

Network

SEPTEMBER 2013

views expressed in this publication are not necessarily the views of the Motorcycle Action Group (MAG UK) or the Editor

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EDITORIAL

First of all I want to thank everyone who sent their good wishes to me after the last Network for a speedy recovery. I was, to say the least, overwhelmed. It's a slow but sure process, the road to full working order and will be a few months yet, I think. I don't have the strength yet to ride the Harley so its been laid up for me and we'll see how I am at Christmas as to whether it will make its 2014 debut from the garage as a solo, with a sidecar or a trike!

Second, sincere thanks to George for all the work he's put into getting a Network produced for this month. A true combined effort - thanks mate.

Third, you'll see a piece in this edition entitled - **Google Glass could be banned on the road**. This is a system that links to your phone and projects images directly in front of your eye. Give me a break. "Could be" is not good enough - "definitely will be" is a must. There are enough idiots on the road who think its OK to drive whilst using a hand held mobile phone without giving them the technology to project it right into their eye line of vision. Has the World gone mad or is it just me? No real need to answer that!

Be in touch next month Guys. A

MAG PRESS RELEASES

17 August - MAG welcomes the introduction of fixed penalties for those who hog the middle lanes of motorways and use mobile phones while driving.

While MAG is not generally in the business of encouraging legislation, the organisation does recognise the good sense of dealing with the issues that have been singled out for treatment.

Middle lane hogs and those who use mobile phones on the move are a menace on our roads and particularly threaten the safety of anyone on two wheels.

While police were already empowered to deal with these issues, the amendment to place them in the fixed penalty category brings a fresh focus to them that will probably be helpful.

17 August – Political Volunteers required. MAG is looking to recruit volunteers to adopt specific political projects. For example right now we want someone to pursue the issue of thick car door pillars that reduce drivers' peripheral vision.

We need people who can work on their own initiative and provide coherent reports supported with information sources so that their responsibilities can be easily handed to another in the event that they are not able to sustain the effort. The role is envisaged as email-based.

We aren't looking for people to go to meetings and represent MAG but just gather information and mail the necessary people or departments to generate the bones of a campaign. The intention is to give no more than one project to any one individual so that such activists can maintain focus and not become overloaded.

Applicants should email MAG at mag-hq@mag-uk.org

24 August – Motorcycles banned from public road in Rainford. The Motorcycle Action Group (MAG) is concerned about the decision to close a public access road to motorcyclists specifically because of the behaviour of a small group of people. Brent Council has employed an experimental traffic management order to prohibit motorcycles from Rainsford Road in North London.

Dangerous riding and abusive behaviour that has provoked complaints from residents has been given as the reason for the order.

MAG recognises the need to deal with unacceptable behaviour but challenges the ‘sledgehammer’ approach that treats an entire genre of vehicle users as if they share a collective blame.

MAG President Ian Mutch said; “We sympathise with local residents but have to question the precedent-setting nature of an order that generalises about a group of people and penalises them in pursuit of a small minority. This is a geographically very confined illustration of a principle but we must look at the precedent it sets and consider the long-term implications if such tactics are recognised as legitimate.

In France many miles of beautiful mountain roads in the Vosges region have been barred to motorcyclists because of the conduct of a minority or reckless riders. This is not the kind of thing we would want to see happening in this country.”

MAG feels that the problems at Rainsford Road should be dealt with in a manner that does not impact riders per se.

MAG Chairman John Mitchell added; “This traffic order is a blunt instrument that flies in the face of natural justice and represents the kind of social profiling that would not be tolerated in other contexts.”

Proposal for a Council Decision on the application of Regulation No 41 of the United Nations Economic Commission for Europe on uniform provisions concerning the approval of motor cycles with regard to noise.

This proposal concerns the European Union acceding to the United Nations Economic Commission for Europe (UNECE) Regulation No. 41 on the approval of motorcycles, mopeds, tricycles and quadricycles with regard to noise emission levels. Following recent amendments the Regulation now offers the same level of environmental protection as the existing European Union legislation, ensuring the sound levels emitted by motorcycles remains within acceptable limits, Chapter 9 of Annex I to Directive 97/24/EC, which will be repealed in due course and direct reference then made to the UNECE Regulation instead. The standardised requirements of UNECE Regulation No 41 are intended to remove technical barriers to the trade between different countries (that are signatories to the Regulation) in motor vehicles of the type covered by the Regulation and to minimise environmental noise levels.

1. Council Document 11236/13 - 143 KB – pdf:
<http://europeanmemoranda.cabinetoffice.gov.uk/files/2013/08/11236-131.pdf>
2. EM 11236/13 - 55 KB – pdf:
<http://europeanmemoranda.cabinetoffice.gov.uk/files/2013/08/11236-13.pdf>

RAC

Motorists risk fines by not doing their homework before driving in Europe

A fifth of British motorists (20%) heading for the summer sun risk breaking the law in Europe simply because they have not researched the rules of the road before they travel, according to a new RAC study.*

With more than three million Brits** opting to take their cars abroad every year, the RAC is warning motorists to 'do their homework properly' or face the consequences - unwelcome disruption to their holiday, potentially hefty fines and an increased risk of having an accident.

The findings of the RAC Driving Abroad Report 2013 show that those preparing to drive abroad are often woefully unaware of other foreign legal requirements with almost one in five (18%) motorists failing to check national speed limits before their European road trips; 17% haven't brushed up on what foreign traffic signs actually mean before getting behind the wheel and 13% have failed to check alcohol limits.

And those few motorists who have researched all aspects of driving before they go abroad, spend very little time on the task at hand. Just four in 10 (43%) spend between one and two hours reading up on everything they need to know about driving in their holiday destination; while 14% spend a mere half an hour.

Six per cent admit they spend no time whatsoever on planning and research.

At a time when some European countries are introducing new stringent requirements for compulsory in-car equipment, nearly a fifth of drivers (17%) haven't checked what items they are required by law to carry in their cars at all times.

Worryingly, over two thirds (68%) of British drivers admit they are not aware that it is now compulsory in France to carry a French authority-certified breathalyser in their vehicle, risking getting into trouble with traffic enforcement officials, although they will not be penalised during a police check as the introduction of fines was postponed indefinitely in January 2013.

The RAC's Driving Abroad section on the RAC website (www.rac.co.uk/travel/driving-abroad) offers a host of advice and tips and handy 'before you go' travel checklists for the main European driving holiday destinations as well as details on RAC European Breakdown Cover and RAC Travel Insurance. It also includes a newly updated advice for visiting France.

The RAC Driving Abroad Report 2013 is available to download by visiting the:

www.rac.co.uk/travel/driving-abroad

* Based on online research on behalf of the RAC by OnePoll, consisting of a nationwide sample of 1,000 British drivers that have driven in Europe or are planning to drive in Europe.

And, still on the 'driving abroad theme':-

TISPOL advises drivers of new pan-European legislation to prevent offenders "driving away from justice"

New legislation will soon mean that drivers across the European Union will face penalties for breaking traffic laws when driving outside their home country. The developments will come into force by 7 November, the deadline date for EU Member states to implement the Directive* facilitating cross border exchange of information on road safety related traffic offences.

There are eight offences included in the text of the EU Directive:

- Speeding
- Not using a seatbelt
- Not stopping at a red traffic light or other mandatory stop signal
- Drink driving
- Driving under the influence of drugs
- Not wearing a helmet (for motorcyclists)

- Using a forbidden lane (such as the forbidden use of an emergency lane, a lane reserved for public transport, or a lane closed down for road works)
- Illegally using a mobile phone, or any other communications device, while driving

TISPOL President Koen Ricour stated: "We want motorists to comply with the rules of the road, wherever in Europe they may be driving. Those who do will have nothing to fear from the new legislation.

Those who choose to flout the laws when away from their home country can now be dealt with, and will no longer be able to drive away from justice.

"We support the Directive as it provides police officers with an effective and much-needed tool. It also improves co-operation between police forces across the EU."

A clear and informative guide to driving in each European country is included on the TISPOL website. Each guide, presented as an attractive downloadable PDF document, contains up-to-date details of speed limits, specific rules on drink-driving enforcement and other important information.

* European Union Directive 2011/82/EU

The European Commission provides [information for drivers visiting other European countries](#)

And

RoadSafety GB

UK Opts out of EU road safety legislation

The UK, Ireland and Denmark have opted out of new European Union legislation under which drivers will face increased likelihood of prosecution for breaking traffic laws across the EU.

The deadline for EU Member States to implement the new legislation (Directive 2011/82/EU) is 7 November 2013. The move will facilitate the cross border exchange of information on road safety related traffic offences.

The following road safety related offences are specifically mentioned in the EU Directive: speeding; not using a seatbelt; red light running; drink and drug driving; not wearing a motorcycle helmet; illegally using a mobile phone; and using a forbidden lane.

The European Transport Safety Council (ETSC) says the new legislation "has a considerable life-saving potential and will help improve road safety across the EU".

Antonio Avenoso, ETSC executive director, said: "Traffic laws apply to all drivers, regardless of the country where their vehicle is registered.

"We ask all drivers going abroad to access information (about traffic laws in the country they are visiting) and comply with the traffic rules."

ETSC is encouraging the UK, Ireland and Denmark to opt-in.

And, in a nutshell, for France:-

New Directive for speeding in EU Member States - FRANCE.

It would appear there is a new European Union (EU) Directive on Road Safety, which aims to reduce the number of speeding offences committed in each of the member states by foreign motorists. This will make it a lot easier for authorities in all countries to identify the car or motorcycle owner back in their own country and to deliver a fine.

According to the RAC British drivers committing traffic offences especially if serious can lead to dire consequences such as high fines, suspension or prison. France, in particular, appear to be embracing this and French police have powers to seize a vehicle until the driver pays the required amount.

The UK, Denmark and Ireland, has opted out of the EU directive, which means that any rider/driver caught speeding in France will have to pay the fine at the time of the offence and which could be an on-the-spot fine of up to £323.

VisorDown

Google Glass could be banned on the road

GOOGLE Glass – the head-up display that links to your phone and projects images directly in front of your eye – could be illegal to use while driving by the time the tech goes on sale in the UK next year. The technology's use while driving is already divisive. Used right, it could provide maps, navigation information and information about speed and even speed limits without the driver or rider ever having to look away from the road. But used wrong the same kit could let you read texts or emails, check Twitter or FaceBook, even surreptitiously watch videos – causing massive distraction. With no way to police how the device is being used, the DfT is believed to be considering an outright ban.

According to Stuff magazine, a spokesman from the DfT said: "We are aware of the impending rollout of Google Glass and are in discussion with the Police to ensure that individuals do not use this technology while driving."

Google Glass is already being publicly trialled by developers, and some have already tried the kit on motorcycles. To see a video taken using Google Glass on a bike here:

<http://www.youtube.com/watch?v=MC32fE5qYBI>

Google has also filed patents for several other uses for the Glass HUD technology, including one for a motorcycle helmet with a built-in head-up-display.

Automobile Association

Almost a third of drivers are at risk of getting one of the new [fixed penalty notices](#) for careless driving, which come into force on Friday 16 August, warns the AA.

AA-Populus research has shown that nearly a third (29%) of drivers admit to being middle lane hogs*, just one of the habits that can be tackled under the new notices.

Young drivers were the most likely to admit to this habit, with four in ten (41%) saying they tend to stick in lane two on a motorway in moderate, free-flowing traffic. The least likely age group to say they stay in the middle lane were 45-to-54-year-olds (26%).

What is lane 1 for?

Young drivers were also least likely to be able to correctly identify lane 1 as the 'cruising lane', with just 17% doing so correctly. One in ten 18-to-24-year-olds (9%) thought this lane was the 'lorry lane' and 5% thought it was the 'acceleration/deceleration lane'.

Regional

Regionally, London drivers are most likely to say they are middle lane hogs (38%), and the least likely are those in Yorkshire and Humberside (24%).

Drivers in London were also most likely to say they tend to stick in lane 3 (7%); the least likely were drivers in Northern Ireland (2%) and Scotland (2%).

Who taught you to drive on motorways?

This confusion over correct motorway etiquette is perhaps unsurprising given half of drivers (51%) taught themselves to drive on motorways. And only 1 in 10 (10%) said they had a motorway lesson with the driving instructor after passing their test.

But help is on hand from the AA Charitable Trust, which is funding free Drive Confident courses given by AA Driving School instructors. The two hour courses can be used by drivers to help combat any area of their driving they feel needs work.

Allowing learners onto motorways

Driving on the motorway is not currently allowed until you have passed your driving test. But allowing learners on these roads is one of the proposals being considered in the Government's green paper on young driver safety, due out this autumn. Jim Kirkwood, managing director of the AA Driving School, said: "We support the idea to allow learners on motorways under the guidance of a qualified instructor. "Learning the correct way to drive on motorways is key to keeping you safe on these roads. It will also help ensure new drivers do not fall foul of the new fines."

AA Driving School's top tips for motorway driving:

- Keep left unless overtaking - return to the left-hand lane after overtaking, not forgetting to indicate, and check your blind spot
- Follow the two-second rule - give yourself enough time and space to react
- Adjust for the conditions - slow down and follow the four-second rule if the road is slippery or visibility is poor.
- Control your speed
- Indicate in good time before changing lanes
- Check your mirrors often - your situation will change quickly on the motorway
- Take extra care around trucks and other large vehicles - they have bigger blind spots and slower reaction times
- Anticipate what's coming next by sweeping the road ahead visually - look 2 seconds ahead, 4 seconds ahead, and 12 seconds ahead, and check your mirrors.
- Only use the hard shoulder for emergencies
- Take regular breaks - about every two hours, to stop yourself becoming tired behind the wheel

Institute of Advanced Motorists

Biggest change in traffic policing for decades begins today

Fixed penalty notices for careless driving offences such as middle lane hogging come into effect today (Friday 16 August 2013), according to road safety charity IAM (Institute of Advanced Motorists).

Following a government consultation announced in June, the £100 fine will be introduced for a wide range of careless driving offences including tailgating and middle lane hogging.

The IAM advise that in car distractions that cause you to swerve or drive badly could lead to prosecution, you don't have to inconvenience other road users to be issued with a ticket. Some typical examples of careless driving are:

- overtaking on the inside;
- driving inappropriately close to another vehicle;
- inadvertently driving through a red light;
- emerging from a side road into the path of another vehicle;
- tuning a car radio; when the driver was avoidably distracted by this action;
- selecting and lighting a cigarette or similar when the driver was avoidably distracted by that use.

IAM chief executive Simon Best said: "If the police target the worst and most persistent offenders this could be good news for road safety. If, however, it just becomes another numbers game with thousands of careless driving tickets issued then the impact will be limited. The IAM believes that

driver retraining courses have a much bigger potential to actually improve poor driving than simply issuing a standard fine and should always be offered as the first stage of prosecution."

And

More commitment is needed to improve road conditions

Councils need to commit to long term funding to see progress with the UK's pothole crisis, according to road safety charity IAM (Institute of Advanced Motorists). The IAM recently surveyed local highway authorities to chart progress on implementing the key recommendations for the Pothole Review twelve months on.

Results show that councils are adopting new policies and are being much more open about how and when they will fill in potholes.

Forty-seven per cent of councils surveyed said that had published a report giving details on their repair policy and eighty-five per cent say they have clear definitions of what a pothole actually looks like.

Seventy-seven per cent of authorities publish clear information on their response time for repairs.

Fifty-seven per cent adopt innovative communication channels to make it easier for the general public to report a pothole.

The Pothole Review has led to significant changes in the way that councils repair roads. Fifty-nine per cent of councils said that now they adopt a 'prevention is better than cure' approach and seventy-one per cent say that permanent repairs are their first choice when dealing with damaged roads.

BRAKE urges employers to run a "Bright Day"

Brake is calling on employers to run a 'Bright Day' to promote safer roads for pedestrians and cyclists when the clocks go back at the end of October.

Brake's [Bright Days](#) are designed to raise awareness of how drivers can help prevent collisions while at the same time raising funds for Brake.

The campaign is an office 'dress down day' with a difference; employees are urged to dress in their brightest clothes to highlight the importance of drivers slowing down and looking out for pedestrians and cyclists.

Brake is particularly encouraging organisations with staff who drive for work to get involved. This year the clocks go back on 27 October, and employers are urged to plan a Bright Day to coincide with this date.

Julie Townsend, Brake deputy chief executive, said: "Now is the time to plan a Bright Day for when the clocks go back - a critical time of year to raise awareness among drivers about slowing down and looking out for people on foot and bike.

"Funds raised through Bright Days help Brake to support families coping with the devastation of a death or serious injury in a road crash, and to campaign for safer roads."

Brake provides a free resource pack to any organisation running a Bright Day, including posters, flyers and donation bucket stickers.

Department for Transport

DfT statistics on road traffic, journey, reliability and congestion on local authority roads

Road traffic, journey reliability and congestion statistics for April to June 2013.

The Department for Transport has today (8 August 2013) published the following statistics:

Road traffic estimates for Great Britain: quarter 2 2013:

<https://www.gov.uk/government/publications/road-traffic-estimates-for-great-britain-quarter-2-2013>

Reliability of journeys on the Highways Agency's motorway and 'A' road network: April to June 2013:

<https://www.gov.uk/government/publications/reliability-of-journeys-on-highways-agencys-motorway-and-a-road-network-april-to-june-2013>

Congestion on local authority managed 'A' roads: April to June 2013:

<https://www.gov.uk/government/publications/congestion-on-local-authority-managed-a-roads-april-to-june-2013>

See statistics at DfT for details of all recent transport statistics releases:

<https://www.gov.uk/government/organisations/department-for-transport/about/statistics#statistical-series>

Swinton Insurance reveals that older riders could be at risk

Middle-aged bikers may have to be more careful, as a new study by Swinton Bikes shows that riders in their thirties and forties are more than twice as likely to have an accident compared to their younger counterparts.

By analysing the details of more than 20,000 claims that were made between January and August 2013, leading motorcycle insurance broker, Swinton Bikes, determined that 13.2 per cent of riders aged between 33 and 46 made accident claims, compared to just 5.8 per cent of bikers aged 16-20.

The figures also show that fledgling bikers aren't the most likely to have a scrape, with riders who have five years of experience being twice as likely to make a claim compared to those who have held their license for just one year.

Fortunately, the research shows that the open road can teach a valuable lesson, as those who have held their license for over 20 years have the lowest number of accidents.

Dan Agate, head of Swinton Bikes said: "Many people think that it's bikers who take to the road for the first time that are at the highest risk, but these figures reveal something quite different."

"While confidence is an important part of riding, it's important that motorcyclists are aware of their ability level, as overstepping this mark can have serious consequences."

AROUND GB

Welsh Conservatives - Welcome drop in road casualties

Commenting on figures published today showing a 9% drop in road casualties last year, including a 23% drop in deaths and a 16% drop in serious injuries, Byron Davies AM, Shadow Minister for Transport, said: "These are welcome figures showing that the number of road casualties has continued to fall to record lows.

"More modern cars with enhanced technology, together with better education for cyclists, drivers and pedestrians are clearly improving road safety levels.

"These figures show that road casualties have halved in the past decade for almost every category of road user apart from those for motorcyclists, which remain persistently high.

"One road death is one too many and there is still more to be done to improve road safety education, particularly for young men, who remain the most likely drivers to take risks."

Motorcycle campaign gives road users an eyeful – in Lancashire

Lancashire Constabulary has launched a billboard and poster campaign featuring images of a naked police officer, and an officer dressed as a clown, in a bid to make road users more aware of motorcyclists.

The headline on the posters asks: "What do I have to do to get you to notice me?"

The campaign conveys the message that people would notice a biker if they were riding naked or dressed outrageously, but that other road users should look out for them at all times.

The billboards are located across the county and posters are being placed in petrol stations, car parks and motoring shops. Banners have also been produced for display on road bridges.

Chief inspector Debbie Howard, head of road policing in Lancashire, said: "This campaign has been developed to educate other road users on the importance of being aware of motorcyclists. It aims to increase awareness among road users of the need to be aware of bikers when driving.

"The posters are something different to what we have done in the past but we felt that this was a good way to get our message across."

Councillor John Fillis, Lancashire County Council, said: "The evidence suggests a substantial proportion of accidents involving motorcyclists happen because another driver has made a manoeuvre without seeing them.

"This campaign is vital to remind drivers to 'think bike' and to ask motorcyclists to consider whether there's more they could do to make themselves visible and therefore safer."

Partners collaborate on motorcycle safety event – North East Scotland

The motorcycle safety campaign 'Operation Zenith' teamed up with the IAM (Institute of Advanced Motorists) to organise a motorcycle training event for riders in north-east Scotland.

Now in its fourth year, Operation Zenith is a partnership comprising Aberdeen City, Shire and Moray Councils, Police Scotland, the North East Safety Camera Partnership, Community Safety Partnerships, the Scottish Ambulance Service, IAM and local motorcycle groups, Transport Scotland, BEAR Scotland and the Scottish Fire and Rescue Service.

The 'Be A Better Biker' one-day course organised by Operation Zenith and the IAM aims to improve bikers' skills, knowledge and hazard awareness - and ultimately reduce the number of collisions involving motorcyclists. The course was held on 27 July and was fully subscribed. Operation Zenith has run similar courses under the 'Bikesafe' name in the past.

The course comprised presentations from police motorcyclists and a ride out with IAM observers, who offer constructive feedback on how to be safer on the roads. The course also included first aid awareness specially tailored for motorcyclists and a session on motorcycle mechanical awareness. There was also a slow manoeuvre session where bikers put their skills to the test by negotiating hazards in a controlled and safe environment under low speeds.

The course is currently being evaluated and depending on the outcome Operation Zenith and the IAM will consider holding more Be a Better Biker events in the future.

Neil Warden, regional group co-ordinator for the IAM in Scotland, said: "Here in the north-east (of Scotland) we have a large established biking community and some of the most exciting and challenging roads. However, these roads, if not treated with respect, can have serious or fatal consequences for all concerned.

“This course was open to all bikers who are looking to improve their riding skills as well as riders who have recently passed their test or any ‘born again biker’ that may be returning to two wheels after a long period of absence, and want to improve their confidence.”

Contact Neil Warden on 07775 420029 for more information.

Roadcraft handbooks updated

Two new editions of the ‘Roadcraft’ handbooks for drivers and riders, produced by the Police Federation and published on its behalf by TSO, will be published this month.

The new edition of ‘Roadcraft: The Police Driver’s Handbook’ was published on 19 August, and ‘Motorcycle Roadcraft: The Police Rider’s Handbook’ will be published on 27 August.

The Roadcraft reference publications - developed in consultation with the police, other emergency services and driving instructors - provide guidance on becoming a better driver or rider.

They are used by driving and riding instructors, advanced driving and riding organisations and the emergency services to help road users become safer and more skilful in the most demanding situations.

John Graham, director of the Police Foundation, said: “These books are recognised as providing the very best in driver and rider training and are a must-read for anyone who wants to improve their driving or riding.

“Prepared through extensive consultation with experts and endorsed by the emergency services and leading driving organisations, they will make a significant contribution to improve road safety and help readers become safer and more skilful drivers and riders.”

Both titles have been through an extensive review and rewriting process to ensure the content is comprehensive and up-to-date, incorporating the latest technological and legal changes.

To coincide with the launch of the new editions, the Police Foundation has developed a new website where visitors can find out more about the history of Roadcraft and Motorcycle Roadcraft, get the latest news and sign up for updates.

Both titles will also be available as a PDF and, for the first time, in eBook format for iPad, Kindle Fire and Kobo.

Both titles are priced at £16.99 call 08702 430 123 to order a copy.

'International Handbook of Road Safety'

Leading academics and practitioners in road safety, public health and international road safety advocacy are collaborating to provide an ‘International Handbook of Road Safety’ to support the implementation of the UN Decade of Action for Road Safety.

The handbook is due for publication in May 2014:

<http://www.makeroadssafe.org/news/2013/Pages/InternationalHandbookofRoadSafety.aspx>

DfT updated policy statement

The DfT explains how, by improving the skills and attitudes of drivers and riders, and providing better safety education, the government can further reduce the cost of emergency services, health and welfare services, insurance, traffic congestion, as well as the personal cost to people affected by road collisions.

<https://www.gov.uk/government/policies/making-roads-safer#who-were-working-with>

UK casualties fall but alcohol related deaths rise

For reported road accidents in the year ending March 2013: 1,680 people were killed, a 10% drop from 1,870 in the year ending March 2012. The number of people killed or seriously injured fell to 23,660, a 6% decrease compared with the year to March 2012.

However the provisional estimates for 2012 show that there 290 people were killed in drink drive accidents in Great Britain (17% of all reported road fatalities), an increase of around a quarter compared with 2011.

There was a 4% decrease in seriously injured drink drive casualties in 2012, to around 1,200 (5% of all seriously injured road casualties).

Final estimates for 2011 show that there were 220 fatal drink drive accidents in 2011, resulting in 230 fatalities, the lowest number since detailed reporting began in 1979.

Key findings in the main report show:

Overall for year ending March 2013 there were 188,890 reported road casualties (slightly and seriously injured casualties, and fatalities), 7% fewer than the 203,305 for the year ending March 2012.

Total reported child casualties (ages 0-15) fell by 14% to 16,460 for the year ending March 2013 from 19,131 for the previous year, with those killed or seriously injured down 12% to 2,150.

Motor vehicle traffic levels fell by 1% compared with the 12 month period ending March 2012.

Weather effects - notably much colder mean temperatures in Q1 2013 than in Q1 2012 - are likely to have contributed to large year on year falls in the numbers of pedal cyclist casualties (down 23%) and motorcyclist casualties (down 27%) during Q1 2013. Also, car occupant casualties in Q1 2013 were down 12% on year, but weather effects appear less significant for these road users.

Reported Road Casualties in Great Britain: Quarterly Provisional Estimates Q1 2013:

<https://www.gov.uk/government/publications/reported-road-casualties-great-britain-provisional-estimates-q1-2013>

Further information is shown here:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/226007/road-accidents-and-safety-quarterly-estimates-q1-2013.pdf

Estimates for accidents involving illegal alcohol levels 2012 (provisional) and 2011 (final) are shown here:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/226068/accidents-involving-illegal-alcohol-levels-2011-2012.pdf

E – Petitions

Links to those concerning motorcycles, motorcyclists or motorbikes:

<http://epetitions.direct.gov.uk/search?q=motorcycle>

<http://epetitions.direct.gov.uk/search?q=motorbike>

<http://epetitions.direct.gov.uk/search?q=motorcyclist>