



**November 2018
Network**

A networking tool for Activists and other interested parties

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**Acknowledgments :- George Legg. Lembit Opik. Colin Brown. Geoff Mills. Central Office Staff.
Plus anyone else I've forgotten.**

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

EDITORIAL

A couple of personal observations from Annual Group Conference. If you didn't go you missed superb biking roads, lovely scenery, great conference/catering/party all courtesy of Aber MAG who did a superb job – thanks guys.

Also, well done and thanks to the Daft Way Up Team who did their Lands End to John O'Groats run on mopeds in often appalling weather in April – they raised an amazing 12 grand – splitting their cheques 50/50 between MAG and MacMillan. Brilliant. And, thanks to everyone who presented cheques to MAG.

There's an article in this edition on a possible 15mph limit in London. I'm afraid I was so disgusted at the title I never bothered to read the article. Some cities are regretting putting in the 20mph limit because its made no difference to accidents etc., and now this suggestion. I realise pollution is a problem but always it is the road user who is an easy target whilst no account seems to be taken of air travel, industrial pollution and what some scientists see as natural global warming.

Finally, there are some important Consultations we need your help with. I know they're a pain in the butt, however, the more people we get to participate the more likely we are to succeed. So thank you.

Rant over. Catch you next time. Ride free, *AG*

Network – Political Unit

Here's a round-up of what MAG's Political Unit, Colin Brown and Lembit Öpik, has been working on and some of the upcoming activities too. We also welcome your thoughts and suggestions, so get in touch with us anytime, either directly or through HQ.

Annual General Conference takes the big decisions

MAG held its Annual General Conference on Saturday, 28th September, 2018 in West Wales, in the town of Borth. In a busy meeting, we reviewed the year's work and recognised the challenges ahead. In a very cogent debate about the environment and MAG's approach to it, the Conference agreed that MAG has a responsibility to promote the benefit of reducing congestion (and also emissions) by promoting modal shift to powered two wheelers.

A crime shame

MAG has questioned the optimism shown by the Home Office on its performance in terms of reducing crime which relates to bikers and motorcycles. It seems the underlying national problem of motorcycle theft is set to continue being totally ignored.

MAG has been involved in the Home Office Roundtable process from the beginning and has consistently highlighted flaws in the thought processes of the initiative. Director of Campaigns and Political Engagement, Colin Brown says: 'I have consistently pointed out that the problem should not be treated as a London only issue. It is fair to say that epidemic in London has displayed its own particular complexion, but we feel that the London only issue was one for the London Police and Crime Commissioner, Sadiq Khan, should have tackled. We entered the process on the assumption that the task force would tackle a national problem of motorcycle theft.

'The headline statistic of a 56% reduction in moped offences since July 2017 reflects the enabled crime in the capital, not the numbers of motorcycles stolen. The Met report that motorcycle theft in London has reduced down to the levels of 2015, but there is no sign of any further decrease. The fact that 2015 levels of theft were totally unacceptable is apparently not relevant. Nor do the figures cover any other part of the country. Repeated efforts to get facts for the rest of the country have failed, but we believe that in many areas the numbers are still rising.'

Colin is bitterly disappointed that the Home Office has allowed this to happen as this simply demonstrates, once again, that the theft of a motorcycle is seen as a victimless crime that can be ignored.

Regional Rep for Greater London, Tim Fawthrop said: 'Bikers just don't buy it. We came from the position that simply receiving a crime number for a stolen motorcycle is not enough, yet we find ourselves still in the position where a crime number is the most we can

expect as a police response to a report of a motorcycle theft. Motorcycle owners often face violence when riding or trying to prevent theft, but it seems that this is OK provided that their mobile phone wasn't snatched. This simply is not good enough. I was angry with the way the whole thing focused on the thieves and the victims of phone theft, and had not addressed the primary victim or basic bike security. We know funds are available from the Mayor's Office but there is nothing to compel the local councils to provide more security."

MAG wants the Home Office rethink its strategy. They plan to apply the lessons learnt in London to Vehicle Theft. Vehicle Theft covers the theft of all types of vehicle. Concentrating on vehicle theft has been repeatedly proven to allow forces to totally ignore motorcycle theft. A reduction in car theft for example can easily mask a large increase in bike theft simply because there are more cars than bikes on the road. Many forces do not record motorcycle theft as distinct from vehicle theft and thus are blissfully unaware of the real problem they have. We need to see motorcycle theft recorded separately and monitored closely by all forces so that the very real issue does not continue to be overlooked.

Fuel additives testing leads to promising new alternatives to toxic charges

Continuing the evolving relationship between MAG and Fair Fuel UK, Lembit visited some testing centres in the Halifax area in the North of England to observe the potential benefit of a fuel additive called 'Opti-Fuel.' This isn't a performance enhancer like nitrous oxide. It's a catalyst which makes the burning process cleaner, and more efficient.

Tests were carried out on a number of motor vehicles, including a nine-year-old 1,000cc Honda Fireblade, which was tested before and after the introduction of this additive into the petrol. Phil, who runs Howarth's Garage in Mirfield, near Huddersfield, took the Fireblade out, having put the additive in the petrol. 'I noticed it was very smooth,' he said after his 120-mile run. He also did an emissions test and there was a definite improvement in how clean the exhaust gases were. The results indicate a better combustion process. We will publish the results from the trials in more detail shortly. All the other older vehicles also showed marked improvements in the cleanness of their emissions. We are still analysing these results and will certainly be extending these preliminary tests to a larger group of machines.

The opportunity this creates is bringing older machines down to emissions levels which pass the more stringent parameters which accompany the Clean Air Zones which threaten many areas in the UK. This also causes a problem for legislators. If it can be shown the simple addition of an additive massively reduces emissions levels, then why introduce a punitive toxic charge which just won't be as effective, and also acts as a clumsy restriction on people's right to use their perfectly serviceable machines?

Once testing has progressed further, and as long as the results confirm what we have already observed, MAG is planning to promote the additive as a way to exempt most or all

bikes from the Clean Air Zone charges. This is potentially a major step forward in our fight back against unfair and unnecessary charging.

Please let us know if a Clean Air Zone is being threatened for your area. The sooner we hear about it, the sooner we can protect the local riding community from it – just as Colin Brown did so successfully in Birmingham.

Now, a request. We are looking for volunteers to try the additive in your machine. Don't worry, it won't harm your bike. There isn't a single recorded case of any damage to any engine as a result of the Opti-Fuel product. However, the benefits are consistently demonstrated and we need to have a portfolio of evidence to present to politicians – especially London Mayor Sadiq Khan – to show that this is a potentially good development for London and he really shouldn't be taxing older bikes with his toxic charge. Can you help with our test? Please contact us at HQ and say you want to be part of the Opti-Fuel trial. By helping with the trial, you'll clean up your engine and save money on fuel.

“The best form of defence is attack”

We are stepping up in the CAZ battle from requesting exemption to demanding promotion of modal shift to motorcycles. The MAG document explaining the logical reasons why promoting a modal shift helps to solve the air quality issue is now being presented far and wide. Colin has sent copies to the Joint Air Quality Unit, JAQU, a cross department government committee that is tasked with guiding and assisting local authorities with their air quality plans. We are requesting a meeting to fully explain and promote the policy to JAQU so that it becomes part of a toolbox of solutions for local authorities. Please feel free to send copies or the link below to your local councillors and MP's, the more weight we gain from educating politicians on the benefits of PTW's the better our chances of gaining acceptance of the concept. You can find the document at <https://tinyurl.com/y8vb56xe>

Motorcycle Live

Come and visit the MAG stand at Motorcycle Live next month in Birmingham's NEC. Once again, we will be there in force to make sure that the MAG flag is flying high and we'd love to chat with you on our stand. There will be lots to see and do, and we always enjoy hearing your views and suggestions. See you anytime between November 17th and November 25th.

Our stand number for Motorcycle Live is Hall 4 D06.

And finally, the Mayor WILL meet MAG

London Mayor Sadiq Khan has finally agreed to meet MAG thanks to the impressive efforts of Greater London Authority Member Keith Prince. We owe him a great debt of gratitude and look forward to the chance to put our case, all thanks to Keith.

Top of the agenda are likely to be access to bus lanes and the need for an exemption for all motorcycles from the Ultra Low Emissions Zone tax, which harms the poorest with the oldest bikes the most. It's a truly regressive tax and we will ensure the Mayor is left in no doubt that he has to modify the proposals to exclude bikers. There will be increasing political pressure on him to make this change. Frankly, it's a test of whether he is serious about being fair, or whether he just wants to use pollution as a cynical and environmentally self-contradictory moneymaking scheme, regardless of how it hits the lowest paid in our society.

MAG PRESS RELEASES

MAG Slams Nick Hurd's Optimism on Motorcycle Theft. This version: 2018-10-18

The Motorcycle Action Group has questioned the optimism shown by the Home Office Press Release on Moped Crime, pointing out that the underlying national problem of motorcycle theft has been, and looks set to continue being, totally ignored.

MAG has been involved in the Home Office Roundtable process from the beginning and has consistently highlighted flaws in the thought processes of the initiative.

Director of Campaigns & Political Engagement, Colin Brown, says: "I have consistently pointed out that the problem should not be treated as a London-only issue. It is fair to say that the epidemic in London has displayed its own particular complexion, but we feel that the London-only issue was one that London Police and Crime Commissioner, Sadiq Khan, should have tackled. We entered the process on the assumption that the task force would tackle a national problem of motorcycle theft. The headline statistic of a 56% reduction in moped offences since July 2017 reflects the enabled crime in the capital, not the numbers of motorcycles stolen. The Met reports that motorcycle theft in London has reduced to the levels of 2015, but there is no sign of any further decrease. The fact that 2015 levels of theft were totally unacceptable is apparently not relevant. Nor do the figures cover any other part of the country. Repeated efforts to get facts for the rest of the country have failed, but we believe that in many areas the numbers are still rising.

The statistics revealed in yesterday's meeting demonstrate, more than ever before, the validity of our position. DAC McNulty has been able to demonstrate that the initiative so far has dealt very effectively with the London enabled crime imperative, whilst totally ignoring the wider issue. We are bitterly disappointed that the Home Office has allowed this to happen as it simply demonstrates, once again, that the theft of a motorcycle is seen as a victimless crime that can be ignored."

Regional Rep for Greater London, Tim Fawthrop, said: "Bikers just don't buy it. We came from the position that simply receiving a crime number for a stolen motorcycle is not enough, yet we find ourselves still in the position where a crime number is the most we can expect as a police response to a report of a motorcycle theft. Motorcycle owners often face violence when riding or trying to prevent theft, but it seems that this is OK provided that their mobile phone wasn't snatched. This

simply is not good enough.” Speaking after the meeting Tim said “I was angry with the way the whole thing focused on the thieves and the victims of phone theft, and had not addressed the primary victim or basic bike security. We know funds are available from the Mayor’s Office but there is nothing to compel the local councils to provide more security.”

Colin Brown added: “The Home Office Press Release mentions that Policing Minister, Nick Hurd, said “I’m excited to see what we can achieve by applying a similar response to vehicle theft.” This implies that the Home Office will continue to measure success based on overall vehicle theft. We are asking that the Home Office rethink its strategy. Concentrating on generic vehicle theft has been repeatedly proven to allow forces to totally ignore motorcycle theft. Many forces do not record motorcycle theft as distinct from any other vehicle theft and thus are blissfully unaware of the real problem they have. Reducing car theft does not help motorcyclists. We need to see motorcycle theft recorded separately and monitored closely by all forces so that the very real issue does not continue to be overlooked. Once the scale of the problem is revealed there will be nowhere to hide from the fact that the response is woefully inadequate.”

MAG welcomes further CAZ exemptions for motorcycles

On 16th October 2018 Bath & North East Somerset Council launched a six-week consultation on proposals to charge drivers of higher-emission vehicles, including cars, £9 per day to drive within Bath city centre. In the wake of MAG’s victory in Birmingham, the Bath & North East Somerset Council is proposing, from the outset, to exempt all motorcycles and mopeds from the scheme.

Commenting on the proposals, Councillor Bob Goodman, cabinet member for development and neighbourhoods, said: “Like many councils up and down the country we have to address NO2 levels which are harmful to people’s health, and we’re being told by the Government do to that in the shortest possible time.”

Councillor Mark Shelford, Cabinet member for Transport & Environment, added: “The council has looked carefully at other options, such as not charging higher emission cars, but technical analysis shows this would not be guaranteed to sufficiently reduce NO2 in the time available.”

Director of Campaigns & Political Engagement for the Motorcycle Action Group, Colin Brown, said: “We are delighted that there is a trend developing that clearly shows a growing understanding of the facts that we have promoted consistently on this issue. Motorcycles are not part of the problem – far from it. The emissions footprint of this economical form of transport is, and always has been, far superior to that for even cleaner modern cars on a mile-for-mile basis. The Euro emissions standards for motorcycles were introduced far later than for the car industry but, despite this fact, commuting on a motorcycle is still more environmentally friendly because they don’t sit idling in queues of traffic.

It is time that this inescapable logic is recognised in the capital. The Mayor of London and TfL need to wake up and listen to reason. It is not too late for them to get with the programme and announce their own exemption for motorcycles.”

The consultation for the Bath CAZ runs until 26th November 2018. MAG urges all riders to

respond in support of the proposal to exempt motorcycles and mopeds from the Bath Clean Air Zone charges.

Full details of the proposals can be found on the council website at <http://www.bathnes.gov.uk/bath-breathes-2021-overview>

In Western Region we are lucky enough to have a Political Officer who is the absolute dogs Doo Dars. He goes to all relevant meetings (along often with Bristol Rep Joe) and gets excellent results. Here is what he says on the B&NES Consultation etc.:-

Please, if you can complete this consultation for us B&NES Council have just published the attached Summary document for consultation which has a closing date for responses of 26 November 2018.

From our standpoint it's looking good as, although their preferred option is a Class D zone, they are proposing an exemption for motorcycles (as well as vehicles in the historic tax class). A Class D Zone means that all cars failing to meet Euro 4 Petrol (approx. pre 2005) & Euro 6 Diesel (approx. pre 2015) will have to pay (£9 per 24hrs is the proposed charge) to enter or drive in the zone. Charges would also apply to all other older vehicles, ie vans, trucks, taxis, buses and coaches. The initial report suggested that cars did not need to be included but B&NES are now saying that the necessary improvement in air quality will not be achieved without their inclusion. B&NES have not yet published the latest research on which the consultation proposal is based but it should be on their website in the next few days.

I will produce a response from MAG supporting the exemption but please encourage all individual members and clubs (affiliated or not) to do likewise. It's important to respond because the exemption is not yet guaranteed; it's possible that some of the more extreme greens may object to it.

Geoff Mills. <http://www.bathnes.gov.uk/bath-breathes-2021-overview/have-your-say>

Young PTW riders – ‘forgotten or ignored’?

A speaker at the inaugural Young Rider Focus conference will challenge road safety officers to place more emphasis on the safety of young powered two wheeler riders.

Organised by Road Safety GB and FirstBike, and the team behind the established and well-attended Young Driver Focus conference, Young Rider Focus will be held in Birmingham on 6 March 2019.

The event was conceived following a survey among road safety professionals which confirmed an appetite for a conference focusing on the key issues faced by 16-25 year-old P2W riders.

The conference committee is in the early stages of planning the programme, with five confirmed speakers to date – one of whom is Kevin Wilcox, road safety officer at Staffordshire County Council.

Since joining Staffordshire's road safety team in 2004, Kevin has introduced many successful motorcycle-related initiatives.

He project managed a £850k DfT motorcycle project in 2009-2011 and received the Prince Michael Award for International Road Safety in 2010 on behalf of Staffordshire County Council for its Motorcycle Road Safety Strategy.

In recent years Kevin has focused more on young rider safety, introducing many new schemes targeting young rider casualty reduction.

Kevin's presentation will question why the default for most road safety professionals is to focus on young drivers aged 16-25 years, with little thought given to young riders.

He will delve into analysis, both locally and nationally, to suggest that many are focusing too much on the wrong target audience and should be concentrating on reducing young rider casualties.

Young Rider Focus

Delegate registration for Young Rider Focus is now open – with tickets priced at £125 for Road Safety GB/Academy members, £150 for attendees from public sector, third sector, academia and ADIs, and £175 (all prices plus VAT) for all other attendees.

In addition, there is the option to purchase a joint ticket covering Young Rider Focus and Young Driver Focus 2019, which takes place at the RAC Club, Pall Mall, London on 1 May 2019.

Click here to register to attend (link below) or alternatively for more information contact Sally Bartrum (delegate registration) or Nick Rawlings (conference agenda) on 01379 650112.

For more information about sponsoring and/or exhibiting at the event contact either Richard Storrs on 08451 308 853 or Rachael Butler on 07974 186445.

Young Focus Driver: <http://youngdriverfocus.org.uk/>

Young Focus Rider: <http://youngriderfocus.org.uk/>

Conference Agenda: <http://youngriderfocus.org.uk/index.php/agenda-and-speakers/>

Registration: <http://youngriderfocus.org.uk/index.php/delegate-registration/>

Websites you may be interested in:-

PACTS: Developing safe system road safety indicators for the UK – a report by PACTS in association with Ageas

<http://www.pacts.org.uk/2018/10/developing-safe-system-road-safety-indicators-for-the-uk-a-report-by-pacts-in-association-with-ageas/>

Press release: Severn Crossings to go toll-free on 17 December 2018

<https://www.gov.uk/government/news/severn-crossings-to-go-toll-free-on-17-december-2018>

Policy paper: DVLA privacy policy (updated 3 October 2018)

<https://www.gov.uk/government/publications/dvla-privacy-policy>

EU DRAFT REPORT: On the proposal for a directive of the European Parliament and of the Council amending Directive 2008/96/EC on road infrastructure safety management (COM(2018)0274–C8-

0196/2018–2018/0129(COD))

<http://www.europarl.europa.eu/sides/getDoc.do?type=COMPARL&reference=PE-628.414&format=PDF&language=EN&secondRef=01>

RSGB: Breakdown organisations call for ‘slow down, move over’ rule

<http://roadsafetygb.org.uk/news/breakdown-organisations-call-for-slow-down-move-over-rule/>

RAC: Over 500 motorists ‘wrongly paying Congestion Charge’

<https://www.rac.co.uk/drive/news/motoring-news/motorists-wrongly-paying-congestion-charge/>

Research and analysis: DVLA - Post Office Customer Satisfaction Survey

<https://www.gov.uk/government/publications/dvla-post-office-customer-satisfaction-survey>

Research and analysis: DVLA - applying for a provisional driving licence by post survey

<https://www.gov.uk/government/publications/dvla-applying-for-a-provisional-driving-licence-by-post-survey>

Open consultation: Draft noise action plans (2018)

<https://www.gov.uk/government/consultations/draft-noise-action-plans-2018>

This Consultation closes on 15th November. Probably best to take a look and participate if you have a noisy bike:-

Overview

The Environmental Noise Directive (END) requires, on a five yearly cycle, the production of strategic noise maps, the preparation of Action Plans based on the results of the noise mapping, and consultation with the public on the contents of these Action Plans.

The Action Plans are designed to manage environmental noise and its effects, including noise reduction if necessary, and preservation of quiet areas. A suite of Action Plans was previously adopted following earlier rounds of strategic noise mapping. These Action Plans included details of the process for identifying Important Areas (noise ‘hotspots’) and an outline approach for identifying and managing quiet areas in agglomerations.

The third round of noise mapping occurred during 2017 and this consultation seeks views on the Action Plans that have subsequently been prepared. The approach proposed is broadly a continuation of the policies set out in the previous Action Plans, with no substantial changes proposed to the way Important Areas are identified and managed, and no changes proposed to the process for identifying Quiet Areas. For this reason, we have decided on a 6 week consultation exercise.

The Government recognises the importance of ensuring that noise is managed effectively, and following publication of the 25 Year Environment Plan earlier this year, plans to engage separately with stakeholders on long-term priorities for noise management in England and options for addressing them. The opportunities presented by EU exit will be a key part of these considerations

going forward. The Government will work closely with stakeholders to ensure that our future approach to managing environmental noise in England best addresses the country's needs.

Noise is also a devolved matter with responsibility also resting with the Scottish Government, Welsh Government and the Northern Ireland Executive who will be consulting separately.

Why We Are Consulting

The Regulations identify Defra as the competent authority for preparing and adopting Noise Action Plans for agglomerations, major roads and major railways. This consultation relates to those draft Action Plans. It does not cover Noise Action Plans for airports.

The draft Noise Action Plans set out the process for identifying Important Areas and describes the process that will be followed to determine what further measures, if any, might be taken to assist the management of road and rail noise in those areas, in order to assist with the implementation of the Government's policy on noise. The draft Noise Action Plan for agglomerations also provides details about the process to be followed to enable the formal identification of END quiet areas with the aim of preserving environmental noise quality where it is considered good.

A more detailed summary of the contents of the action plans are provided in Part II of the main consultation document.

We would like your views on the actions being proposed to manage environmental noise and its effects, and to hear whether you have any further suggestions.

Click on the link below to start. noise.@defra.gsi.gov.uk or by post to Noise Action Plans consultation, Noise & Nuisance Team, Defra, Ground Floor, Seacole Building, 2 Marsham Street, London, SW1P 4DF.

If you choose to provide a response separate to the online survey, please outline whether you are an individual or responding on behalf of an organisation (and provide relevant details). Please also let us know whether you would like your response to be treated as confidential, and if so why (please see related information in the section)

The responses we receive now are important and will inform the final Noise Action Plans for England to be published by January 2019. We want to hear from all interested parties to help us shape our final strategy.

If you have any questions on this consultation, please email: noise.@defra.gsi.gov.uk

Give Us Your Views. [Online Survey](#)

Also, in Scotland:-

Scotland: consultation on draft noise action plans
<https://www.gov.scot/Publications/2018/10/9905>

Will the new Green E10 petrol cost you dear?

GEM: Posted on October 19th, 2018 by Rob Marshall

The government consultation (which lasted for fewer than two months) closed on the 16th September. In it, the Department of Transport (DfT) sought public feedback on whether and how to introduce E10 petrol in the UK, in what way to label the new fuel, plus for how long a continued supply of the 'traditional' E5 petrol should be maintained for the c.635,000 cars that are incompatible with the new petrol blend.

What is E5 and E10 petrol?

Currently, petrol is blended with a maximum of 5% ethanol, which is derived not from crude oil but plants. The current proposals wish to raise the alcohol content to 10%. The government loves it, because it helps it to comply with the EU-set biofuel directive and environmental groups are in favour; according to the DfT, E10 would reduce an average car's CO2 emissions by 2%.

It sounds great – what is the catch?

5% ethanol in petrol tends to be the maximum level at which damage will not occur, generally. Yet, increasing the percentage raises the risk of fuel leaks, fire and fuel system corrosion. These safety issues are created by the increased ethanol content attacking various rubbers and metals used in fuel systems of older cars. The safety risk affects mainly Historic Vehicles, although some vehicles made up to 2004 may be incompatible as well. All new cars from 2011 had to be E10-compliant legally but, in reality, most cars produced after 2000 should not experience such issues. Here is a list of cars that are known to be compatible. Double-check with your carmaker, if you are unsure.

Yet, I share a few other reservations that do not seem to have been considered in detail, even on compatible vehicles. Many small but high performance modern turbocharged engines are suffering from internal damage due to LSPI (low speed pre-ignition, or 'knock') and the research that I have seen on how E10-blended 95 octane petrol influences knock and the resultant engine damage in the real world appears to be inconclusive. I welcome any experts in the field to make contact via our Facebook page, to further my knowledge in this area.

Additionally, ethanol tends to absorb water and some onlookers are concerned about E10 not lasting well in storage, because the ethanol separates from the fuel itself, which could increase the risk of breakdowns and engine/fuel system damage in all cars, not just older ones.

Presuming that the fuel was not left long enough to go 'stale' at the fuel station before being dispensed, this would effect vehicles mainly that are not used often, unless low-mileage owners choose to run their fuel tanks as low as possible all of the time, which itself introduces further issues.

The real-world environmental benefits of E10 are also questionable. While the CO2 emissions that are associated with its production are highlighted by critics (although consider that producing and transporting petrol also has CO2 implications), E10 is expected to make your car's fuel consumption increase by around 3%, due to the lower energy content of the alcohol, compared to petrol. This might obviate the earlier mentioned CO2 saving of 2% quoted by the DfT. Interestingly, the DfT is

quoted and criticised by Vivergo (the UK's largest biofuel producer) for saying that "E10's impact on air quality (that is exhaust emissions that exclude CO2) is 'negligible'.

So, E10 is likely to make you fill-up more often and, as ethanol costs more to produce, it could be more expensive. Therefore, expect fuel prices to rise – unless government decides to cut duty on E10 (and not just cynically hike tax on E5) to make it more attractive to the general public, which is unlikely. Several organisations claim that the main way for widespread public acceptance is to cut fuel duty for the new petrol significantly, which the public purse is unlikely to stomach.

Is it worth it?

Any move to reduce road transport's impact on the environment has to be lauded. Yet, too many questions about the real-world environmental and safety credentials of E10 remain, when balanced with informing the public about the fuel and avoiding any potential backlash, such as that experienced in Germany during 2011. Additionally, the government is proposing that the current E5 petrol will be available only until 2020, which is insufficient time and could force many older vehicles off the road.

A benefit of the consultation, however, is that the UK Government can demonstrate to the EU that it is making proactive moves to comply with the EU Biofuels and Renewable Energy Directives, by altering its own Road Transport Fuels Obligation and seeking to introduce E10. Yet, with the current political situation, this might be a smoke-and-mirrors display, by moving to introduce the fuel but not doing so, if the EU is unable to penalise any non-compliance.

MPs call for petrol and diesel ban by 2032

RAC 19th Oct 2018

The sale of petrol and diesel vehicles should be banned in the UK within the next 15 years, MPs have claimed.

The Parliamentary Business Committee is calling for the ban to be brought forward to 2032, eight years ahead of the current target of 2040 which the committee criticised as "vague and unambitious".

Ministers were also told that they need to "get a grip" when it comes to implementing an effective nationwide charging network, which many identify as one of the main barriers to encouraging electric car use.

The committee also criticised the recent decision to slash grants available for plug-in vehicles, calling on officials to maintain current support levels to boost EV sales.

In an effort to tackle air pollution on the UK's roads, the Government announced in 2017 that all new cars and vans should be "effectively zero emission" by 2040, as part of its 'Road to Zero' strategy.

This target places the UK behind several other countries such as Norway, which will ban the sale of petrol and diesel cars in 2025, Ireland which has a target of 2030, and Scotland with a 2032 target.

But the RAC warned that any move to bring forward the ban on petrol and diesel sales would need to be met by bold and decisive action from the Government to make it possible.

“There are still significant barriers that are putting drivers off alternatively fuelled vehicles,” said Nicholas Lyes, RAC head of roads policy. “These include the upfront cost, access to charging infrastructure, and ease and time to charge a vehicle.”

One of the committee’s biggest criticisms of ministers was their failure to deliver a nationwide charging infrastructure by leaving implementation to local authorities and private companies.

The committee, led by chair Rachel Reeves MP, is calling for new regulations to provide for an extensive, reliable and standardised public network of charging points.

Ms Reeves said: “The Government needs to get a grip and lead on co-ordinating the financial support and technical know-how necessary for local authorities to promote this infrastructure and help ensure that electric cars are an attractive option for consumers.”

Mr Lyes echoed this sentiment: “We would like to see a much more ambitious programme to roll out charging infrastructure in more locations, including within new housing developments, at shopping centre car parks and on-street.”

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Infrastructure rules should ‘incorporate the needs’ of vulnerable road users

The European Parliament is being urged to back a proposal to incorporate the needs of vulnerable road users in EU road safety infrastructure rules.

The rules, which were last updated in 2008, require authorities to carry out regular safety audits and inspections – and treat high risk sites.

However, the rules only cover the major European motorways and other roads that form the Trans-European Road Network. The rules also fail to include the safety of vulnerable road users.

A coalition of road safety groups, traffic police, cyclists and transport workers – including the European Transport Safety Council (ETSC) – is calling on the European Parliament to extend the scope of the rules to cover all primary roads in Europe, and to incorporate the needs of cyclists, pedestrians and motorcyclists.

The coalition argues that the rules currently have ‘limited benefit’ because just 8% of road deaths occur on motorways, with 37% in urban areas and 55% on rural non-motorway roads.

The coalition also calls on European Parliament to ‘adapt the current procedures so they also apply to the needs of all vulnerable road users, keeping in mind that each of the groups (pedestrians, cyclists, motorcyclists) has its own specific requirements’.

The European Commission proposed to update the existing road infrastructure safety rules in May 2018 – but the proposals must be approved or possibly amended by both the European Parliament and Member States.

According to Commission estimates, extending the coverage of the safety rules to primary roads could prevent 3,200 deaths and 20,700 serious injuries between 2020 and 2030.

The European Parliament's Transport committee is expected to vote on the new rules in early December.

ETSC: https://etsc.eu/joint-statement-on-revision-of-the-road-infrastructure-safety-management-directive-2008-96/?utm_source=ETSC&utm_campaign=256d4aeb00-20180927_infra_joint_statement_pr&utm_medium=email&utm_term=0_3a7b55edbf-256d4aeb00-103268169

THINK! launches new website with downloadable campaign resources

The THINK! campaign has launched a new website to help support road safety education and initiatives in England and Wales.

Launched on 2 October, the new THINK! website brings together the former stakeholder, education and campaigns websites into a single platform to make it easier for people to find the information they need.

THINK! says the website provides a platform to deliver 'digital-first activity' – a key element in its current strategy of targeting young male drivers.

The new website, which is both mobile and tablet friendly, includes access to campaign materials – all of which are available to download.

Another prominent feature is the 'Story of THINK!' section – including a timeline of Government road safety campaigns.

In developing the new site THINK! worked with a range of stakeholders to identify their needs, make the site more user friendly and provide a better experience for road safety professionals.

THINK! is encouraging visitors to the new website to provide their thoughts by filling out a feedback form – which can be accessed on the website.

THINK! was established in 2000 as the Government's designated road safety campaign.

Since then, THINK! has become recognised internationally for its 'iconic and groundbreaking' campaigns that have challenged dangerous behaviours on Britain's roads.

Campaigns have evolved from encouraging the use of seat belts to tackling excessive speed, drink and drugs, and the use of mobile phones at the wheel.

In the decade that followed the conception of THINK!, road deaths in the UK reduced by 46%.

Think!: <https://www.think.gov.uk/>

Presentation to focus on reducing motorcycling risk

A presentation at the inaugural Young Rider Focus conference will showcase an 18-month project to understand how to reduce the risk of collisions and casualties among powered two wheeler riders.

Organised by Road Safety GB and FirstBike, Young Rider Focus will be held in Birmingham on 6 March 2019.

The event was conceived following a survey among road safety professionals which confirmed an appetite for a conference focusing on the key issues faced by 16-25 year-old P2W riders.

Eight presentations have been confirmed to date – including a joint delivery by Tanya Fosdick, head of research at Agilysis and Lorraine Willis, regional road safety coordinator at Highways England.

Tanya Fosdick is an experienced researcher who specialises in translating complex evidence into practice.

With more than a decade of experience in the road safety sector, especially in relation to young drivers and motorcyclists, Tanya seeks to bridge the gap between academia and practitioners to improve the quality of road safety interventions.

Lorraine Willis is currently the regional road safety coordinator at Highways England covering the East of England.

Lorraine's current role involves developing an incident and casualty reduction plan for the east region, detailing how Highways England's 2020 target for a 40% reduction in killed and seriously injured can be achieved.

This role also involves working with and supporting local road safety partnerships.

Their joint presentation will explain an 18-month programme of work, carried out by Highways England and road safety partnerships in the east of England, to understand how to reduce motorcycle risk.

As part of the programme, a review was undertaken of all of the motorcycle interventions in the east – examining their evidence base, the target audience compared to KSI figures, and evaluation results of schemes.

Young Rider Focus

Delegate registration for Young Rider Focus is now open – with tickets priced at £125 for Road Safety GB/Academy members, £150 for attendees from public sector, third sector, academia and ADIs, and £175 (all prices plus VAT) for all other attendees.

In addition, there is the option to purchase a joint ticket covering Young Rider Focus and Young Driver Focus 2019, which takes place at the RAC Club, Pall Mall, London on 1 May 2019.

Click [here](#) to register to attend or alternatively for more information contact Sally Bartrum (delegate registration) or Nick Rawlings (conference agenda) on 01379 650112.

For more information about sponsoring and/or exhibiting at the event contact either Richard Storrs on 08451 308 853 or Rachael Butler on 07974 186445.

Young Rider Focus: <http://youngriderfocus.org.uk/>

Agenda: <http://youngriderfocus.org.uk/index.php/agenda-and-speakers/>

Presentation: <http://youngriderfocus.org.uk/index.php/agenda-and-speakers/tanya-fosdick-head-of-research-agilysis/>

Registration: <http://youngriderfocus.org.uk/index.php/delegate-registration/>

Fall in moped crime as multi-agency taskforce produces results

From: Home Office and The Rt Hon Nick Hurd MP .. Published 16 October 2018

Moped offences in London are down 56% from the high of July 2017 following a joint police operation.

A government-led taskforce, aimed at cracking down on moped crime in London, is to be extended to tackle all theft of vehicles nationwide.

It comes after Metropolitan Police figures reveal that moped offences in London have more than halved as a result of targeted police operations, supported by a range of work driven forward by the taskforce.

There was a 32.6% fall in these crimes in the period from January to August this year compared with the same period in 2017, and compared to July 2017 when the crime was at its peak, the number of offences committed in August this year was 56% lower.

Work undertaken to tackle moped crime includes:

- operational activity led by the Metropolitan Police in hotspot areas
- a government consultation on police pursuits
- developing an industry standard for built-in theft deterrents
- a review of the range of offences, sentences and maximum penalties for these crimes

Chairing today's meeting of the moped taskforce, which brings together representatives from the Metropolitan Police, local government and industry, Policing Minister Nick Hurd said:

"Today's figures are testament to the fantastic work achieved by the Metropolitan Police and I'm pleased this crime has fallen by so much, so quickly.

"" The Met have done a superb job of targeting hotspot areas and deploying innovative and highly effective methods for stopping moped gangs in their tracks.

"I'm excited to see what we can achieve by applying a similar response to vehicle theft."

Deputy Assistant Commissioner Graham McNulty, National Police Chiefs' Council Lead for Vehicle Crime said:

"The reductions achieved in this crime type show the encouraging results that can be achieved when there is a strong focus on enforcement complemented with committed partnership working.

"I am grateful to our partners in the public, private and third sectors who have all played their part alongside the steadfast and relentless operational teams who have delivered outstanding results.

“These reductions are just a start and it is imperative that we continue to work together to ensure that we build on these solid foundations and further reduce harm to the people of London.”

Tony Campbell, Chief Executive of the Motorcycle Industry Association (MCIA) said:

“We are very pleased to see a significant reduction in the number of motorcycle and scooter thefts in London. The Home Office organised roundtable, which invited all stakeholders to coordinate efforts, has been extremely effective.

“The MCIA, along with support from its manufacturer members, have played an active role in this effort and we will continue to do so over the coming months and years.

“The MCIA secured initiative announced in June, will go further towards dealing with the problem of theft and enabled crime.”

At today’s meeting, Jan Hart from Islington Council shared their local strategy which contributed in moped crime falling 60%. The council introduced a range of measures including tactically placed street furniture to block escape routes, new CCTV, and street lighting in key locations and improved security to moped bays.

Following the recent rise in thefts of vehicles, the same strategy will be introduced to tackle this emerging threat which, according to the latest crime statistics, increased 17% in the year ending March 2018.

GOV.UK: <https://www.gov.uk/government/news/fall-in-moped-crime-as-multi-agency-taskforce-produces-results>

REALLY????!!!!

15mph speed limit proposed for City of London

The City of London Corporation has unveiled new plans to tackle air quality, road danger and congestion – including the introduction of a 15mph speed limit across the Square Mile.

The 25-year draft strategy, published on 17 October, sets out ‘bold visions and outcomes’ for the City.

The strategy includes the implementation of a 15mph speed limit, subject to approval by the DfT, which is designed to ‘reduce the likelihood and severity of collisions’.

The strategy also prioritises the needs of pedestrians – with vehicles that do not have a final destination in the City directed away from pedestrian priority areas.

It outlines support for the next generation in road user charging for Central London – as part of a range of measures to reduce motor traffic levels by 25% by 2030 and 50% by 2044.

The strategy also addresses accessibility for people with mobility needs, on street security, improving the cycling experience, electric vehicle charging infrastructure and emerging technology.

CLlr Chris Hayward, planning and transportation chairman at the City of London Corporation, said:
“The Square Mile is a unique place to travel, therefore radical proposals are required to future-proof this world class, growing business and cultural centre.

“The way that the vast majority of people get to the City is different than elsewhere across the world, with 93% of commuters arriving here by public transport, walking or cycling.

“Nine out of 10 of collisions that result in someone being killed or seriously injured in collisions involve a motor vehicle and so we need bold proposals to make our streets safer.”

The draft strategy will be presented to the Corporation’s Planning and Transportation Committee on 30 October, with the final strategy submitted to decision making bodies in spring 2019.

City of London: <https://news.cityoflondon.gov.uk/city-unveils-ambitious-25-year-draft-strategy-to-tackle-air-quality-road-danger-and-congestion-in-the-square-mile/>

WALES:- Fix the roads we have before building any new ones

Fixing Wales' roads should be a priority over building new ones, according to the Assembly's [Economy, Infrastructure and Skills Committee](#).



The condition of the Welsh road network has long been a concern for the public, who have been at the heart of the ['State of the Roads'](#) inquiry. The Committee concluded that a lack of money and priority for repairs is a stand out problem and that a long-term approach is needed rather than working from year to year.

The Committee held a photo competition to raise awareness of its inquiry, receiving entries from all over Wales showing the state of the roads from the public's perspective. The winning entry, from Antony Maybury from Wrexham, depicted a lorry passing by a large

pothole on the A525 near Bronington. The entries were judged by members of the Committee, and were put on display at an exhibition in the Senedd in September.

The road network is one of Wales' greatest assets, covering 21,000 miles, with an estimated value of £13.5bn, but severe adverse weather like the winter of 2017-18 has taken its toll and local authorities are battling a huge backlog.

Since the competition, the road has been filled, but the state of the roads remains a problem in Wrexham. "While one of the potholes has been filled in, others remain. The roads by me are horrendous. It's like driving a beach buggy around," said Mr Maybury.

The report recommends that the forthcoming Wales Transport Strategy should prioritise the maintenance of the existing road network instead of building new roads. The report also recommends that the Welsh Government establishes a committee of road-building experts to advise on techniques and materials that could save money on road maintenance.

"The condition of Welsh roads are a matter of great importance to all of us, whether we drive, cycle or take the bus we are all road users," said [Russell George AM](#), Chair of the Economy, Infrastructure and Skills Committee.

"The everyday things that sustain us, including much of our food, is transported on the roads and keep the economy moving.

"One of the sobering aspects of this inquiry has been how many of the issues raised in previous studies remain difficult. There is an overwhelming consensus that long term funding for local government and trunk road agencies would lead to improvements – but we remain stuck in an annual cycle.

"We need to act now, and this Committee believes that repairing and improving the network we have right now should be a clear priority over building new roads."

The Committee makes fourteen recommendations in its report, including:

- The forthcoming Wales Transport Strategy should set a clear priority for maintaining the existing road network, mainstreaming and upgrading active travel infrastructure, and prioritising access, in preference to building new roads.
- Welsh Government and local government should ensure that priority and funding is given to cost-effective long-term planned maintenance in order to reduce more costly short-term fixes.
- If Welsh Government can provide five-year funding to Transport for Wales then it can – and should – do the same for local authorities.
- The Welsh Government should bring together a stakeholder group similar to the Highways England Pavements Efficiency Group to advise on the most effective materials and processes.

The report will now be considered by the Welsh Government.

F E M A

Swedish Success: Stockholm Reduces High Parking Fees For Motorcycles



The high parking fees for motorcycles and mopeds in Stockholm will be reduced. This time Swedish FEMA member SMC is invited to discuss the fees and come up with proposals.

In December 2015 the city of Stockholm presented a [proposal](#) to introduce a parking fee for motorcycles and mopeds. The proposed amount was between €1 and €2 per hour.

[SMC](#) complained of course and used all kind of arguments. This resulted in a reduced fee between €0,50 and €1 per hour. At the same time a new regulation was introduced for persons living in Stockholm. The owners can apply for a special ‘residence permit’ which allows a lower monthly fee. But, residents are not allowed to use the special motorcycle parking spaces; instead they must park in parking spaces which are used by cars.

The number of motorcycles and mopeds has doubled in Stockholm County in the last fifteen years. About 60 000 citizens in the Stockholm region use these smart vehicles. The motorcyclists in Stockholm use motorcycles to commute more than anywhere else in Sweden.

Stockholm is a city where parking space is limited, so the new rules have not only meant increased costs for motorcyclists, but also a lot of complaints by car owners and parking damages on motorcycles and mopeds which were parked according to the rules.

After the Swedish general election on 9 September 2018, there was a shift of power in Stockholm. The new political majority promised to revise the parking scheme before the election and this week SMC finally got a result: the parking fees for motorcycles and mopeds will be reduced and the entire regulation for parking in the City of Stockholm will be revised. This time SMC is invited to discuss the fees and come up

with proposals. Of course everyone wants the cost to go back to zero, but all parties are discussing a fee which is decided by the size of the vehicle and the space it occupies. Next spring we will know the result.



SMC's political secretary Maria Nordqvist stated:

“SMC has spent a lot of time and resources to fight the introduction of the parking fees in Stockholm. The promise from the new political majority to reduce the fees is a huge victory for SMC, our volunteers and members.”

FEMA Survey: 'Banning Motorcycles From The Road Is Not The Answer To Sound Issues'

• *by Wim Taal - October 4, 2018*



A large majority of European motorcyclists (74%) do not believe that it makes sense that roads are closed for motorcyclists when motorcycle noise leads to complaints. Simply banning motorcycles from the road is not the answer to perceived nuisance by passing motorcycles.

In several European countries (like Germany and the Netherlands) more and more roads are closed for motorcycles, partly due to complaints about excessive motorcycle noise. With a short survey FEMA wanted to find out how motorcyclists think about this subject, so that our member organizations are aware of the sentiments of their individual members and/or online followers.

‘Simply banning motorcycles from the road is not the answer to perceived nuisance by passing motorcycles’.

Motorcycle sound, the perceived nuisance by passing motorcycles and road closures as a result of complaints about motorcycles are mainly a national matter. The geographical and cultural differences between countries are so great that a collective, European approach is not easy to extract from the results of the survey. National motorcyclists’ associations can work together with national, regional and local authorities to address the issues of road closures and enforcement of sound limits.



Wim Taal, FEMA’s communications officer: “On a European level, the results of the survey strengthen us in our opinion that there is no justification for stricter legal sound limits for new motorcycles. A large majority of European riders use legal exhaust systems and more stringent rules and regulations do not solve anything. It is FEMA’s believe that there is a lot to gain by constructive co-operation between the authorities and riders’ groups. Raising awareness among motorcyclists might be a much better way forward than simply banning bikes or considering new laws.”

[Click here to see the results of the survey.](#)

For press enquiries, please contact a FEMA member organization in your country (click [here](#) for their contact information).

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