highways England. 'There's a great deal to do here,' says Lembit, 'because we're beginning from a standing start. Following on from input over a year ago that involved Leon along with MAG activists, Tony and I

made the case for a proportionate attitude regarding motorcycle policy - whereby filtering should be properly accommodated and bikes promoted as a congestion busting alternative to cars. The first meeting went well - and it's likely this programme of input will take years rather than months - but it could pave the way to a proper review of the insanely complicated rules about how you get a motorbike licence.'

9 Leon has been working with activists to keep biking in the policy frameworks of two combined authorities in West Yorkshire and the North East. While the future status of the latter isn't yet clear, it is important that whatever happens includes biking. There's been some friction over filtering in the Newcastle area, and it seems some drivers are still not aware that this is a perfectly legal action. Discussions have taken place to see if we can highlight this through the media.

10. London: Bikes exempt from ULEZ! In reality the news from London is not quite as good as that. However, the latest version of proposals for the ULEZ contains a chart that identifies motorcycles as being exempt from the scheme charges. But as Leon explains, there are other charts showing that PTWs are included so it is more likely to be a cock up on the graphics than a huge policy change. Nevertheless, Leon used this as an excuse to write to London's Deputy mayor to thank her for the policy change and asked her to confirm that is the case and that the Mayor will be keeping his pre-election promises to radically improve TfL's treatment of bikers and biking. As yet, we have had no reply, so watch this space...

11. New allies: The power of MAG to influence biking related policy in the Capital is being boosted by an increasingly close and productive relationship with the Bike Shed Motorcycle Club. To be clear this is not a patch club. On the surface, as you can see in the latest edition of the ROAD, it is merely a cafe, bar and place to hang out that has acres of space with cool custom bikes. In practice, it provides a focal point for a highly influential group of London riders – who are becoming increasingly fed up with unfair treatment and increasingly committed to taking action to make things better. London Rep, Tim Fawthrop is developing this as new base for MAG to inspire more bikers to get involved with campaigning. Meanwhile, Leon is helping the small team led by Bike Shed owner Dutch, to sharpen up plans to draw in support from high profile biker Celebs and VIPs – and for effective action on the streets and in social media. Leon, says, 'This does take time but it is time well spent as we are getting access to a whole new range of bikers that have great potential to draw attention to our cause and get results in ways that we couldn't do before.' Working together, we've got a much better chance of success.'

12 The House of Lords is commencing an investigation into the ongoing interest in autonomous vehicles, which are set to be introduced in the medium term on Britain's roads. MAG's position is pragmatic: in other words, we have no problem with progress, as long as it is not restrictive to the rights of riders who don't have autonomous technology on board. The worst case scenario is further cuts in road space for bikers to accommodate autonomous car lanes. MAG has made this point in all its submissions to the various bodies currently looking into the matter.

13 Come and meet the MAG team at the NEC during this year's Motorcycle Live show. The stand will be continuously staffed from 19th-27th November and you'll be most welcome to come along and say hello. Bonus points if you can bring riders along who have not previously met MAG!

MAG Press Releases

MAG submits autonomous views to House of Lords

4th October 2016

The Motorcycle Action Group (MAG), the UK's leading voice for riders' rights, has submitted its views on the development of autonomous vehicle technology to the House of Lords, which has commenced a major review of the science and operation of self-driving vehicles.

In 2016, MAG has generated the most comprehensive perspective of any riders' rights organisation in Europe on the question of self-driving vehicles. MAG's Director of Communications & Public Affairs, Lembit Öpik, believes that this technology has the capacity to improve road utilisation, but also to restrict road space and usage for manually controlled machines, including motorcycles. 'Self-driving technology is already a reality in many sectors, most notably on certain rail systems in the UK. There are also numerous tests of self-driving technology in progress in places such as Greenwich and Milton Keynes. So it's right for the Lords committee to investigate this field.

'MAG is very much in favour of technical progress – as long as it IS progress. In this context, any attempt to ring fence parts of the road space for autonomous vehicles would be strongly opposed by the movement. This is in part because MAG has observed a worrying increase in congestion – and therefore quite possibly pollution - as a result of aspects of the segregated cycle schemes in London. We want to work as stakeholders with the Government to make sure autonomous vehicles don't add further problems to the road network. Calm discussion and the setting of parameters which properly define the relationship between autonomous vehicles and the rest of the traffic community are what's called for here. These are the points we've made in our submission to the committee, and we hope we will be called as witnesses to their inquiry when the time comes.'

MAG gets backing over cycle lane issues in London and beyond

7th October 2016

The Motorcycle Action Group (MAG), the UK's leading voice for riders' rights, has been backed in its calls for a rethink on London's dash for more cycle lanes across the city, as anger over congestion, delays and pollution grows.

Over recent days, many media stories have echoed MAG's concerns regarding the emphasis on the construction of segregated cycle lanes. In a Daily Mail article by Tom Rawstone (entitled 'Cycle lanes lunacy! More and more are being built across Britain, causing gridlock and pollution. But the maddest thing of all? They're often EMPTY'), he highlights the issues relating to the cycle lane agenda.

'The trouble is that it is only now, with many of the changes finally being implemented,

that other road users are starting to fully feel their impact' writes Mr Rawstorne. 'Gridlocked streets bordered by cycle lanes that seem virtually empty outside the rush-hour. Partly as a result, the capital is said to be the world's most congested city, with the average driver spending 101 hours in traffic last year, according to transport experts INRIX.' Rawstorne adds that 'traffic delays are up, while average vehicle speeds in Central London have fallen to 7.4mph — slower than a horse-drawn carriage in the 18th century.'

'We've been raising these issues for years because we saw this crisis coming,' confirms MAG's Chair, Selina Lavender. 'The massive increase in cycle lanes is not based on any objective calculation of danger. The already limited London road space has been squeezed further by dedicating swathes of it to cycle lanes which are under-used. Cycle lanes that have been built with huge amounts of taxpayers money for the benefit of a very few. Even many cyclists, it seems, never wanted them.'

MAG believes the negative reaction to cycle lanes is set to increase. 'We're working with authorities to bring some common sense to the debate. The current approach is based on fashion, not logic or any sense of proportionality regarding bikers and other road users who are suffering gridlock for the sake of the cycling agenda. That's bad business, bad environment policy and a terrible way to treat the 97%+ road users who aren't cyclists.'

See also: <http://www.dailymail.co.uk/debate/article-3822518/Cycle-lanes-lunacy-built-Britain-causing-gridlock-pollution-maddest-thing-empty.html#ixzz4MIVGzvpv>

MAG fuming about Emissions Zone charges

11 October 2016

The Motorcycle Action Group (MAG), the UK's leading voice for riders' rights, has raised major concerns about a ridiculous new 'tax on biking' in the county's capital city.

An 'Ultra Low Emissions Zone (ULEZ),' will impose the same daily tax of £12.50 on riders of non-compliant PTWs as car drivers.

Dr Leon Mannings, MAG's Policy and Campaigns Adviser, has been in extensive talks with the ULEZ team leaders in Transport for London (TfL). However, and despite explaining that all types of PTW are a vital element in solving London's congestion and pollution problems, the current plan is to impose new taxes on motorcycles as if journeys by PTWs cause as much pollution as cars or vans that are often stationary in jammed traffic.

'What the authorities fail to recognise,' explains Leon, 'is that taxing motorcycles is counterproductive and in MAG's view is totally unjustified. As TfL's own study of PTW emissions in 2011 clearly showed, trips by all types of motorcycle produce far less CO2 and NOx compared to cars when emissions from the same real-time journeys are compared. PTWs do not cause congestion whereas cars and vans do – no matter how energy-efficient they are claimed to be.'

MAG supports Great North West Motorcycle Festival 2017

26 | October 2016

The Motorcycle Action Group (MAG), the UK's leading voice for riders' rights, has given its full support to a brand new family friendly event to be held at Blackpool's famous Winter Gardens.

The inaugural event, which is part of the continuing expansion of MAG's activities across the country, will be held over the August Bank Holiday Weekend 2017 and tickets are on sale at:

www.wintergardensblackpool.co.uk

Tony Cox, MAG's North West Regional Representative, says 'the event features a wide range of major exhibitions, traders both large and small. There will also be biking demonstrations and Question and Answer sessions with industry experts - and star guest Carl Fogarty. The event promises to offer something for the entire family with an interactive simulation zone, heritage collection, live music and much more at this superb venue.'

For further details and trade enquiries, please contact Gareth Coles at gareth@wgbpl.co.uk who is the event organiser - or Tony Cox at north-west-region-rep@mag-uk.org, the North West MAG Representative.

MAG steps up the heat in Harlow

28 October 2016

The Motorcycle Action Group (MAG), the UK's leading voice for riders' rights, has increased the pressure on Harlow Council for a resolution to the on-going dispute about an injunction which bans groups of riders from travelling through the borough at certain times of day.

'The problem is that while the Council have a real anti-social behaviour problem to deal with in the area, they've taken the wrong path to address it,' says MAG's Essex representative, John Metcalf. 'What the injunction actually does is prevent law-abiding riders from going through the town in the daytime, even if there are only two of them. The Council says it won't enforce the injunction against those who are riding sensibly, but no law which technically illegalises reasonable behaviour is a good law.'

MAG is making another effort to make progress with the officer of Harlow Council, and specifically the legal team there. However, if these talks fail to materialise, then the campaign may move towards more direct action. 'MAG always prefers to achieve a negotiated solution,' adds John. 'But if we continue to find resistance from the local authority in terms of even talking about the options, then the next step is to create a series of events to test the stupidity of these rules. That's a lot of hassle and potentially embarrassing

for the Council, but since this injunction is being repeatedly introduced around the UK, we have to make a stand and put a stop to regulations which outlaw honest biking.’

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

More drivers using mobiles - but fewer getting caught

The number of drivers caught using a mobile phone behind the wheel has almost halved in five years, new figures obtained by the BBC have revealed.

A Freedom of Information (FOI) request to UK police forces shows that 178,000 people were stopped in 2011-12, compared with fewer than 95,000 in 2015.

Kent Police saw the biggest drop over the five year period, from 4,496 in 2011-12 to 723 in 2015-16 - representing a reduction of 84%.

The BBC received responses from 37 of the 43 UK police forces following its FOI request.

The figures are apparently at odds with those published recently by the RAC which suggest use of mobile phones while driving is now at ‘epidemic proportions’.

Read more at: **BBC:** <http://www.bbc.co.uk/news/uk-england-37484056>

RSGB: <http://www.roadsafetygb.org.uk/news/5297.html>

Colin Brown, West Midlands, asks ‘Do I really need a therapist?’

A cognitive behaviour therapy – a stress buster for motorcyclists

Motorcyclists continue to account for disproportionately more casualties than would be expected given the distance they travel.

In 2014 motorcycle traffic increased by 3 per cent while the number of seriously injured casualties increased by 9 per cent over the same period.

This report evaluates the potential impact of cognitive behaviour therapy (CBT) for motorcyclists who may feel stressed on the UK’s busy roads. The results were very positive among the small sample who were able to complete the therapy sessions. The report concludes that a larger sample would confirm the benefits of coping strategies and these benefits could extend to other road users as well:-

<https://www.iamroadsmart.com/media-and-policy/research-and-policy/research-details/transforming-riding-an-evaluation-of-advanced-motorcycling>

FEMA

FRANCE

More and more French cities are being closed for (older) motorcycles. Motorcyclists' organization FFMC, a member of FEMA, organized a big protest on Sunday 2 October 2016.

More than 3,000 motorcyclists joined the protest.

SWEDEN

During the first eight months of 2016, 32 people died in a motorcycle accident in Sweden, which corresponds to the total number of the previous year, according to Swedish motorcyclists' organization [SMC](#).

The sad record is that so far this year 25 percent of the motorcyclists killed, died in a collision with a guard rail. Every fourth motorcyclist killed, is killed by an unsafe crash barrier. It is the highest percentage ever and Sweden is unfortunately world leader with this.

SMC has asked for more secure guard rails for motorcyclists for over twenty years. As more unsafe rails are placed along Swedish roads, more motorcyclists are being killed or seriously injured in crash barrier accidents.

One of the deadliest constructions used in Sweden is the wire rope barrier, also known as cable barrier. It consists of two or more steel wires held in place by steel posts.

CYPRUS JOINS FEMA

Today in Brussels, at the FEMA Committee meeting, we welcomed a new member to the European motorcyclists' community.

The [Cyprus Motorcycle Rights Club \(CMRC\)](#), a very active riders' rights organization, was voted in by the full FEMA committee, at the October meeting in Brussels.

FEMA president Anna Zee told CMRC president Marios Constantinides: "We are very happy to welcome a new member to the 'FEMA family' and it is particularly

good news that we now have another strong motorcyclists' organization in southern Europe.”

Self-driving cars: what to think of them from the perspective of motorcycle safety? We take a closer look at the technology that is supposed to make riding safer.

It came as quite a shock to motorcycle riders reading in their newspapers: recently a driver of a Tesla on 'autopilot' was killed in an accident when his Tesla did not notice a truck trailer and crashed into it at full speed. The instant question popping up in the bikers' minds is: if the self-driving system is not seeing a big truck trailer, will it then see a motorcycle?

ITS principles

Self-driving cars are part of the wider concept of ITS, Intelligent Transport Systems. These are technological innovations designed to improve traffic safety by having road users communicate with each other as well as with the road infrastructure. In order to warn car drivers and motorcycle riders for potentially dangerous situations. Or, in order to directly intervene with how the car or motorcycle is moving on the road. If the Tesla system had worked properly, it would have 'seen' the trailer and would have slowed the car down to a safe driving distance from the trailer. Major companies are developing self-driving cars. Not only Tesla. This year, Mercedes – under driver supervision – successfully managed to have a self-driving car drive through downtown Amsterdam. Google is working on one and found out that accidents may easily occur. Taxi company Uber is developing a car that doesn't need a driver at all.

Self-driving ITS systems are primarily developed from the perspective of a car. And precisely that is of utmost concern to motorcycle riders. Is ITS also making riding a motorcycle safer or just the opposite: creating an additional danger? Every reason for FEMA and its Dutch member organization MAG to closely monitor ongoing ITS developments. FEMA and MAG are not opposed to ITS. Both organizations want to ensure that whatever ITS systems are allowed onto the European roads are also beneficial to motorcycle safety. And in doing so: both organizations listen closely to European motorcycle riders' ideas and fears about ITS.

ITS Applications

ITS applications do not involve just one 'i', but three 'i's. They form a chronological chain of components.

1. i of intelligence: measuring the situation of the motorcycle itself and its environment;
2. i of interaction: informing the motorcycle and/or the rider of an observed important situation;
3. i of intervention: immediately and automatically applying built-in motorcycle technology or intervening in the riding of the bike itself.

FEMA's recent RIDERSCAN project distinguishes no less than 53 different ITS applications

where all three 'i's are involved. A survey among about 17.000 motorcycle riders from 20 European countries measured the riders' opinion about each of these 53 ITS applications: beneficial or dangerous for motorcycle safety?

FEMA's 53 ITS applications fall into 9 categories:

1. Warning and information
2. Technical diagnosis
3. Lights and visibility
4. Brakes
5. Stability and balance
6. Fatigue
7. Vehicle-to-vehicle communication (v2v)
8. Vehicle-to-infrastructure communication (v2i)
9. After-crash assistance

Some of these ITS applications are already in use. Others are being tested. And again others are still on the drawing boards.

Motorcyclists about ITS

This is the European motorcycle riders' the top-10 ITS application most beneficial for motorcycle safety:

1. ABS, anti-lock braking systems
2. vision-improving helmet, i.e. preventing the visor from fogging up by heating or dehumidification
3. monitoring tire temperature and pressure
4. vision improvement by contrast reinforcement in bad weather conditions
5. brake assist for maximum brake performance in emergency situations
6. connected brake systems activating both front and rear brakes when only one is engaged
7. impact-sensitive systems disabling motorcycle functionalities for safety reasons
8. engine diagnosis of mechanical or technical problems
9. headlights beaming into turns
10. stability controls preventing rear wheel traction loss and front wheel lift

This is the European motorcycle riders' the top-10 ITS application most dangerous for motorcycle safety:

1. projecting motorcycle information helmet visor
2. speed reduction by warning the rider or automatically educing speed when speed limit is exceeded or making it impossible to accelerate over the speed limit
3. warning and automatically reducing speed when engaged cruise control speed is exceeded

4. continuous on/off stroboscope lights (implies the danger that a moving object is perceived as immobile)
5. real-time rear view image projected onto helmet visor or wind screen
6. adaptive cruise control that maintains a constant distance to vehicle in front
7. lane change warning
8. projecting motorcycle information on wind screen
9. information on intersections about other vehicles' speed, location and direction
10. GPS-based warning for too high a speed or motorcycle tilt

Almost all top-10 most beneficial applications apply to the motorcycle itself. Motorcycle riders consider as most dangerous to motorcycle safety ITS applications that (suddenly) confront them with distracting extra information as well as ITS applications that automatically intervene with riding and riding options without the rider having and holding full control.

Examples of motorcycle ITS

A useful and generally accepted ITS application is ABS. For an ABS motorcycle rider it is self-evident that when a powerful brake attempt is registered (the 'i' of intelligence), that this attempt is communicated to the ABS system (the 'i' of interaction) and that subsequently ABS is automatically activated (the 'i' of intervention).

An example of a dangerous ITS application is when the road infrastructure decides to intervene with a motorcycle rider passing by. Sensors built into or placed alongside the road measure that the rider is exceeding the speed limit (the 'i' of intelligence). This speeding is immediately reported to the rider on his dashboard or by projection onto his helmet visor or wind screen (the 'i' of interaction). Subsequently, ITS automatically cuts the bike's throttle to reduce its speed (the 'i' of intervention).

Equally dangerous it would be when an ITS application during riding measures that the tire pressure is too low (the 'i' of intelligence). This low tire pressure is immediately reported to the rider on his dashboard or by projection onto his helmet visor or wind screen (the 'i' of interaction). Subsequently, ITS automatically cuts the bike's throttle forcing the rider to make a full stop (the 'i' of intervention).

Fear of ITS

FEMA's **RIDERSCAN** survey among about 17,000 European motorcycle riders shows that they are especially afraid of two types of ITS applications:

1. ITS applications that create unexpected situations. Motorcycle riders do not want:

- sudden projection of extra information on their helmet visor or windscreen because that distracts from the continuous concentration required to monitor the road, traffic situations and riding conditions;
- automatic intervention with riding itself as that implies a very serious risk of losing control potentially resulting in a (fatal) accident.

2. ITS applications that impact car and motorcycle driving behaviour based on communication from the riding environment;

- v2v communication between vehicles regarding location, speed and direction;
- v2i communication between vehicle and road infrastructure thereby limiting for example speed and acceleration potential.

This communication is dangerous because it is unclear how car drivers and motorcycle riders will react to the sudden information they receive and automatic intervention they experience.

ITS and motorcycle accidents

MAG NL's recent elaborate survey among about 4,000 Dutch motorcycle riders produced a top-13 causes responsible for more than half of all motorcycle accidents in The Netherlands. Combining these data with the results of the European RIDERSCAN survey among about 17,000 European riders makes it possible to determine in what ways ITS may help prevent motorcycle accidents.

ITS has its greatest beneficial potential in preventing one-sided or single accidents in which no collision with other vehicles or road users is involved. Two major causes may easily be solved by ITS: braking errors and blocking brakes, and steering errors especially in turns. The braking problem may be addressed by three ITS applications motorcycle riders really appreciate: ABS, also functioning safely in turns, brake assist for maximum braking performance and connected brake systems that automatically activate front and rear brakes when only one is engaged. The steering problem may also be addressed by three ITS applications riders really appreciate: headlight that beams into turns, a vision-enhancing helmet (no fogging up) and vision improvement through contrast reinforcing helmet visor under bad weather conditions. Here are direct opportunities for the industry to develop and market innovative products.

In case of motorcycle accidents involving a collision, potentially beneficial ITS applications are on the drawing boards. They still require motorcycle-specific test programs before they can be classified as improvement for motorcycle safety. The most dangerous collision situations are:

- a. car does not yield to motorcycle on intersection;
- b. car drives onto the road from a parking area, gas station et cetera;
- c. oncoming car makes a left turn just before the motorcycle;
- d. oncoming car is in the wrong lane.

This 4-point causality list defines what kinds of ITS tests are needed from the perspective of motorcycle safety. Without such tests being successful, an ITS application may not be declared safe for motorcycle safety and may not be licensed as fit for production cars.

ITS tests must unequivocally prove that the ITS applications ‘see’ motorcycles in accident risk situations a through d, under a variety of conditions at least differing in 1) speed, b) busy traffic situations and c) weather.

The idea behind ITS is that ITS applications help prevent human errors responsible for motorcycle accidents. From a policy perspective, the most difficult to answer question will be: what margin of error is acceptable for each ITS application? Because ITS application can and will fail occasionally.

Will Self-Driving Cars See Motorcycles?

• by *Wim Taal* - October 26, 2016

Self-driving cars: what to think of them from the perspective of motorcycle safety? We take a closer look at the technology that is supposed to make riding safer.

It came as quite a shock to motorcycle riders reading in their newspapers: recently a driver of a Tesla on ‘autopilot’ was killed in an accident when his Tesla did not notice a truck trailer and crashed into it at full speed. The instant question popping up in the bikers’ minds is: if the self-driving system is not seeing a big truck trailer, will it then see a motorcycle?

ITS principles

Self-driving cars are part of the wider concept of ITS, Intelligent Transport Systems. These are technological innovations designed to improve traffic safety by having road users communicate with each other as well as with the road infrastructure. In order to warn car drivers and motorcycle riders for potentially dangerous situations. Or, in order to directly intervene with how the car or motorcycle is moving on the road. If the Tesla system had worked properly, it would have ‘seen’ the trailer and would have slowed the car down to a safe driving distance from the trailer. Major companies are developing self-driving cars. Not only Tesla. This year, Mercedes – under driver supervision – successfully managed to have a self-driving car drive through downtown Amsterdam. Google is working on one and found

out that accidents may easily occur. Taxi company Uber is developing a car that doesn't need a driver at all.

Self-driving ITS systems are primarily developed from the perspective of a car. And precisely that is of utmost concern to motorcycle riders. Is ITS also making riding a motorcycle safer or just the opposite: creating an additional danger? Every reason for FEMA and its Dutch member organization MAG to closely monitor ongoing ITS developments. FEMA and MAG are not opposed to ITS. Both organizations want to ensure that whatever ITS systems are allowed onto the European roads are also beneficial to motorcycle safety. And in doing so: both organizations listen closely to European motorcycle riders' ideas and fears about ITS.

ITS Applications

ITS applications do not involve just one 'i', but three 'i's. They form a chronological chain of components.

1. i of intelligence: measuring the situation of the motorcycle itself and its environment;
2. i of interaction: informing the motorcycle and/or the rider of an observed important situation;
3. i of intervention: immediately and automatically applying built-in motorcycle technology or intervening in the riding of the bike itself.

FEMA's recent RIDERSCAN project distinguishes no less than 53 different ITS applications where all three 'i's are involved. A survey among about 17.000 motorcycle riders from 20 European countries measured the riders' opinion about each of these 53 ITS applications: beneficial or dangerous for motorcycle safety?

FEMA's 53 ITS applications fall into 9 categories:

1. Warning and information
2. Technical diagnosis
3. Lights and visibility
4. Brakes
5. Stability and balance
6. Fatigue
7. Vehicle-to-vehicle communication (v2v)
8. Vehicle-to-infrastructure communication (v2i)
9. After-crash assistance

Some of these ITS applications are already in use. Others are being tested. And again others are still on the drawing boards.

Motorcyclists about ITS

This is the European motorcycle riders' the top-10 ITS application most beneficial for motorcycle safety:

1. ABS, anti-lock braking systems

2. vision-improving helmet, i.e. preventing the visor from fogging up by heating or dehumidification
3. monitoring tire temperature and pressure
4. vision improvement by contrast reinforcement in bad weather conditions
5. brake assist for maximum brake performance in emergency situations
6. connected brake systems activating both front and rear brakes when only one is engaged
7. impact-sensitive systems disabling motorcycle functionalities for safety reasons
8. engine diagnosis of mechanical or technical problems
9. headlights beaming into turns
10. stability controls preventing rear wheel traction loss and front wheel lift

This is the European motorcycle riders' the top-10 ITS application most dangerous for motorcycle safety:

1. projecting motorcycle information helmet visor
2. speed reduction by warning the rider or automatically educing speed when speed limit is exceeded or making it impossible to accelerate over the speed limit
3. warning and automatically reducing speed when engaged cruise control speed is exceeded
4. continuous on/off stroboscope lights (implies the danger that a moving object is perceived as immobile)
5. real-time rearview image projected onto helmet visor or wind screen
6. adaptive cruise control that maintains a constant distance to vehicle in front
7. lane change warning
8. projecting motorcycle information on wind screen
9. information on intersections about other vehicles' speed, location and direction
10. GPS-based warning for too high a speed or motorcycle tilt

Almost all top-10 most beneficial applications apply to the motorcycle itself. Motorcycle riders consider as most dangerous to motorcycle safety ITS applications that (suddenly) confront them with distracting extra information as well as ITS applications that automatically intervene with riding and riding options without the rider having and holding full control.

Examples of motorcycle ITS

A useful and generally accepted ITS application is ABS. For an ABS motorcycle rider it is self-evident that when a powerful brake attempt is registered (the 'i' of intelligence), that this attempt is communicated to the ABS system (the 'i' of interaction) and that subsequently ABS is automatically activated (the 'i' of intervention).

An example of a dangerous ITS application is when the road infrastructure decides to intervene with a motorcycle rider passing by. Sensors built into or placed alongside the road

measure that the rider is exceeding the speed limit (the 'i' of intelligence). This speeding is immediately reported to the rider on his dashboard or by projection onto his helmet visor or wind screen (the 'i' of interaction). Subsequently, ITS automatically cuts the bike's throttle to reduce its speed (the 'i' of intervention).

Equally dangerous it would be when an ITS application during riding measures that the tire pressure is too low (the 'i' of intelligence). This low tire pressure is immediately reported to the rider on his dashboard or by projection onto his helmet visor or wind screen (the 'i' of interaction). Subsequently, ITS automatically cuts the bike's throttle forcing the rider to make a full stop (the 'i' of intervention).

Fear of ITS

FEMA's **RIDERSCAN** survey among about 17,000 European motorcycle riders shows that they are especially afraid of two types of ITS applications:

1. ITS applications that create unexpected situations. Motorcycle riders do not want:

- sudden projection of extra information on their helmet visor or windscreen because that distracts from the continuous concentration required to monitor the road, traffic situations and riding conditions;
- automatic intervention with riding itself as that implies a very serious risk of losing control potentially resulting in a (fatal) accident.

2. ITS applications that impact car and motorcycle driving behavior based on communication from the riding environment;

- v2v communication between vehicles regarding location, speed and direction;
- v2i communication between vehicle and road infrastructure thereby limiting for example speed and acceleration potential.

This communication is dangerous because it is unclear how car drivers and motorcycle riders will react to the sudden information they receive and automatic intervention they experience.

ITS and motorcycle accidents

MAG NL's recent elaborate survey among about 4,000 Dutch motorcycle riders produced a top-13 causes responsible for more than half of all motorcycle accidents in The Netherlands. Combining these data with the results of the European RIDERSCAN survey among about 17,000 European riders makes it possible to determine in what ways ITS may help prevent motorcycle accidents.

ITS has its greatest beneficial potential in preventing one-sided or single accidents in which no collision with other vehicles or road users is involved. Two major causes may easily be

solved by ITS: braking errors and blocking brakes, and steering errors especially in turns. The braking problem may be addressed by three ITS applications motorcycle riders really appreciate: ABS, also functioning safely in turns, brake assist for maximum braking performance and connected brake systems that automatically activate front and rear brakes when only one is engaged. The steering problem may also be addressed by three ITS applications riders really appreciate: headlight that beams into turns, a vision-enhancing helmet (no fogging up) and vision improvement through contrast reinforcing helmet visor under bad weather conditions. Here are direct opportunities for the industry to develop and market innovative products.

In case of motorcycle accidents involving a collision, potentially beneficial ITS applications are on the drawing boards. They still require motorcycle-specific test programs before they can be classified as improvement for motorcycle safety. The most dangerous collision situations are:

- a. car does not yield to motorcycle on intersection;
- b. car drives onto the road from a parking area, gas station et cetera;
- c. oncoming car makes a left turn just before the motorcycle;
- d. oncoming car is in the wrong lane.

This 4-point causality list defines what kinds of ITS tests are needed from the perspective of motorcycle safety. Without such tests being successful, an ITS application may not be declared safe for motorcycle safety and may not be licensed as fit for production cars.

ITS tests must unequivocally prove that the ITS applications ‘see’ motorcycles in accident risk situations a through d, under a variety of conditions at least differing in 1) speed, b) busy traffic situations and c) weather.

The idea behind ITS is that ITS applications help prevent human errors responsible for motorcycle accidents. From a policy perspective, the most difficult to answer question will be: what margin of error is acceptable for each ITS application? Because ITS application can and will fail occasionally.

European ITS regulations

It is reassuring to know that FEMA has managed to convince Brussels that cars and motorcycles require a different ITS approach. Motorcycle are vulnerable balance vehicles with far fewer safety features than cars. Mandatory European ITS regulations for cars will therefore not automatically also apply to motorcycles. This especially applies to ITS applications that automatically intervene in riding behaviour itself such as speed. Even if such ITS applications would be declared mandatory for cars, they will not automatically apply to motorcycles as well. So, the ‘njet’ of European motorcycle riders against such ITS applications has been accepted.



Harold de Bock (picture: Jan van Velzen)

On the to-do-list remains to ensure that ITS tests for cars also involve motorcycles and specifically address the four most risky motorcycle collision situations. It must be ensured that ITS applications for self-driving cars replace the car driver in a motorcycle-safe way. Then these ITS applications can be trusted to improve and not further endanger motorcycle safety. And most important of all: the motorcycle riders must always remain in full control of his motorcycle and his own riding behaviour.

This article was written by Harold de Bock, member of the board of MAG Netherlands, an FEMA member organization.

Hello,

Please note the date for our Salford MAG AGM is Saturday November 19th 12:30 registration for 1pm start, at the Bird in Hand, Liverpool Road Eccles, M30 0RY. No Membership card = no vote

Regards, Blayz

IAM RoadSmart roars back to “Motorcycle Live”

Leading independent road safety charity IAM RoadSmart has announced today it will be returning to the MCIA’s Motorcycle Live in November for the first time in five years.

The show is the UK’s biggest motorcycle event all year, and is billed as a fun-packed family day out with opportunities not only to see the best the bike world has to offer but a chance to meet the stars, and for kids and adults to experience riding for themselves on a special indoor course.

Until this year the charity was known as the Institute of Advanced Motorists, but in its 60th anniversary year has become IAM RoadSmart as it looks to attract new drivers and riders to the world of enjoyable and safe driving and riding.

IAM RoadSmart introduced the advanced motorcycle test in 1976. Since its establishment in 1956 more than half-a-million people have taken either the advanced driving or riding course.

Sarah Sillars, IAM RoadSmart chief executive officer, said: “We are very much looking forward to being at Motorcycle Live – it is a colourful and vibrant show and represents everything that is fantastic in the world of motorbikes. It’s a good fun day out – take the family.

“We are keen to show that you can ride safely and have fun at the same time. Learning those amazing road skills and showing you have the ability to handle any situation is a very satisfying thing, and we want to empower bikers in this way.”

Motorcycle Live takes place at the Birmingham NEC from 19-27 November. IAM RoadSmart will be in Hall 2 Stand 2C44. For more information visit <http://www.motorcyclelive.co.uk/> - come along and say hello.

Average speed cameras cut KSI collisions by a third: RAC Foundation

The use of average speed cameras has, on average, cut the number of collisions resulting in death or serious injury by more than a third, according to new research.

Produced for the RAC Foundation by Road Safety Analysis (RSA), the study found that, having allowed for natural variation and overall trends, the number of fatal and serious collisions decreases by 36% after average speed cameras are introduced. In addition, the number of collisions resulting in injuries of all severities is cut by 16%.

The findings will be presented today (4 October) at the TISPOL Road Safety Conference by Richard Owen, operations director at RSA. Mr Owen will also present the findings as part of the Fringe at the 2016 National Road Safety Conference in November.

Richard Owen said: “Measuring the influence of speed cameras in isolation from other road safety improvements over time has previously never been undertaken on this scale.

“The statistical results clearly show good collision reductions on the stretches of road where average speed cameras are used; often covering much longer distances than other enforcement systems.

“The findings and methodology used should be of significant interest to those considering the use of this technology, as well as those wishing to evaluate their own road safety schemes.”

At the end of 2015, there were at least 50 stretches of road in Great Britain, with a total length of 255 miles (410 km), permanently covered by average speed cameras. These stretches range in length from under half a mile in Nottingham to 99 miles (159 km) on the A9 between Dunblane and Inverness in Scotland. Many of these stretches of road are broken down into subsections (79 in total) monitored by several sets of cameras.

The report says that one reason for the increase in usage has been the reduction in the installation costs of permanent average speed cameras, which is now typically around £100,000 per mile, compared with around £1.5m per mile in the early 2000s.

Steve Gooding, director of the RAC Foundation, said: “All the indications are that compliance with average speed cameras is high; now this research reveals the sizeable impact they can have in reducing death and serious injuries.

“As the cost of technology continues to fall, more and more authorities are considering whether to install average speed cameras and so it will be important to ensure that casualty and compliance data is openly available so we can continue to assess and understand the road safety benefits they deliver.”

RAC: <http://www.racfoundation.org/media-centre/average-speed-cameras-cut-worst-crashes-by-third>

RAC Study:

http://www.racfoundation.org/assets/rac_foundation/content/downloadables/Average_speed_camera_effectiveness_Owen_Ursachi_Allsop_September_2016.pdf

First UK driverless car test a ‘major milestone’

A driverless car has been tested on the streets of the UK for the first time, in what is being described as a ‘major milestone’ in the development of the technology.

The LUTZ Pathfinder, developed by the Transport Systems Catapult (TSC), took to the streets of Milton Keynes on 11 October.

Using virtual maps, the two-seater vehicle travelled 1.25 miles through pedestrianised areas of the town, reaching speeds of up to 15mph. A driver was on board to take over in case of emergency.

The UK Government has repeatedly expressed its desire to be at the forefront of developing driverless technology. Last week, it announced that the Modern Transport Bill will be published early next year in a bid to help Britain become a world-leader in this field.

Greg Clark, business and energy secretary, said: “[The] first public trials of driverless vehicles in our towns is a ground-breaking moment and further evidence that Britain is at the forefront of innovation.

“The global market for autonomous vehicles presents huge opportunities for our automotive and technology firms. And the research that underpins the technology and software will have applications way beyond autonomous vehicles.”

The autonomy software running the vehicle, called Selenium, was developed by Oxford University’s Oxford Robotics Institute and built into an electric vehicle by Oxford University spinout company, Oxbotica.

TSC says that in the future it is expected that vehicles like those demonstrated in Milton Keynes will be used for local transportation in urban areas.

Neil Fulton, programme director at the TSC, said: “This public demonstration represents a major milestone for autonomous vehicles in the UK and the culmination of an extensive project involving UK companies and experts.

“Oxford University’s technology will go on to power automated vehicles around the world and the LUTZ Pathfinder project will now feed into a much wider programme of autonomous trials across the UK.

“Driverless vehicles are coming to Britain and what we have demonstrated today is a huge step on that journey”

The demonstration marked the conclusion of the LUTZ Pathfinder Project, which has run for the past 18-months.

TSC: <https://ts.catapult.org.uk/>

LUTZ Pathfinder: <https://ts.catapult.org.uk/current-projects/self-driving-pods/lutz-pathfinder-automated-pods-project-faq/>

£35m funding boost for ultra-low emission vehicles

Thousands of new electric vehicle charge points are to be installed on streets and at workplaces across the UK result of £10m of Government funding.

Unveiled yesterday (13 Oct) by transport minister John Hayes, the investment comes as part of a 'major' £35m package designed to boost the uptake of ultra-low emission vehicles (ULEVs).

The package, part of the Government's commitment to investing £600m in ULEVs by 2020, also includes a £20m competition to help councils roll out charge points for ultra-low emission taxis.

A further £3.75m has been invested into a scheme to encourage uptake of zero emission motorcycles and scooters, while £2m has been awarded to public and private sector organisations to deploy hydrogen fuel cell vehicles.

The latest DfT figures show that a record number of new ultra low emission vehicles were registered in the UK during the second quarter of 2016.

The figures, published in September, show 9,657 ULEVs were registered during the three month period from April to June, a year-on-year increase of 49% and a 253% rise on the same period in 2014.

Read more, if you wish(!) at:- Gov.UK: <https://www.gov.uk/government/news/35-million-boost-for-ultra-low-emission-vehicles>

Gov.UK: <https://www.gov.uk/government/consultations/implementation-of-clean-air-zones-in-england>

Funny how they can pull £35m out of the bag for this but the state of our roads still resemble that of a third world country with potholes, bad surfaces etc. And, resting my case, I give you:-

Inadequate funding available for local road maintenance - RAC Foundation

The RAC Foundation has claimed that there is 'inadequate funding available for local road maintenance' after new figures show drivers across Great Britain made more than 31,000 claims for vehicle damage caused by poor road conditions during the last financial year.

Published on 13 October, the analysis is based on data collected by the organisation from 204 out of the 207 local authorities in Great Britain.

The figure equates to a 'pothole' claim being submitted every 17 minutes.

The council with the highest number of claims made against it was Hampshire (1,952), followed by Surrey (1,412) and Hertfordshire (1,369). The average value of a claim was £432.

However, councils only paid out in just over a quarter (26.9%) of cases, at an average of £306.

Steve Gooding, director of the RAC Foundation, said: “These figures are symptomatic of the inadequate funding available for local road maintenance.

“Year in, year out, the backlog of work on local roads is estimated to run to several billion pounds.

“A pitted road surface isn’t just a problem for motorists – for those on two wheels it can be life threatening.

“Just last week the Chancellor acknowledged that there had been decades of underfunding in the nation’s infrastructure and that he was keen to support targeted, value-for-money public investment. Providing the funds to fix our roads would be a great place to start and would show rapid results.”

In August, the RAC published analysis of its pothole-related call-outs from the last 10 years, which it says provides ‘strong evidence’ that the quality of Britain’s roads has deteriorated substantially.

The analysis, which compares pothole-related breakdowns to all other types of call-out, shows a 125% increase from 2006 to 2016 in the proportion of vehicle breakdowns where poor road surfaces were likely to be a contributory factor.

In April, the Government announced it would provide £50m during this financial year to enable more than 100 councils across England to repair 943,000 potholes.

The money was delivered as part of the £250m ‘Pothole Action Fund’ which will be used to repair more than four million potholes by 2020/21.

Research by the Asphalt Industry Alliance’s (AIA), published in March, estimated that the ‘one-time cost’ to get roads in England and Wales back into reasonable condition is now £11.8bn.

RAC: <http://www.racfoundation.org/media-centre/pothole-compensation-claims-2015-16>

MAG Central Office:		
MAG, Unit C13, Holly Farm Business , Honiley, Kenilworth, Warwickshire CV8 1NP.		
Tel: 01926 844064 Fax: 01926 844065 Email: central-office@mag-uk.org		
Executive Officer	Julie Sperling	central-office@mag-uk.org
Membership Administrator	Carol Ferrari	membership@mag-uk.org
Director of Communications & Public Affairs	Lembit Öpik	central-office@mag-uk.org
Campaigns & Policy Adviser	Leon Mannings	central-office@mag-uk.org
NATIONAL OFFICERS		
National Chairman	Selina Lavender	chair@mag-uk.org
National Vice-Chairman	Andy Carrott	vice-chair@mag-uk.org
National Finance Officer		finance-officer@mag-uk.org
Network Co-Coordinator	Anne Gale	aine@mag-uk.org
President/ <i>TheROAD</i> Editor	Ian Mutch	theroad@mag-uk.org
National Reps Liaison Officer	Jane Carrott	nrlo@mag-uk.org

National Clubs Liaison Officer	Oliver Rose	clubs-officer@mag-uk.org
Events (Shows and Stands)	Position vacant	events@mag-uk.org
Director of TMAGL	Pete 'Veece' Davison	central-office@mag-uk.org
Director of TMAGL	Tony Cox	central-office@mag-uk.org
Director of TMAGL	Vacant	central-office@mag-uk.org
Director of TMAGL	Steve Wykes	central-office@mag-uk.org
Director of TMAGL	Ian Churchlow	central-office@mag-uk.org
Director of TMAGL	Vacant	central-office@mag-uk.org
Director of TMAGL	Selina Lavender	central-office@mag-uk.org
Regional Reps British Independent Islands	<i>Position Vacant</i>	british-independent-islands-region-rep@mag-uk.org
Cumbria	Michael Armstrong	cumbria-region-rep@mag-uk.org
East Anglia	Selina Lavendar (acting)	east-anglia-region-rep@mag-uk.org
Lincolnshire	Alex Bridgwood	lincolnshire-region-rep@mag-uk.org
Eastern	Michael Egerton	eastern-region@mag-uk.org
East Midlands	James Barker	east-midlands-region-rep@mag-uk.org
Greater London	Tim Fawthrop (contact)	greater-london-region-rep@mag-uk.org
Herts & Essex (acting)	Jon Metcalf	herts-essex-region-rep@mag-uk.org
North East	Dave Wigham	north-east-region-rep@mag-uk.org
Northern Ireland	Martyn Boyd	northern-ireland-region-rep@mag-uk.org
North Wales	Bill Hughes	north-wales-region-rep@mag-uk.org
North West	Tony Cox	north-west-region-rep@mag-uk.org
Scotland	Steve Wykes	scotland-region-rep@mag-uk.org
South East	Ann France-Gardiner	south-east-region-rep@mag-uk.org
Southern	Tim Peregrine	southern-region-rep@mag-uk.org
South Wales	Gareth	south-wales-region-rep@mag-uk.org
South West	Tim Poole	south-west-region-rep@mag-uk.org
Thames Valley	Gareth Lewis	thames-valley-region-rep@mag-uk.org
Warwickshire	Roger Ford	warwickshire-region-rep@mag-uk.org
Western	Deb Rose	western-region-rep@mag-uk.org
West Midlands	Eddie Lowe	west-midlands-region-rep@mag-uk.org
Yorkshire	Oliver Rose	yorkshire-region-rep@mag-uk.org
OTHER CONTACTS		
MAP Ltd: Yorkshire region event organiser	Pete Walker	maphq@maphq.karoo.co.uk
Official MAG merchandise	Julie Sperling	events@mag-uk.org
The MAG Foundation – Trustee contact	Ian Williamson	info@mag-foundation.org

