



Network

July 2021

A networking tool for Activists and other interested parties

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[Acknowledgments:- George Legg, Colin Brown, Lembit Opik, Selina Lavendar, Julie Sperling, The NMC, MCIA, plus anyone else I've forgotten]

Editorial

Its gratifying to see from a report included in this edition that a Chief Constable is as concerned as I am on the issue of smart motorways.

As you know I've been banging on for ages about the lunacy of this concept and the number of deaths attributed to this ill-conceived idea.

As always, this is my own personal view and not that of MAG.

For those of you lucky enough to venture into Europe on your bike and notably Germany rumour has it they are re-evaluating their roads from a motorcycling perspective and making any changes found to be required. In fact, its not merely a rumour but a snippet of news MAG's representative to FEMA, Ian Churchill, that he picked up at his latest meeting.

If only the UK would follow suit!

In South Gloucestershire we're lucky if they renew white road markings and tend to potholes!! Do they take any notice of lil' old me - not a bit, I'm merely a council and road tax payer!

Its really good to see that Yorkshire MAG have been granted permission to run the Yorkshire Pudding Rally in August and its fully booked already. Well done guys.

I'll catch you next time round, meanwhile be safe and ride free, AG.

Please submit any copy for the August edition of Network to me by 25th July at aine@mag-uk.org subject heading: Network.

POLITICAL REPORT – LEMBIT AND COLIN

As uncertainty continues regarding the Government's timetable to end the Coronavirus restrictions, the Motorcycle Action Group's (MAG's) Political Unit continues to prepare for what is likely to be a substantial test of wills over 'Low Traffic Neighbourhoods.' Lembit Öpik, MAG's Director of Communications and Public Affairs and Colin Brown, MAG's Director of Campaigns and Political Engagement, report on this and other matters you need to know about and can do something to influence.

Low Traffic Neighbourhoods – the gathering storm

In recent Networks, we've been reporting on the prospect of a series of challenges to Low Traffic Neighbourhood (LTNs) which have been introduced without the usual consultation processes. The local authorities have used emergency powers to justify fast-tracking the introduction of these schemes on the premise that they assist with social distancing.

Local objections have already had an effect in causing the removal of a number of these schemes. Please inform Lembit if you have worries about a local LTN. We need to act fast and clearly if there is to be a successful challenge in your locality. As we've said before, MAG is not standing against progress. We've just got issues about poorly thought-out schemes that appear to owe more to the agenda of forcing modal shift to cycling and walking than they do to the transport needs of a modern economy and society.

Call Lembit with any LTN info or questions and comments on 01926 844064 or email Lembit@mag-uk.org

MAG requests clarifications from Home Secretary

Following discussions at the June 2021 meeting of the Motorcycle Action Group's National Committee, it was agreed that MAG would write to the Home Secretary highlighting our concerns about the implications of this restrictive piece of legislation. MAG's central concern is that the Bill will limit our freedom to organise and hold demonstrations because the Bill contains some very serious increases in the limitations put in place against demonstrating. The measures aren't really aimed at bikers, but they certainly could affect us.

We'll see what response we get from the Home Secretary and then we'll let you know. We're not looking for a fight with the Home Office, but nor will we stand by and silently watch as fundamental rights to protest are placed under threat and the very real prospect of being banned by the authorities. Feel free to ask. Your local MP to clarify where they stand in all this. If you want to talk it through or want a hand with formulating the questions, just ask Lembit.

Prince goes electric

Deputy Chair of the Greater London Authority Transport Committee, Mr Keith Prince AM, took to the streets of the Capital on an electric motorcycle in June, to test out the performance and general feel of this form of motive power. 'I got the chance to do it thanks to Lembit at MAG and the generosity of Dale Robinson at Zero Motorcycles. I'll give a full report after I finish my trial.'

MAG has taken an interest in the development of electric powered machines because of the current debate about alternatives to petrol power. Mr Prince's insights will be a useful indicator of what one enthusiast with a political interest in the future of motorbikes thinks of the electric tech available today.

If you have had experiences of electric power, please let Lembit know. 'We want to have an informed attitude towards this option and look forward to hearing what you think of these motorcycles and scooters out there, on the streets. Contact Lembit at:

Lembit@mag-uk.org

E10 adverts stepped up

As MAG correctly predicted in last month's Network, the Government is planning the impending introduction of 'E10' which means 10% of crop-based fuel into petrol. This can be seen in the increased publicity being given the planned change to E10, suggesting they are preparing fuel users for the shift. None of these adverts (at time of writing) is specific about timing for its introduction.

Lembit's best guess for the date of introduction is late autumn or winter 2021. There are many ways this timing can end up being stretched out, for example as a result of the lack of availability of the product.

Is your vehicle compatible with E10? You can get some idea of the answer here:

<https://www.gov.uk/check-vehicle-e10-petrol>

If you'd like to know more about the E10 product and the implications for your machine, we can give you some more info – just ask Lembit and he'll be happy to help.

Parliamentarians discuss transport policy in a 'common sense' way

Lembit held a meeting with senior Conservative MP Craig Mackinlay, who is increasingly irritated by what he regards as poorly thought-out policies by his own Government towards road transport. It's early days for these talks, but it's also very likely that Mr Mackinlay and quite a lot of his colleagues will be raising very similar concerns to those reflected in the Choice in Personal Transport campaign led by MAG.

The aim in all this is not to moan, but to get a sensible relationship between policy makers and the real needs of road users. Then we can make intelligent progress towards the needs to have a clean, cheap and effective way to get around Britain, recognising that many journeys are most effectively carried out by petrol powered motorbikes and scooters, and that modal shift to two wheels could achieve many of the very policy goals outlined by Government.

Parliamentary Questions and Debates

Our research expert, George Legg, has continued his dedicated search of what's going on in the halls of power in the name of motorcycles. In his latest analyses, George has revealed a much larger quantity of items than we've previously seen. Some of this might be caused by the improved systems George is using, and therefore he's catching more of the activity. But Lembit suspects the increased number of items also indicates a serious increase in the actual number of questions being asked thanks to MAG's work.

Questions and answers have covered the following areas:

- The status and management of e-scooter trials around the UK.
- Testing provision in the light of the Covid-19 lockdown.
- Accident statistics for smart motorways.
- Moped enabled crime.
- The prospect of an off-road motorbike register.
- Moped and motorcycle training centres.

Lembit is compiling a separate report on all of this, thanks to George's excellent work: 'we're still bedding down how best to give you this information and makes sure it's not too much –

because there's a lot of it. We also need to be consistent in how we report it, to compare like with like. I'm sorting all that out and thanks again to George for his sterling efforts.'

Ride To Work Day 2022

Colin would like to thank everyone who helped promote this year's Ride to Work Day.

Preparations are already under way for next year's campaign. 2022 Ride To Work Day is on Monday 20th June 2022. Colin is determined that it will be bigger and better, but that will only happen with your support. Please mark the date in your diaries and start thinking about how we can increase the reach and punch of the campaign. Get in touch with Colin via central-office@mag-uk.org with your thoughts and ideas.

Bus Lanes

Recent events in Leeds which Colin describes as deplorable have put a bee in his bonnet. We are sick of the inconsistency of approach to bus lanes.

What we need is to collate a list of every local authority that prevents or only partially allows motorcycle access to with flow bus lanes. We have attempted a number of approaches to collating information on where bus lane access is not allowed, but this seems to be too hard a question to be answered from a single centralised source. This is where you come in.

Please contact us at MAG Central with details of every local authority where you know motorcycle access to bus lanes has yet to be granted. We need this to be as comprehensive a list as possible. If you are uncertain as to which local authority is responsible for a bus lane, just let us know the road name and location and we will figure it out. We would rather be told 20 times than not at all, so don't assume someone else has done or will do it – contact us.

We will launch a major campaign on bus lanes in the autumn.

Bike Theft Police Response

Letter writing campaigns have got us in front of ministers in the past and it seems that in the case of Kit Malthouse we need to take this course of action again. We have made two formal approaches for a meeting with the Policing Minister already, both of which have been side-stepped. Now is the time to get your MP to put pressure on the minister to meet representatives from the most effective motorcycle lobby group in the country.

We have drawn up a template letter here: https://wiki.mag-uk.org/images/8/8f/Template_Letter_Re_MAG_meeting_with_Policing_Minister_Kit_Malthouse_-_FINAL.docx

- but as always writing in your own words is better if you can make time to put a personal letter together yourself.

As always you can get your MP's contact details here:

<https://members.parliament.uk/FindYourMP>

Welcoming Roads

Do you subscribe to the belief that you have as much right to safely use the roads in the UK as any other road user?

There is a new road safety strategy being formulated as we speak. MAG has an independent seat on the DfT Road Safety Delivery Group. This gives us the opportunity to significantly impact the shape of this new policy. The Government recognise that road safety has stalled over the last decade and are keen to come up with a new approach. MAG are promoting a concept of Welcoming Roads as an alternative approach to Vision Zero.

You can see our manifesto for the Welcoming Roads vision here:
<https://bit.ly/WelcomeRoads2021>

As with all new ideas it needs to be adopted and supported by a broad range of voices, so please let your MP and local road safety professionals know that you believe MAG's proposed vision has your support. The reality is that the more parties that see the concept and consider its merits, the better the chances we have of getting this concept agreed. If we can do that, we believe the safety of all riders will improve, and there will be a move away from blinkered policy that focuses on the safety and interests of just a chosen few transport modes.

Please promote, explain and support MAG's vision for road safety. If you have any views and opinions on specific detailed road safety policies please do let us know. We will continue to represent your views and do all we can to ensure that the outcome of this process is a policy that serves to increase safety for riders and promotes motorcycling as a legitimate and valuable part of the transport mix in the UK.

Motorcycle commuters revealed: What secrets did we learn?

The Motorcycle Action Group (MAG) have today revealed the headline motorcycle commuter secrets learnt in the Ride To Work Day survey. MAG have also announced the winner of the prize draw.

MAG is delighted by the high response rate to the survey. In total there were over 780 completed questionnaires submitted.

Director of Campaigns and Political Engagement, Colin Brown said:

"The survey results so far give us a partial result, but none the less it is very interesting. The responses came overwhelmingly from riders of larger machines with full licences. We thus have more work to do to understand the small bike and learner category. From MCIA figures on motorcycle registrations we can deduce that we are probably only half way to getting the full picture on motorcycle commuters. We will continue work to fill this gap in our data."

There will be a full analysis of the responses in due course but the headline learnings for experienced riders on larger motorcycles include that they are a hardy bunch. Weather is not as big a barrier as many may think.

Only fifteen percent stop commuting on their bikes in poor weather. Eighty percent of experienced motorcycle commuters ride to work regularly or always in fair weather as opposed to sixty percent in poor weather.

Of our respondents six in ten say they use a car as an alternative choice for their commute. Two in ten use public transport and between two and three in ten get active by walking or cycling when not on their bike.

The average commute distance for our sample group of motorcycle commuters was 18 miles.

The lucky winner of our prize draw was Paul from London who will be receiving his Oxford Disc Lock shortly. His reaction on hearing about his win:

“Great! Never won anything, so thrilled.”

MAG Foundation and NYRF trial new safety messaging approach.

The MAG Foundation have funded a new filtering safety video which aims to trial a new safety messaging approach. Working with the National Young Riders Forum (NYRF) the computer-animated video focuses on how to filter correctly and how drivers can help riders to filter safely. The approach reinforces messages that filtering is legal and beneficial to all road users.

Filtering of motorcycles, scooters, and pedal cycles through congested lanes of motor vehicles is legal, but it can lead to conflict. The NYRF commissioned a detailed research project on young rider safety. Researchers from Agilysis interviewed young riders aged 16 – 24 as part of the venture. One useful insight from young riders showed they wanted drivers to be more aware that filtering is legal.

NYRF facilitator, Heidi Duffy, said:

“There was a clear message from young riders through our research project. Lecturing them is not always the best thing to do. Young riders want to feel supported. So, with the funding from the MAG Foundation, we have been able to meet that brief. We are delighted to produce a safety message that features the positives of riding rather than the negativities.”

Tony Cox, MAG Foundation Trustee, said:

“The MAG Foundation was happy to fund this project. We know that riders see a judgmental element coming through in some road safety campaigns. Building awareness of the legitimacy of filtering and giving young riders the confidence to know how to filter responsibly is great.”

MAG’s Director of Campaigns & Political Engagement, Colin Brown, sits on the NYRF and has been working hard on the project. Colin said:

“The video fits naturally with our existing Filter Friendly campaign. I was keen to get the video launched to coincide with our promotion of Ride To Work Day. Motorcycles and scooters provide an affordable and accessible route to accessing education, training and work. So, for young people with limited budgets they are a perfect solution. Therefore, we must support them to be as safe as possible. If all road users work together to support young riders filtering through our congested roads, everyone benefits. In short, being Filter Friendly is morally right for all road users.

Thank you to MAG Foundation for the funding, the NYRF members who helped with the development of the video, and also to Koala for the computer wizardry to create the animated video. And let’s not forget the young riders who gave their honest feedback on how we can better support them on the roads.”

the link. <https://check-vehicle-compatibility-e10-petrol.service.gov.uk/manufacturer/>

MAG PRESS RELEASES

MAG announces new member benefit

09/06/2021 in News by Colin Brown

The Motorcycle Action Group (MAG), the UK's leading voice for riders, negotiates a new member benefit with Cotswold Outdoor.



MAG is pleased to announce that it has recently negotiated a new member benefit with Cotswold Outdoor. The discount (terms apply and excludes electronics) represents a 15% saving on purchases and will be extended not only to Cotswold Outdoor but also to its sister stores Snow & Rock and Runners need.

MAG members will be able to obtain a discount code direct from MAG's Central Office (email central-office@mag-uk.org or call 01926 844 064), and it can be used both in-store and on-line at:

www.cotswoldoutdoor.com

www.runnersneed.com

www.snowandrock.com

Members will also be able to sign up to their free Explore More benefits scheme: visit

<https://www.cotswoldoutdoor.com/explore-more-benefits.html> to find out more.

Please be aware that the code issued will be valid until 31st December 2021. A new code will be supplied for 2022.

MAG Chair, Selina Lavender, commented: “We are delighted to team up with Cotswold Outdoor to provide our members with this discount. We value our members greatly for the sterling work that they put in on behalf of MAG, and to be able to give a little something back to them via this scheme is very pleasing.”

Individual MAG membership is just £27.00 a year. To join, visit <http://www.mag-uk.org/en/membership/>, call our office, or speak to a MAG member.

We also offer several levels of corporate membership for businesses who feel they could support MAG. Please contact Central Office for further details.

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

Motorcycle commuters revealed: What secrets did we learn?

11/06/2021 in News / Ride To Work Day by Colin Brown

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MAG Foundation and NYRF trial new safety messaging approach.

18/06/2021 in [Filter Friendly](#) / News by [Colin Brown](#)

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NYRF facilitator, Heidi Duffy, said:

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Check out the video on MAG website and/or Utube: National Young Riders Forum (NYRF): Motorcycle filtering and share.

MAG Notice Board

Next
Network deadline
25th July

ROAD deadline
15th July



**Monthly Member
Draw**

New for 2021

**See advert for
more details**



Usually renew at Farmyard?
Please check your renewal date
Out of date, call the office
01926 844064

Parliament Recess Dates
Summer rises 22 July and returns 6th September

Not sure what the weather's doing?
Buy a hat on the MAG online Shop
<https://www.mag-uk.org/shop/>



FEMA

Cypriot riders: ‘higher fines for traffic violations against motorcyclists’

FEMA News: June 10, 2021



CMRC, the Cyprus Motorcycle Rights Club (and a member of FEMA) had a high-level meeting on road safety for motorcyclists. CMRC met with the Road Traffic Director and with the Ministry of Justice Road Safety Advisor.

The meeting revolved around various road safety issues, but [CMRC](#) highlighted the need for proper and continuous training that all motorcyclists should receive plus the importance of information seminars in schools and military camps, as a way to educate the younger generation. We also offered to provide our services in Police events or seminars as safety advisors.

A hot topic which was discussed in detail, was the ongoing and various road construction works and safety problems of the road network which put motorcyclists at multiple risks. CMRC pointed out the dangers associated not only to the motorcyclists, but also to their bikes, since minor accidents or bike parts damage although an often occurrence, are not taken into serious consideration.

Another important issue were the various police inspections targeted at motorcycles and mopeds only, in an effort to reduce accidents. CMRC suggested that a police campaign aimed at car drivers would be a better way to address this matter, since information and awareness serve prevention and of course mutual respect. CMRC is ready to promote and support such police campaigns.

Based on this, another key point was about obtaining a car driving license and the relevant training procedure. Basic, theoretical motorcycle lessons for all car drivers is another easy way for educating and creating better understanding of the needs and safety concerns for motorcyclists.

Finally, CMRC concluded the meeting with the subject of traffic violations and penalties. CMRC proposed a possible penalty increase for specific violations that result in traffic collisions with motorcyclists and requested that the same alcohol limit should be applicable to all road users.

On the other hand, for minor violations a remark would be sufficient and in case of small changes or modifications such as an exhaust for example, a request to present the motorcycle to the Road Transport Department for further inspection is preferred, rather than immediate confiscation.

Overall, the meeting was carried out in a very fertile atmosphere and the willingness to co-operate was evident by both parties. Special thanks was given to CMRC for their offer of

knowledge and experience on a non-profit basis, in order to raise awareness and promote road safety.

Written by [Stella Arkadi](#), CMRC press officer

Top photograph courtesy of CMRC

This article is subject to [FEMA's copyright](#)

Success In Spain: No Mandatory Airbag For Motorcyclists

June 3, 2021



The Spanish Directorate-General for Traffic has withdrawn its wish to make the use of airbag vests or jackets mandatory for motorcyclists.



Juan Manuel Reyes, president of AMM: "We appreciate the sensitivity of the General Directorate of Traffic in this matter, and we appreciate its efforts to take the proposals and suggestions of the users into consideration. Once again, it is shown that the path of dialogue between the authorities and civil society is the appropriate line, and that union and joint work is key to achieving the demands of our collective. This great advance has been possible thanks to the support of all the groups and motorcyclists that are part of this initiative and that together represent more than 600,000 people." (Photograph courtesy of www.lavozdegalicia.es)

The Directorate-General for Traffic introduced the mandatory use of airbags in the draft reform of the traffic regulations in March 2021. The proposal led to protests from motorcyclists, as became by the results of the [opinion poll](#) Spanish motorcyclists' association AMM conducted, in order to have a clear idea of the feeling of the Spanish motorcyclists' community. 65.5% of the motorcyclists surveyed did not agree with the mandatory use of airbags.

Asociación Mutua Motera ([AMM](#)) – a member of FEMA – encourages the voluntary use of personal protective equipment and clothing appropriate to the environment in which they are used, but AMM opposes the mandatory use of such equipment and clothing.

A coalition of organizations scheduled several meetings with the Spanish Directorate-General for Traffic and after they considered the arguments raised by the motorcyclists, the Directorate-General now says it first wants in-depth studies carried out – as suggested by the motorcyclists – that investigate the safety results devices like airbag for motorcyclists have to offer in real life situations.

The coalition was formed by PMSV (Motorcycle platform for road safety), AMM (Asociación Mutua Motera), ANESDOR (national association of companies in the two-wheel sector), PROVIAL (association of driving instructors) and hundreds of motorcycle clubs throughout Spain.

This article is subject to [FEMA's copyright](#)

MAG Monthly Prize Draw Winners

June – to be drawn 01.07.21

May – Kerry of Shipston on Stour

April – Liam of Sudbury

March – Mr Jones of Cardiff

February – Alex of Cambridge

January – Ian of Aberdeen

Christmas Prize Draw Winner

Tony of Exmouth

Our thanks to Bikesure, MAG Foundation, RideTo and Ian Mutch

Intelligent Speed Assistance set for launch on all new EU vehicle types from 2022



ETSC has welcomed endorsement by EU Member States of technical standards for Intelligent Speed Assistance (ISA), paving the way for the technology to be installed on all new models of vehicle sold in the European Union from next year. ETSC is calling on vehicle manufacturers to go beyond the minimum requirements of the legislation to maximise the huge potential safety benefits of the technology.

By next year, the European Union will have, by far, the most stringent vehicle safety standards in the world with systems including Advanced Emergency Braking (AEB), Emergency Lane Keeping Assist (ELKS), drowsiness and distraction recognition and Intelligent Speed Assistance (ISA) all mandatory. By 2024 every new car sold in the EU will need to be fitted with these technologies.

Although final agreement on the EU's new vehicle safety law, known as the "general safety regulation" was reached in 2019, detailed technical requirements for the various required systems are only being finalised now following almost a year of technical discussions.

In a meeting earlier this month, representatives of EU Member States signalled their informal approval for draft technical specifications for ISA that will be formally adopted in June.

The requirements allow for several different types of ISA system to be fitted. By law, every type of system must be overridable, and allow the driver to switch the system off for the duration of the current journey.

The most effective and appreciated systems, already available since 2015 on several vehicles, assist drivers by cutting engine power once the legal speed limit has been reached. The driver can override the system by pushing further down on the accelerator pedal. Systems that intervene in this way, could reduce road deaths by 20%. However, following strong and sustained industry pressure, the EU is also allowing a system to be fitted for which no research is available and which is expected to be much less effective. The most basic system allowed simply features an audible warning that starts a few moments after the vehicle exceeds the speed limit and continues to sound for a maximum of five seconds. ETSC says research shows audible warnings are annoying to drivers, and therefore more likely to be switched off. A system that is deactivated has no safety benefit.

Antonio Avenoso, Executive Director of ETSC commented:

“More than twenty years after this technology was first trialled, it is great to see Intelligent Speed Assistance finally coming to all new vehicles in the EU. It is a big step forward for road safety.

“However, we are disappointed that carmakers are being given the option to install an unproven system that may have little safety benefit. We sincerely hope that carmakers will go beyond the minimum specifications and take full advantage of the life-saving potential of speed assistance technology. It saves lives, prevents serious injuries and saves fuel and emissions.”

In a positive development, the draft requirements state that carmakers will have to report aggregate, anonymous data on how ISA systems are being used, and if they are being switched off by drivers. Two years after the legislation comes into force, it should be possible to see, based on real-world data, which systems are most effective. That will be a good opportunity to learn and react to improve the technology in the future.

Intelligent Speed Assistance (ISA) Vehicle safety

MCIA Release May Registration Figures

MCIA News: 7th June 2021



MCIA today released the May 2021 powered two wheeler (PTW) registration statistics, showing yet another year on year increase of **148%** at an incredible **13,398** units. Electric PTWs also continue to flourish with an increase of **340%** against May 2020.

A year on from the first lockdown and the launch of the industry's Unlock Your Freedom campaign, the economic, practical and environmental benefits of riding continue to offer an alternative to both four wheel and public transport solutions. Sales of leisure PTWs have also risen, indicating foreign travel restrictions are positively influencing sales, as more people choose riding as both a pastime and for domestic holidays.

Tony Campbell, CEO MCIA said, “May’s figures are against a time in 2020 when the first wave of the pandemic had hit. We forecast a positive summer for the sale of PTWs and associated products as restrictions ease and the backlog of those awaiting CBT and testing reduces. As life returns to normal and people return to their leisure pursuits we’ll be ensuring our close links with Government consider PTWs at every opportunity”.

Find May PTW registration statistics at: <https://www.mcia.co.uk/press-statistics>

ENDS

Notes for Editors:

Please credit **MCIA** when quoting this information.

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

For more information about the work of MCIA and Powered Light Vehicles, or to interview MCIA CEO, Tony Campbell, please contact Gina Evans at g.evans@mcia.co.uk or call 02476 408017.

Visit www.unlockyourfreedom.co.uk, to find out more about getting onto powered two wheels.

And, also from the MCIA:-

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For more information about the work of MCIA and Powered Light Vehicles, or to interview MCIA CEO, Tony Campbell, please contact Gina Evans at g.evans@mcia.co.uk or call 02476 408017.

NMC Calls For Strong International Transport Policies That Deliver Support For Motorcycling

NMC News: June 15, 2021



The UK must learn from global best practice on motorcycle safety

The National Motorcyclists Council is participating in the International Transport Forum (ITF) Motorcyclists Safety Workshop ([here](#)). This is taking place virtually during June and builds on a similar event in 2008 in Lillehammer, which was the first international event to bring together all key stakeholders. Lillehammer has helped shape the agenda for developing

government policy towards motorcycling across the world. The workshop is co-organised by the ITF, the Swedish Transport Administration, VTI, the International Motorcycling Federation (FIM), and the motorcycle manufacturers associations (IMMA and ACEM). It is a follow-up to the Third Global Ministerial Conference on Road Safety, held in Stockholm in February 2020. The event this year also builds on the 2015 ITF research report “Improving Safety for Motorcycle, Scooter and Moped Riders”, which made recommendations on a wide range of measures to improve the safety of motorcyclists.

The 2008 Lillehammer conference concluded among its key recommendations that one of the first steps to safer motorcycling is for governments to include motorcycles as a key part of their overall transport strategies. The NMC is calling on the ITF to strengthen that recommendation in the conclusions and recommendations to this year’s event.

The Workshop has revealed that in many regions of the world, the share of traffic that motorcycling represents has significantly increased since the Lillehammer event - in some cases by several times previous levels. This has occurred despite a lack of support by governments for motorcycling as an alternative transport mode alongside walking, cycling and public transport. It seems that road users have voted with their wheels across the globe to switch to motorcycling for work, education and for other practical purposes.

Safety remains an issue. This is the case even among those countries which have improved safety records, as some have reached a stage where casualties are no longer reducing beyond a certain level. This illustrates that ‘traditional’ motorcycle safety measures can only go so far towards improving safety and more holistic measures are needed. Key among these is for governments to recognise the positive role of motorcycling in mobility and transport policies and support their use as an alternative transport mode. Doing this will unlock greater investment in measures to decrease vulnerability for motorcycle users.

Contributing to the ITF Motorcycle Safety Workshop, NMC executive director Craig Carey-Clinch called for a recognition from governments around the world that motorcyclists deserve strong and supportive transport policy in order to deliver improved safety. He said: “The ITF workshop has so far been an interesting event which has brought together a wide range of stakeholders and experts in motorcycle safety. There is much that the UK can learn from other regions of the world and how they approach biking safety.

“But everything that we have heard points firmly to the need for Governments to adopt an approach of positively including motorcycling within transport policy as an alternative to the car. The ITF must build upon the Lillehammer Workshop recommendations in this area and not pull back from this absolutely essential element of motorcycle safety. Governments world-wide need to wake up to the potential that motorcycling offers to the future transport and act accordingly.”

ENDS.

Notes to Editors:

1. For further information please contact Craig Carey-Clinch, on 07979 757484 / craig@uknmc.org
2. National Motorcyclists Council members are: The Auto Cycle Union, the British Motorcyclists Federation, IAM RoadSmart, the Motorcycle Action Group and the Trail Riders Fellowship
3. Photo courtesy of the ITF website <https://www.itf-oecd.org/>

Police chief admits he'd rather his family didn't use smart motorways



A high-ranking police officer is among a group of motoring experts to tell MPs they'd rather see their loved ones drive on roads with hard shoulders than so-called smart motorways.

The Transport Select Committee asked a group of industry leaders – including a representative from the RAC – whether they'd feel more comfortable with relatives using a '[controlled' motorway](#) with a hard shoulder or an 'all lane running' smart motorway with no hard shoulder and all the promised safety improvements.

Chris Todd, assistant chief constable at West Midlands Police, said 'if pushed', he would choose for his relatives to have the 'additional' safety of a continuous hard shoulder.

The chief constable said: "In the way it was described, the all-lanes running (motorway) with ERAs (emergency refuge areas) and with the SVD (stopped vehicle detection) system in place, I would have a high level of confidence.

But if I was pushed for an overall or binary decision, I would probably opt for the controlled motorway in terms of the additional facilities that it provides from a policing perspective."

This means that although he'd be confident on a smart motorway without a hard shoulder if it had all the planned safety improvements active, he'd still prefer a motorway with a full hard shoulder.

RAC head of policy Nicholas Lyes said he would also favour the controlled motorway with a hard shoulder option, but with 'additional technology'.

Speaking on the removal of the hard shoulder, Mr Lyes added: "We fundamentally changed what was needed to be done in the event of a breakdown because for decades we have had a hard shoulder.

"Then suddenly you take the hard shoulder out and there is a completely different way of having to deal with an emergency breakdown. It is a bit like changing the emergency landing procedures of an aeroplane and not telling the pilot what to do."

On stretches of smart motorway the hard shoulder is either permanently or temporarily used as a live running lane to improve traffic flow. But drivers run the risk of being left stranded if they break down or have an accident too far from a junction or an SOS area.

Here, their safety is dependent on both the 'red X' being activated to close the lane, and also on drivers obeying the warning signs by changing lanes.

The Government has been under pressure to either scrap 'all lane running' smart motorways or drastically improve their safety following [a number of deaths that have occurred on them](#). South Yorkshire Police is currently assessing whether Highways England is criminally responsible for the deaths of two men on the M1.

Last year, Transport Secretary Grant Shapps responded to a rise in smart motorway safety concerns with an 18-point action plan.

In April, the Government announced [no new 'all lane running' smart motorways will be opened without radar camera technology](#) to detect stopped or broken-down vehicles quickly. It promised plans for all existing smart motorways to have the technology installed will be brought forward by six months to September next year.

- [Smart motorways](#) – what are they and how do you use them?
- [What to do if your car breaks down?](#)
- [The Highway Code](#) – Common UK road signs and what they mean

Answering the committee, Mr Todd, who also oversees the force's motorway response patrols, said: "In the way it was described, the all-lanes running (motorway) with ERAs (emergency refuge areas) and with the SVD (stopped vehicle detection) system in place, I would have a high level of confidence.

"But if I was pushed for an overall or binary decision, I would probably opt for the controlled motorway in terms of the additional facilities that it provides from a policing perspective."

He also stated on record that it's harder for police to reach crash victims when all smart motorway lanes are in use.

In his response to the committee's key question, RAC head of policy Nicholas Lyes said: "I think to answer the question it would be a controlled motorway with a hard shoulder and with additional safety technology."

In March, [Highways England launched a new campaign 'Go Left'](#) to enhance drivers' confidence about what to do in the event of a breakdown on a motorway or major A-road, with or without a hard shoulder.

WEBSITES YOU MAY WANT TO VISIT

Insurance provider Aviva has become a partner of an ongoing autonomous vehicle trial – as it looks to capture data that will enable it to insure such vehicles in the future.

The trial of an autonomous shuttle, led by the Darwin Innovation Group, will take place at the Harwell Science and Innovation Campus in Oxfordshire:

<https://www.aviva.com/newsroom/news-releases/2021/06/aviva-and-darwin-announce-five-year-strategic-partnership/>

TRL: Oxbotica and TRL pilot safety framework for off-highway automated vehicle deployment

<https://trl.co.uk/news/oxbotica-and-trl-pilot-safety-framework-for-off-highway-automated-vehicle-deployment>

News story: Government gears up for roll out of greener fuel with national awareness campaign
<https://www.gov.uk/government/news/government-gears-up-for-roll-out-of-greener-fuel-with-national-awareness-campaign>

ACEM: Statement ahead of EU-US Summit: Motorcycle industry supports coalition call for immediate suspension of retaliatory tariffs

<https://www.acem.eu/statement-ahead-of-eu-us-summit-motorcycle-industry-supports-coalition-call-for-immediate-suspension-of-retaliatory-tariffs>

RSGB: DfT provides update on review of The Highway Code

<https://roadsafetygb.org.uk/news/dft-provides-update-on-review-of-the-highway-code/>

FOI release: Smart Motorways and POPE studies

<https://www.gov.uk/government/publications/smart-motorways-and-pope-studies>

ICCT: Update on government targets for phasing out new sales of internal combustion engine passenger cars

<https://theicct.org/publications/update-govt-targets-ice-phaseouts-jun2021>

PACTS: Assessing the safety of private e-scooter use in the UK – PACTS research

<https://www.pacts.org.uk/assessing-the-safety-of-private-e-scooter-use-in-the-uk-pacts-research/>

PACTS: UK road safety performance is second worst in europe

<https://www.pacts.org.uk/uk-road-safety-performance-is-second-worst-in-europe/>

MCIA: Standard Petrol is changing to E10 – Know Your Fuel

<https://www.mcia.co.uk/posts/know-your-fuel>

Why Electric Motorcycles are Failing

<https://www.youtube.com/watch?v=O2zIYpy6QCM>

Check if your vehicle can run on E10 petrol

<https://www.gov.uk/check-vehicle-e10-petrol>

NI: Motorcyclist KSI Casualties in Northern Ireland, 2015-2019

<https://www.infrastructure-ni.gov.uk/publications/motorcyclist-ksi-casualties-northern-ireland-2015-2019>

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