



**A networking tool for Activists and other interested parties**

Editorial	1-2
Political Report	2-4
MAG Press Releases:- New low with London acid attacks and Merseyside killing. MAG opposes 'disproportionate' pillion passenger ban. MAG praises 'no repeat' of 2016 Halloween hooligan chaos.	4-6
Advert for:- MAG Director of Campaigns and Political Engagement	6
FEMA:- European Parliament 'Automatic Braking systems must detect motorcycles'.	7
Response to Air Quality Consultation received by Tony Cox.	8
London Harley Riders raffle off Sportster to benefit MAG and Headway.	9
West Midlands MAG – a really politically active region	9-10
A fund raiser for MAG bit with a difference – 'Manny's inappropriate motorcycle ride Lands End to John O'Groats'	10-11
Parliamentary stuff. European strategy on cooperative intelligent systems. Road surface quality.	11-12
Report finds more than 6000km of roads at 'unacceptable high level of risk.	12-13
Speeding offences rise to 6 year high. Repeat calls for evidence based speed intervention.	13-15
Government confirms 'driverless cars to be tested on UK roads in 2018'.	15-16
'Roadcraft' moves into the digital age.	16
Video highlights of not wearing protective clothing ( <i>and before I get loads of emails this is included so that anyone teaching learner riders can keep them informed so the choice is then theirs!</i> )	17
New Measures will raise motorcycle safety standards in London.	17-19
Contacts	19-20

**Acknowledgments: George Legg. Lembit. Selina Lavendar. Colin Brown. Tony Cox. Manny. FEMA. Plus anyone else I've forgotten**

**Editorial**

There seems to be many theories going around as to how to tackle what I like to call 'motorcycle enabled crime'. The acid attacks, criminals riding round with claw hammers and the like prepared to cause GBH or worse, to steal a motorcycle et al.

One such 'theory' being to either ban pillion passengers per se or to ban pillion passengers on motorcycles, mopeds, scooters – whatever – under 650cc.

Really!!!

Is this the best that people can come up with? Curtailing the way of life of ordinary working people going about their lives innocently. Is their concept 'well we don't know what to do so let's just ban all pillion passengers'.

What they appear to fail to understand is these people are criminals. The title infers they are not concerned about breaking the law and, indeed, have no respect for it whatsoever.

None of the so called 'theories' I've seen so far say 'actually, we will arrest them, we will punish them, we will get them off the streets' – not a slap on the wrist, an asbo or community service all of which are undoubtedly badges of honour to these people – and 'we will put them away'. End of.

I must stress this is my personal opinion, of course.

And, HGV platoons – please, don't even get me started.

Catch you next time round. Meanwhile, Ride free, AG

[For January edition please submit copy by 25<sup>th</sup> December (yep) to [aine@mag-uk.org](mailto:aine@mag-uk.org)  
Subject heading:- Network. Owing to all the Pagan Festivities I shall be participating in this edition may not reach you by 1<sup>st</sup> January. Whatever you're doing, Guys, have a good one.]

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## Political Report

*Welcome to the latest campaigning update from your MAG Political Unit. We're always grateful for news and feedback so let me know if there's anything you think you need or think we should know.*

**NEC Motorcycle Live goes well for MAG:** The annual Motorcycle Live show at the Birmingham NEC was a great success for MAG. While it's hard to measure public opinion, everyone had the sense that we were receiving an immensely positive response on the stand from the public, members and officials. A massive thank you to Bill Green who, along with a team of heroic volunteers, created a faultless presence for MAG at the event. You'll see the full write up in the next edition of The Road.

**Training weekend in York points the way for campaigning:** MAG's first training weekend in quite a while was held at York racecourse from 10<sup>th</sup>-12<sup>th</sup> November. Attended by MAG thoroughbreds, the delegates cantered through events covering everything from how to jump the hurdles of organising an event, to media skills, doing research and contacting politicians and local government officials. It was such a success that the intention is to repeat the exercise around the country. MAG's chair, Selina Lavender, expressed her satisfaction with the event and high praise must go to the many presenters who had made such an effort to do their part in the making of the training programme. If you'd like access to the training materials, contact MAG HQ or just ask your Regional Rep.

**Toxic taxes:** The Government's Budget Statement appears to confirm fears that the remorseless obsession with vehicle emissions could begin to infect policymaking in towns and cities outside London. Lembit believes that simply trying to get an exemption for powered two wheelers is not enough: 'we've made the case against charging bikers but they seem to have a somewhat one-dimensional attitude towards all this. I feel we need to challenge the underlying thinking about emissions because, so far, the proposals we've made don't seem to have cut much ice with the officials or elected representatives. It's not a simple issue but I honestly feel that there is a lot to be gained by reaching out to other affected groups and looking for common ground.' This is a technically complicated area and needs research. MAG is working to become an expert in the field, and then use the findings to seek support where we can to prevent the mass banning of motorcycles, together with other vehicles.

**Crime agenda:** MAG sent Colin Brown and Lembit Öpik to represent the movement at the Motorcycle Crime Reduction Group (MCRG) meeting in November. The industry clearly understands the issues and has made a commitment to seek solutions through a team approach. Manufacturers reject the idea that they are primarily responsible for preventing crime, and emphatically make the point that law enforcement agencies, local authorities and Government also have a role to play – as well as riders themselves. We're putting together a joint statement at present, and that will form the basis of more extensive action plans on various fronts. Nobody thinks this is an easy problem to solve, but everybody agrees we can't ignore it. The Halloween hooliganism which blighted some cities last year was effectively prevented this time round. Steve Bolton, Tim Fawthrop and Colin Brown deserve particular credit for working with the authorities to prevent a rerun. Sadly, other attacks dampened the mood of achievement, and reminded everyone that there is a long way to go with the anti-crime campaign. If you have local info about crime problems or want MAG to help address these issues, just get in touch with HQ.

**Tony Campbell meets MAG:** Lembit met the new Chief Executive of the Motor Cycle Industry Association, Tony Campbell. Lembit felt a 'positive sense of progress' regarding the interaction between the MCIA and MAG. There's a full write up in the next edition of The Road. Expect to see some shared campaigns between MAG and the MCIA in the near future.

**Manhole covers:** Here's another appeal to you to follow up Cumbria MAG's victory over higher grip covers. Lembit attended Highways England's infrastructure meeting in Manchester in November. They continue to investigate the benefits of a high grip solution. Please help by contacting your local authority and ask them for a meeting to discuss the dangers posed by slippery manhole covers. Remember, a higher grip surface can be installed on the metal for around £60 and takes about 15 minutes to put on. We can save lives. Please contact HQ if you'd like any further info on this campaign.

**Further delay over Silvertown:** there's a further six-month extra delay in the timing of the announcement over whether motorbikes would be charged in the new Thames crossing tunnel – called Silvertown. This means we might hear something in May 2018. The precedent is important and MAG has done all it can to oppose a bike charge on environmental, economic and congestion grounds. We've also written to the Secretary of State for Transport. We'll keep you posted on this 'watching brief.'

## **MAG PRESS RELEASES**

### **New low with London acid attacks and Merseyside killing**

The Motorcycle Action Group (MAG) has described the most recent acid attack as a 'new low in bike crime' and expressed its frustration at the shocking assault on a rider, potentially leaving him with a visual impairment.

MAG has offered its sincere sympathy to the victim of the attack, a delivery moped rider named Muhammed Nawshad Kamal, who was assaulted by thugs attempting to steal his moped in the Walthamstow area of London. MAG's London Regional Representative Tim Fawthrop said 'there's not much to say which helps in this situation, except that a shudder went through the riding community when news of this attack became known. We're already working with local authorities and the police to reduce bike crime, but our efforts have come too late for Mr Kamal and that grieves me as a rider and us as a movement.'

MAG's National Chair, Selina Lavender, adds 'after the relative success of preventing mass lawbreaking at Halloween, this incident dampens the mood and leaves me feeling exasperated that such criminal, lawless behaviour still exposes riders to continual danger. We're drawing up a plan of action which we intend to share with relevant groups later in November, and with the next Home Office anti-bike crime meeting shortly after that. If ever there was a dreadful example of the constant peril bikers have to put up with, the attack on Mr Kamal is it.'

MAG understands that the police have arrested two teenagers for this attack and that acid was thrown at the victim more than once. While there are options regarding the penalty, it is worth noting that there have been calls for involving the parents or guardians. It has also been pointed out that compensation is a factor, given the potentially permanent effect this attack will have on the rest of the victim's life. There is provision in law to hold people for very long periods if their crimes are serious enough and courts can commit people of any age to detention at Her Majesty's pleasure, potentially indefinitely.

In separate incidents, a man in Merseyside was fatally stabbed by a number of criminals who used scrambler bikes for the assault, and reports are coming in regarding yet another acid attack. These appalling crimes underline the national nature of this epidemic. MAG is investigating the situation and has previously engaged with police on these matters.

Contact MAG at 01926 844 064 or [central-office@mag-uk.org](mailto:central-office@mag-uk.org)

### **MAG opposes 'disproportionate' pillion passenger ban**

The Motorcycle Action Group (MAG) has expressed concerns about the prospect of a ban

on pillion passengers in London – a proposal which has been raised to combat the scooter crime epidemic currently gripping the city.

The idea has been put forward by Green Greater London Authority member, Sian Berry who said 'A very small number of people are causing large amounts of fear on our streets... A local safer-neighbourhood panel Chair pointed out a tactic used in some other countries: to temporarily ban the carrying of pillion passengers across whole cities.'

MAG's London Regional representative, Tim Fawthrop, has expressed his opposition to any blanket ban: 'As Ms Berry herself states, she isn't sure this is right for London, and we agree. While all of us recognise the need to find solutions to the scooter mugger problem, the honest law-abiding, hard-working Londoner who takes his partner to work to cut costs and commuting time will be badly affected by this. It's not as if the criminals will obey this law amongst all the others they are breaking. The Police will be hard-pushed with current staffing levels to enforce it and that will undermine the effectiveness of all laws.'

Tim adds 'In 2011, Honduras banned motorcycle passengers after a series of drive-by killings. In addition, a ban was imposed in Medellin, Colombia, at the height of drugs cartel violence. Are we really saying London is comparable to Honduras and Columbia? I don't think so. While it may be legitimate to impose a passenger ban on convicted criminals, doing so on a blanket basis is a disproportionate response to the challenge we're trying to address.'

MAG will make these points in December 2017 at the Home Office forum which has been set up to address the moped mugger problem.  
Contact MAG at 01926 844 064 or [central-office@mag-uk.org](mailto:central-office@mag-uk.org)

## **MAG praises 'no repeat' of 2016 Halloween hooligan chaos.**

MAG has praised the law enforcement agencies and local authorities for a concerted effort which prevented a repeat of last year's ugly scenes around the country, when lawless yobs invaded the streets of a number of towns and cities in a deliberate attempt to cause disorder.

Selina Lavender, the Chair of MAG, has expressed her satisfaction at the progress: 'we were determined to prevent a second round of thuggery on two wheels this year, after the mayhem which was so widely reported in 2016. I'm glad to say that the collective effort, including the police, local authorities and other groups such as We Ride London, the Motorcycle Crime Prevention Community, a very active Facebook group in Birmingham and, of course, MAG, have provided intelligence and collective will to the momentum against these criminals. There was a bit of trouble in Romford at the weekend; however, apart from that, the main activities were children trick-or-treating with their parents and others just having a good time.'

Selina attributes the success to planning and communication. 'There were a number of arrests before Halloween, with many more potentially being charged. No doubt this had a positive effect, stopping these yobs from thinking they can do what they want in our streets. MAG has communicated with police forces and Councils in all the areas that were most affected in 2016. The law enforcement agencies are the ones that have done the real work on the ground and should be praised for this. I think we've learned a lot about what works and it's also been a good relationship-building process. I want to thank our activists for being so proactive and working with the authorities so effectively.'

Theft and bike-jackings continue to be a major worry for riders. As far as Halloween goes, the fact that there was no repeat of the anarchy we saw last year is less a matter for celebration than relief.'

Those charged with offences will be tried in due course. MAG believes these prosecutions will be a salutary warning to others that their antics will be repaid with penalties through the courts.

Contact MAG at 01926 844 064 or [central-office@mag-uk.org](mailto:central-office@mag-uk.org)

## **Director of Campaigns & Political Engagement**

MAG seeks to employ an individual who is passionate about driving forward the agenda for riders of all motorcycles, scooters and trikes, and about representing the views of MAG and its membership.

You will be a driven, principled and proactive individual able to succeed in a challenging role, confident dealing with those in authority and able to absorb information quickly and respond to it in a timely manner.

You will identify opportunities for engagement, and provide written and verbal representation both within the organisation and to external professional bodies, including Government.

Although based around a 35-hour working week, you will have a flexible approach to working hours as the role necessitates some evening and weekend work.

This role requires you to travel so access to own transport is essential.

You will work independently and as part of our small, dedicated team and there is a requirement to attend our Honiley central office on a regular basis.

**For full job description and additional details, email [central-office@mag-uk.org](mailto:central-office@mag-uk.org).**

Closing date for applications: Friday 12<sup>th</sup> January 2018 no later than 5.00 pm.

Applicants should provide a CV and covering letter.

Applicants selected for interview will be informed no later than Friday 26<sup>th</sup> January 2018. Interviews to be held on Friday 9<sup>th</sup> February 2018 at our Honiley office.

## FEMA

### European Parliament: 'Automatic Braking Systems Must Detect Motorcycles'

This week the European Parliament voted on the important report on road safety, called '[On saving lives: boosting car safety in the EU](#)'. This is good news for motorcyclists as well, because some demands FEMA made, found their way into this report.

Motorcycles are explicitly mentioned in a clause about alterations of infrastructure (especially barriers) and the need for standardisation measures. This means that the European Parliament agrees with FEMA that road infrastructure, and barriers in particular, must be safe for motorcyclists as well.

Motorcycles are explicitly mentioned in [safety measure 34](#), about automatic emergency braking systems. FEMA has been [asking for inclusion of motorcycles](#) in the development and testing of ADAS (Advanced Driver Assistance Systems), which include automatic emergency braking systems for some years now, because we learned from tests and from real accidents that these systems often do not react properly to motorcycles.

The European Parliament also calls on the European Commission, from 2019, to extend the eCall installation requirement to motorcycles, heavy goods vehicles and buses and coaches, and also to make the system available for retrofitting so as to ensure that it can cover the highest possible numbers of vehicles on the road.

This means the European Parliament wants eCall devices (mandatory on new cars from April 2018) on motorcycles as well. We support the installation of [eCall on motorcycles](#) under conditions. Next to privacy aspects – which is already taken care of in a good way in the [existing eCall regulation](#) from 2015 – it must also be reliable (no false calls) and adapted to the special needs of motorcyclists.



Dolf Willigers, General Secretary of FEMA, says: *“It is a good thing that the European Parliament has also looked at motorcyclists. We have been advocating infrastructure that is also safe for motorcyclists for many years. We have been asking for and working on standardisation measures for barriers especially for a long time. And Advanced Driver Assistance Systems in cars must react well to motorcycles. I am very happy with this support from the European Parliament and I congratulate [Mr. Dieter-Lebrecht Koch MEP](#) with his excellent report”*.

***This was the response Tony Cox, RR for North West, received in reply to his response to the Air Quality Consultation. He also posed several questions, none of which were answered:-***

Dear stakeholder

### **Consultation on changes to the Ultra Low Emission Zone (ULEZ) in central London**

Thank you for taking the time to provide us with your views on a proposal to introduce the ULEZ in central London earlier than originally planned. The consultation closed on 25 June 2017. The previous Mayor had proposed to introduce this scheme in September 2020 and we consulted on plans to start it on the 8<sup>th</sup> April 2019, around 17 months earlier than originally intended.

Today, the Mayor Sadiq Khan announced that we will now proceed with the early introduction of the ULEZ in central London as set out in our consultation. From 8 April 2019, all cars, motorcycles, vans, minibuses and heavy vehicles driving in central London that do not meet the emissions standards will be required to pay a daily charge in addition to the Congestion Charge. The ULEZ will operate 24 hours a day, every day of the year including weekends and public holidays. For more information about ULEZ and to check whether your vehicle meets the emission standards, please visit [our website](#).

We will be undertaking further statutory consultation later on this year on proposals to widen the zone up to the north and south circular roads for light vehicles (cars, motorcycles, vans and motorbikes) and London-wide for heavy vehicles (lorries, coaches and buses).

Thank you once again for taking the time to respond to our consultation on air quality. To find out more about the consultation results please read the Report to the Mayor which is available on our [consultation portal](#).

Yours sincerely

Alex Williams

Director of City Planning

Transport for London

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## London Harley Riders

In 2018, West London Harley Riders are celebrating their 35th anniversary and we have decided to do something a bit different. The photo shows club members at Reading H-D, picking up the 2016 883 Sportster Iron which we have bought. It has 1800 miles on the clock and comes with one years warranty. We will be raffling it off at our annual Burning Budgie Rally, which is held over the weekend of 27-29 July 2018. The winning ticket will be drawn on the afternoon of Saturday 28th July. Now, here is the different bit. **All profits will be split 50/50, with half going to the Motorcycle Action Group (MAG) and half going to the Headway Association, North West London. Tickets are £5 each and can be bought from club members. The winning ticket will be posted on our website** ([www.westlondonharleyriders.co.uk](http://www.westlondonharleyriders.co.uk)) and Facebook page ([www.facebook.com/westlondonharleyriders](http://www.facebook.com/westlondonharleyriders)), where the full detail and T&C's can be found. The winner will have until the 31st August 2018 to claim the bike. If no one claims it, another ticket will be drawn. It will be up to the winner as to how they get the bike picked up. Best of luck to everyone who buys tickets.

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## A really active Region – West Mids from Colin Brown, Rep.

If anyone is looking for precedent or best practice for secure bike parking using captured chain devices, please see below from Leicester City Council

I was asking for information on the success of devices they use manufactured by Motoloc. The devices in Leicester car parks include captured chains and helmet lockers and are all free to use. Unfortunately no evidence for crime reduction here, but it does show that they are well received and used by bikers in Leicester

Link for the captured chain devices below:

<http://www.motoloc.com/commercial.htm>

*and*

## Worcestershire County Council Local Transport Plan

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Worcestershire's new Local Transport Plan (LTP4) was consulted upon earlier this year (2017) and was fully adopted on 9 November 2017.

So what did MAG do about it?

West Midlands MAG sent a response to Worcestershire County Council's Local Transport Plan consultation back in March this year, and met with transport planners to discuss the details. The new Transport Plan was formally adopted on 9th November.

We have succeeded in getting a very pro-motorcycling policy in place and will now continue work to see that the policies turn into positive action to improve the roads and parking facilities for all riders in Worcestershire.

The policy states that WCC will:

"promote motorcycling as a suitable travel option for many journeys",

"specifically consider permitting motorcyclists to use bus lanes",

"identify features that act as a barrier to motorcycling and formulate a plan to overcome these",

"establish more motorcycle parking spaces with suitable security and shelter"

See the relevant parts of the Consultation Report <http://west-midlands-region.mag-uk.org/assets/LTP4-Consultation-Report.pdf>

See the relevant part of the Policy Document <http://west-midlands-region.mag-uk.org/assets/Worcestershire-County-Council-Transport-Policies.pdf>

Another demonstration of the work MAG does to promote motorcycling in the West Midlands.

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### ***A fund raiser for MAG but with a difference***

*"Hi everyone,*

*As you'll no doubt be aware, I'm sorting out a MAG fundraiser in April 2018. A bunch of us are **riding "inappropriate motorcycles" from Lands End to John O Groats**. All money raised will be split between MAG and Macmillan nurses. It has potential to be a big event but we need a little help.*

We've sorted out the rough route but we need local knowledge and help for the stopovers. If anyone can point us in the direction of campsites, bunk barns, friendly farmers etc that may be able to help us with stopovers (cheap as possible) can you get in touch. Also any MAG groups that want to meet up on an evening would be great for morale. Finally any "biking celebrities" that may want to join us on a leg, local to them, would be cool too.

The dates and stopovers are as follows

[Sunday April 1st](#) - Lands End to Barnstaple - Tracy and Doug Smith hosting us (thank you)

[Monday April 2nd](#) - Barnstaple to Gloucester

[Tuesday April 3rd](#) - Gloucester to Glossop

[Wednesday April 4th](#) - Glossop to Alston

[Thursday April 5th](#) - Alston to Kinross

[Friday April 6th](#) - Kinross to Inverness

[Saturday April 7th](#) - Inverness to John O Groats

Any help to [manny@mag-uk.org](mailto:manny@mag-uk.org)

Ride safe, Manny, Yorkshire Rep".

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### Parliamentary stuff:-

motorcycle : 1 Written Answer

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Written Answers - Department for Transport: Motorcycles: Noise (20 Nov 2017)

[https://www.theyworkforyou.com/wrans/?id=2017-11-](https://www.theyworkforyou.com/wrans/?id=2017-11-06.HL2935.h&s=Motorcycle#qHL2935.r0)

[06.HL2935.h&s=Motorcycle#qHL2935.r0](https://www.theyworkforyou.com/wrans/?id=2017-11-06.HL2935.h&s=Motorcycle#qHL2935.r0)

Baroness Sugg: Technical standards for noise from new **\*motorcycles\*** are set at an International level by both the European Union (EU) and the United Nations Economic Commission for Europe (UNECE). These provisions were updated in 2014 and took effect for new machines from 2016. The European Commission is planning to introduce new legislation concerning emissions and noise from **\*motorcycles\***. An independent...

motorcycle : 1 Written Answer

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Written Answers - Home Office: Crime (21 Nov 2017)

[https://www.theyworkforyou.com/wrans/?id=2017-11-](https://www.theyworkforyou.com/wrans/?id=2017-11-16.113595.h&s=Motorcycle#q113596.q1)

[16.113595.h&s=Motorcycle#q113596.q1](https://www.theyworkforyou.com/wrans/?id=2017-11-16.113595.h&s=Motorcycle#q113596.q1)

Bridget Phillipson: To ask the Secretary of State for the Home Department, why statistics on **\*motorcycle\***, off-road bike and moped-related crimes and anti-social behaviour are not centrally kept.

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### European strategy on Cooperative Intelligent Transport Systems

IMCO Newsletter Issue 86-November2017

On 20 November, the IMCO Committee will consider the 39 amendments that have been tabled in IMCO to the draft opinion by Matthijs Van Miltenburg (ALDE) to TRAN Committee on A European Strategy on Cooperative Intelligent Transport Systems.

The draft opinion recognises the potential in smarter use of data to make transport safer and more efficient. However, it draws attention to the importance of consumers' right to protection of personal data, user involvement and technical harmonisation. The amendments concern both the main elements of the draft opinion, but also add new elements on, among others, cybersecurity and high-speed technology

IMCO: [http://www.europarl.europa.eu/cmsdata/132544/IMCO\\_newsletter\\_86.pdf](http://www.europarl.europa.eu/cmsdata/132544/IMCO_newsletter_86.pdf)

## **ROAD SURFACE QUALITY**

**This is interesting but far too long to reproduce here. Please go to:-**

<http://d3cez36w5wymxi.cloudfront.net/wp-content/uploads/2017/11/06161438/Road-surface-quality-what-road-users-want-from-Highways-England-FINAL.pdf>

**NO WORDS FROM ME ARE NECESSARY on the following!!!!:-**

[https://www.youtube.com/watch?v=cm-p8to\\_s1k](https://www.youtube.com/watch?v=cm-p8to_s1k)

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### **Report finds more than 6,000km of road at 'unacceptably high' level of risk**

The UK's 'A' road network needs an 'immediate injection of £200m' to tackle high risk road sections, a new report has concluded.

Published today (21 Nov), the Road Safety Foundation's annual tracking report says 6,111km of road - across more than 550 sections - poses an 'unacceptably high' level of risk.

The Road Safety Foundation says the condition of these roads will need to be addressed by the Government's Safer Roads Fund 'in the drive to bring road deaths towards zero'.

The Foundation has praised the Safer Roads Fund which was introduced last year, describing it as an 'innovative allocation of funds to tackle a portfolio of the most dangerous roads in England'.

The report has been published alongside a new Road Crash Index, which shows the number of fatal and serious crashes and cost of dealing with road crashes in every county in England, Scotland and Wales. The index also includes a league table based on safety improvement performance and maps showing each county's highest risk and most improved roads.

IAM RoadSmart has backed the Foundation's call for investment, saying that additional funding would be a 'relatively low-cost way of making an immediate difference to roads that are a risk to high numbers of road users'.

Neil Greig, IAM RoadSmart director of policy and research, said: "A lot of research has gone into identifying which roads could be improved at a modest cost, delivering fewer serious injury and fatal crashes, as well as less disruption on our already overburdened roads."

The Road Safety Foundation report, titled 'Cutting the Cost of Dangerous Roads', names the A537 between Macclesfield and Buxton, known as the Cat and Fiddle, as Great Britain's highest risk road. The most improved road is the A4151 in Gloucestershire from Nailbridge to the A48.

The report also finds that single carriageway 'A' roads pose seven times the risk of motorways and nearly three times the risk of dual carriageway 'A' roads. 'High risk' single carriageway roads are described as 67 times more risky than low risk single carriageways.

With regard to the English strategic road network (SRN) managed by Highways England, the report shows that 90% of motorway travel and 23% of dual carriageway travel is now on 'low risk sections'. However, only 1% of travel on single carriageways is on low risk sections, while 8% is on medium-high risk sections.

19% of local authority roads by length are described as high risk or medium-high risk and as having unacceptably high levels of risk. These unacceptably high risk roads carry 13% of local authority traffic.

The report also identifies 'changing trends' with regard to vulnerable road users. While this year's report shows two of the top 10 most dangerous roads with more than 50% of the crashes involving motorcyclists, five of the roads in this table now have more than 50% of crashes involving pedestrians and cyclists.

Lord Whitty, Road Safety Foundation chairman, said: "Last year's innovative allocation of funds to tackle a portfolio of the 50 most dangerous roads in England enabled the introduction of a new systematic and proactive approach to cutting the social and economic cost of road crashes.

"It has been warmly welcomed by councils and authorities and ushers in a new era of best practice. Known high risks are identified through research. Roads are inspected along their length so that risks can be systematically identified and then removed, often before people are killed or hurt."

Road Safety Foundation: <http://roadsafetyfoundation.org/cutting-cost-dangerous-roads/>

Road Crash Index: <http://www.roadcrashindex.org/>

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## **Speeding offences rise to six year high**

New Government figures show that there were more than 2.1m prosecutions for speed limit offences in 2016, the highest number since 2011.

Published by the DfT on 23 November, the 2,153,000 speeding prosecutions in 2016 represents a year-on-year increase of 1.3% and is more than 30% higher than in 2011 - when there were 1.6m prosecutions for speed limit offences.

IAM RoadSmart says the figures show that speeding is 'still far from being socially unacceptable', while Brake describes them as 'highly concerning'.

The total number of prosecutions for motor vehicle offences also rose slightly in 2016 - up 0.3% to 3,059,000. This means that speeding was responsible for 70% of the total prosecutions.

However, the number prosecutions for 'dangerous, careless or drunken driving' fell by 6% to 179,000.

Neil Greig, IAM RoadSmart director of policy and research, said: “Unfortunately these figures show that we still have a long way to go to make speeding as socially unacceptable as drinking and driving.

“Resources are still needed for education and publicity campaigns to drive home the message that road safety is as much about taking personal responsibility as it is about new methods of enforcement.”

Jason Wakeford, director of campaigns for Brake, said: "These figures are highly concerning and show that exceeding the speed limit remains a major safety issue.

"Driving is unpredictable and if something unexpected happens on the road ahead, such as a child stepping out from between parked cars, it's a driver's speed that determines whether they can stop in time and, if they can't, how hard they will hit." Gov.UK: <https://www.gov.uk/government/statistical-data-sets/ras61-motor-vehicle-offences-and-findings-of-guilt>

**FOOTNOTE**

*Prosecution figures from the years before 2011 cannot be directly compared to the figures since.*

*Figures from 2011 onwards have been revised due to fixed penalty notices now including where the offender attended a driver retraining course or was summoned to face court action.*

*Previous published tables included fixed penalty notices which only resulted in a financial penalty and/ or points on a license.*

**Report calls for ‘evidence-based’ speed interventions**

A new report, published to coincide with the start of Road Safety Week 2017, sets out to ‘debunk some popular myths’ and calls for ‘evidence-based’ interventions focusing on speed.....

*For full report go to website at end of this piece*

..... Adrian Walsh added: “Managing speed can never be a one-size-fits-all process.

“Cutting the number of fatal and serious, speed-related road crashes must make use of the wide range of effective, evidence-based speed management solutions available.

“These include...setting appropriate speeds limits suitable for the function of the road, and enforcement to encourage road users to comply with speed limits.”

The report includes a case study of the 'highly effective' average speed camera scheme on the A9 in Scotland which, it is claimed, has resulted in a 50% reduction in all casualties and a 33% cut in fatalities.

Adrian Walsh concluded: "With the 2020 Global target to reduce road fatalities by 50% fast approaching, local, regional and national governments are encouraged to implement effective speed management policies as a matter of urgency to further reduce casualties.

"If we want to make a tangible, measurable difference, we must take tough actions that focus on delivering life-saving results."

FACTS: <http://www.pacts.org.uk/2017/11/speed-summit-2017/>

### ***Wonderful = not:-***

### **Government confirms driverless cars to be tested on UK roads in 2018**

New regulations set to be announced in Wednesday's budget will pave the way for driverless cars to be tested on UK roads as early as next year, the Government has confirmed. (BBC News)

Speaking on the Andrew Marr show today (19 Nov), chancellor Philip Hammond said the objective was to have 'fully driverless cars', without a safety attendant on board, in use by 2021.

Mr Hammond said: "Some would say that's a bold move, but we have to embrace these technologies if we want the UK to lead the next industrial revolution."

Asked about the potential loss of jobs for drivers, Mr Hammond said the country could not 'hide from change' and the Government has to equip people with the skills 'to take up new careers'.

The announcement will come as little surprise to those in the transport sector, with the Government regularly expressing its desire for the UK to take the lead in developing autonomous technology.

Earlier this month, transport secretary Chris Grayling claimed autonomous vehicles offer 'tremendously exciting' potential benefits, including making travel by road 'far safer'.

In a speech to an Association of British Insurers conference, Mr Grayling also predicted the arrival of 'self-driving cars' on UK roads by 2021.

In August, the Government announced that small convoys of 'partially driverless lorries' will undergo trials on British roads by the end of 2018.

The £8.1m 'platooning' trial will see up to three heavy goods vehicles, travelling in convoy, with acceleration and braking controlled by the lead vehicle.

The Government has also funded a number of research projects, including the GATEway project (pictured above) - which is being led by the Transport Research Laboratory.

BBC: <http://www.bbc.co.uk/news/business-42040856>

GATEway: <https://gateway-project.org.uk/>.

*'Platooning' – what could possibly go wrong?*

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## **New platform moves Roadcraft into digital age**

The Police Foundation's two 'iconic' road safety instruction manuals - Roadcraft and Motorcycle Roadcraft - are now available via a new e-learning platform.

The new e-learning platform allows the emergency services and civilian driving instructors to access both reference titles 'at any time and from anywhere'.

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

The new e-learning platform contains all the guidance and reference material from the two books, split into 13 sections to mirror the chapters in the book.

The e-learning platform also contains videos which demonstrate key manoeuvres including limit points and overtaking.

Rick Muir, director of the Police Foundation, said: "The Roadcraft handbooks are recognised as providing the very best in driver and rider training for anyone who wants to take their skills to a higher level.

"This entirely new Roadcraft product offers a user-interactive solution for more dynamic learning.

"Prepared through extensive consultation with experts, it will make a significant contribution to improved road safety and help users become safer and more skilful on the road."

Roadcraft: <http://www.roadcraft.co.uk/news/17/36/NEW-Roadcraft-and-motorcycle-roadcraft-e-learning-platform/d,news-detail>

*I found Roadcraft invaluable for studying to take my Advanced Test ..... and, yes..... that was the paper copy 40 years ago so good to know its moved into the technological age.*

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***I've included the following against my better judgement as the only protective gear I ride with is a helmet (my choice), however, I also believe it is good for young/new riders to be fully informed in order to make up their own minds.***

**Video highlights the real cost of not wearing protective clothing**

Highways England has produced a new tongue-in-cheek video, highlighting to young powered two wheeler riders the consequences of not wearing protective clothing.

The video, which has had more than 143k views on Facebook, cleverly explains to young riders why not wearing the right gear could 'cost more than you think'.

The video centres around a spoof pop-up shop, called 'Distressed', which appears to feature a new range of trendy clothing for young scooter and motorcycle riders.

Once a customer has settled on an item, the shop assistant reveals the 'cost' of being involved in a collision while wearing it - for example 'broken ribs, a punctured lung and three nights on life support'.

The shop assistant asks: "Do you think it's worth that cost?"

The Distressed range - marketed as 'inspired by young riders' - turns out to be items worn by riders involved in collisions.

Video: [https://www.youtube.com/watch?time\\_continue=2&v=KuAeLKx2G1I](https://www.youtube.com/watch?time_continue=2&v=KuAeLKx2G1I)

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### **New measures will raise motorcycle safety standards in London**



In what is being described as a UK-first initiative, Transport for London (TfL) has unveiled plans to work with delivery companies to create a recognised standard for motorcycle safety.

TfL has announced a raft of new measures to improve the skills and confidence of the Capital's motorcyclists, including expanding its existing Fleet Operator Recognition Scheme (FORS) to include businesses which use motorcycles, such as delivery and courier companies.

The voluntary FORS standard has been used in the haulage industry since 2011 to promote safety, efficiency and environmental best practice, with companies awarded Bronze, Silver or Gold accreditations depending on the standard achieved.

The new motorcycle safety standard will cover areas including management, operations, vehicles and drivers - with companies audited on factors including vehicle maintenance, rider training and good operations.

Alongside the new FORS accreditation, TfL has also created three new training courses for motorcyclists in the Capital, designed to boost rider confidence, skills and knowledge before and after Compulsory Basic Training (CBT).

The three new courses:

- Preparing for your CBT: a short, free online course aimed at new and young riders, which includes essential riding theory and key elements of The Highway Code
- Beyond CBT: Skills for Delivery Riders: a one-day post CBT top-up course which teaches riders more about the Highway Code, how to secure and ride with a load, plan routes, make safe deliveries and carry out routine maintenance checks on their motorcycle.
- 1-2-1 Motorcycle Skills: a free, two-hour, tailor-made one-to-one session with a qualified instructor. Aimed at commuters and those who ride lower capacity motorcycles.

TfL will also lobby the Government for changes in the way motorcyclists are licensed, including looking at whether a theory test and hazard perception test could be made mandatory before a driver's CBT.

Figures published recently by TfL show that motorcycle riders and their pillioners accounted for 27% of serious injuries and 28% of all road fatalities in the Capital during 2016, despite making up just 2% of road traffic.

Val Shawcross, London's deputy mayor for transport, said: "Through our pioneering FORS we are working with the industry to improve safety and drive up standards for all riders, and we are determined to increase the quality and availability of training that riders can receive.

"But there's still more we need to do, which is why alongside TfL the mayor will be lobbying the Government to follow our lead and do more to improve the safety of every road user in London."

Lilli Matson, TfL's director of transport strategy, said: "It is unacceptable that there are disproportionately high numbers of motorcyclists involved in fatal and serious collisions.

"As part of our Vision Zero approach to reducing road danger, our new measures will work alongside wider efforts to reduce the number of serious and fatal collisions on London's roads which include education, enforcement and infrastructure improvements."

TfL: <https://tfl.gov.uk/info-for/media/press-releases/2017/october/measures-planned-to-raise-motorcycle-standards>

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