



August 2021

Network

A networking tool for Activists and other interested parties

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EDITORIAL

It would appear the Highway Code is being upgraded with updated and better motorway guidance and its only to be hoped the upgrade includes SMART motorways.

Immediately following this Editorial is information regarding the Annual Group Conference (AGC).

I suppose it was inevitable with the Government's insistence on no more ICE cars to be produced after 2030 that, sooner or later, they would include Motorcycles which, at their last announcement, is 2035.

What most of us want is the assurance fuel will be available for us to continue to ride our existing machines should we so desire.

My own thoughts are that the obsession with going 100% electric is the biggest environmental disaster waiting to happen – with the mining for the materials needed, the child labour used in some cases to mine and, so far as I understand it, that none of the lithium-ion batteries in electric vehicles are recyclable in the same sense that paper, glass, and lead car batteries are. Although, I appreciate efforts to improve recycling methods are underway, generally only around half the materials in these batteries is currently extracted and repurposed.

So, why not get the disposal of these sorted first and pursue bio fuels before putting all your eggs.....etc., - probably just because billionaire businessmen are saying you should.

Anyway, that's my personal view – for what its worth.

Ride free, AG

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

<p>For the September edition, please submit copy by 25th August to aine@mag-uk.org with the subject heading: Network.</p>

IMPORTANT NOTICE: AGC 2021 will NOT take place as a virtual event

National Chair election 2021

Saturday 11th of September 2021 live 'in person' debate with the two Chair applicants

Neil Liversidge and Tim Fawthrop

Venue: Shrewley Village Hall,
75 Shrewley Common, Warwick CV35 7AN

The candidates will take questions from the floor and answer questions submitted in advance. The event will be recorded (sound only) and made available to members for a limited time.

Manifestos for both candidates are the latest issue of The ROAD.

Routes to attend the live event, submit question(s) or vote: the following options are open to you from the 14th August unless otherwise stated;

Use the database (self-serve) or email central-office@mag-uk.org or telephone 01926 844 064 (manned 10am-3pm, Mon-Fri, answer-machine outside of these hours) or post MAG, Unit C13 Holly Farm Business Park, Honiley, Warwickshire CV8 1NP

Live event: You MUST register in advance via one of the routes above to attend the event. Registration closes 12 noon Wednesday 1st September or when the event reaches capacity (150). Restrictions may apply, bring your own refreshments.

Submit question(s) in advance (if you are NOT attending the live event): Submit question(s) via one of the routes detailed above. Closes 12 noon Wednesday 1st September.

Voting: NO voting will take place at the live event. Voting is via one of the routes detailed above. Note: Those votes not submitted directly to the database, will be entered by Central Office against your membership number, on your behalf. **STRICTLY one vote per member.** Voting opens 00:01 Wednesday 1st September and closes 23:59 Monday 20th September.

Result: The vote result will be announced on Saturday 25th September 2021 (the original planned date for AGC 2021).

*****Your membership MUST be current to participate. Membership will be verified by Central Office. Include your name and membership number in all correspondence *****

To print a Postal Voting form link: <https://bit.ly/Vote-Chair>

Campaigns Team Political Report – Lembit Opik and Colin Brown

Motorcycles have finally been included in the list of petrol-powered machines to be banned. The Motorcycle Action Group's (MAG's) Political Unit, Lembit Opik and Colin Brown, report on this development, plus the many other areas of controversy that are occupying the dynamic duo in the interests of riders' rights.

Banned by 2035?

As predicted by MAG's Political Unit, the Government has now included petrol motorcycles in the list of new vehicles the sale of which is to be banned by 2035.

This is all part of what the Government calls its 'Transport Decarbonisation Plan (TDP).' As the name suggests, this is all about politicians' determination to cut carbon dioxide emissions from vehicles, with the somewhat ambitious goal of creating a 'Net Zero UK' by 2050.

'It's important that riders understand the proposal does not propose voluntary participation,' says Lembit Opik, MAG's Director of Communications and Public Affairs, who heads up the work on the 'CHoice in Personal Transport' (CHiPT) campaign. 'If introduced, you will be banned from buying any new petrol-powered motorbike from 2035, period. The Government has decided that what some describe as a climate emergency is so pressing that this liberty can legitimately be removed from you in less than 14 years.'

MAG opposes the compulsory element in this proposal. While the Government seems to be accepting the benefits of motorcycles in the transport mix, the idea that forcing people away from petrol power and towards electric – which is the primary focus of Government policy – goes against the views of riders, a point clearly identified in recent research conducted by MAG.

MAG has also repeatedly pointed out the fastest way to reduce emissions now is to promote modal shift from cars to motorbikes, which reduces congestion, fuel use and pollution.

MAG chair, Selina Lavender said: "MAG will engage with the Government and the motorcycle industry in this process and will continue to robustly represent all the views and opinions of its members. There is still much work to be done to ensure the benefits of motorcycling are enhanced and recognised. I am confident that MAG's engagement in this work will be positive and achieve the best possible results for motorcyclists in the UK."

Please write to your Member of Parliament and ask them if they are for or against the banning of new petrol-powered motorcycles by 2035, and petrol and diesel cars by 2030? Let the Political Unit know what you get back. This is our only chance to alter Government policy – and if we don't you will no longer be able to buy petrol motorbikes after 2035.

Electric report from London politician

Keith Prince AM (Assembly Member), the Deputy Chair of Greater London Assembly's Transport Committee, tried out a Zero SR electric Café Racer.

He used the machine for commuting to and from City Hall and for other trips around the capital. His impression was hugely positive, commenting that there an 'Eco mode – but there's nothing economical about the acceleration away from the lights.' The performance indicated what many riders remark on – there's no power band, just solid wattage at any speed, and no gearbox to deal with either.

The handling was also excellent, though Keith would prefer a commuter version for his form of travel, the lack of storage being nothing to do with the electric nature of the vehicle, but just a personal preference.

Another point of note was the comparative silence of the machine, causing what Keith calls 'phone zombies' to wander out in front of the machine when filtering. He reckons there's a case for some sort of noise facility, circumstantially showing the validity of the claim that *loud pipes save lives*.

His verdict is that it's an excellent machine and he is seriously considering going electric if he can find a good commuter design that fits his usage pattern. You'll find a full report in the upcoming edition of The Road. For more information Zero Motorcycles see their website here:

<https://www.zeromotorcycles.com/en-gb>

E10 for Autumn

The Political Unit will keep reminding you that we are heading towards the E10 introduction in the autumn of 2021. We've covered this previously, and the problem is some older motorbikes won't take kindly to the introduction of larger proportions of ethanol in the fuel mix. Issues include water in the carbs and damage to seals.

You can check if your motorbike is E10 approved here:

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

Major report on transport options to be released

An All-Party Parliamentary Group (APPG) is releasing a report on the 2030 ban on petrol and diesel vehicles. The APPG for Fair Fuel for Motorists and Hauliers is (at time of writing) planning to release the report in August 2021.

This landmark report outlines the issues related to the ban and explains the problems with trying to force the UK into electric power. At least a dozen MPs are eager to support the concerns being raised. MAG is also featured in the report, highlighting the issues in relation to the ban and bikers.

MAG will let you know when the report is published.

Update on Parliamentary Questions and Debates

George Legg, MAG's ace researcher, reports on a weekly basis about the consultations, questions and answers which are occurring in Parliaments around the UK.

There has been an at least 40% increase in questions and answers since the previous report. 'I'm not sure if this is a true increase or if George has got even better at seeking out and reporting the Parliamentary activity,' says Lembit. 'However, I am confident in stating that there has been a genuine increase in motorcycle related questions, and this can only be because colleagues in the MAG world are pressing their political representatives for answers.'

Subjects range from e-scooter trials through to testing regulations in relation to Covid-19 (yes, these are still featuring in the questions), the arrangements of smart motorways and the status of cycling in the transport mix which has knock-on effects on bikers' rights.

If you have a question you'd like to have asked, please let Lembit know on:

lembit@mag-uk.org

Lembit will be happy to take you through the process and explain how to get your MP to submit the questions. Just get in touch.

A personal word...

Lembit would like to thank all colleagues who have expressed their kind thoughts following the passing away of his mother, Liivi Öpik, on 21st July 2021. 'My mother gave me the ability to empathise with people, and the dedication to use that understanding for the good of our world. Her memory lives on in what I can do in the years I am given. And for all the times I had with her I am forever grateful.'

Bus Lane Data

The Leeds trial is still in the balance at time of writing, so if you live or ride in Leeds please do make your feelings known to your elected representatives.

Colin is looking into the viability of a FOI process to collate bus lane data, but if you have not already done so, please do take the time to drop us a line at the office to let us know the bus lane status in your neck of the woods.

First stirrings from the Home Office

Colin has received some email correspondence from officials at the Home Office regarding our request for a meeting with the Policing Minister, Kit Malthouse. At present this is purely asking us for more information, so it is not necessarily a pre-cursor to a meeting.

Colin has also been making attempts to get Police and Crime Commissioners to wake up to the issue and also support our request for a meeting with the minister.

If you have not already done so why not drop a line to your local MP asking him/her to support MAG's call for a meeting.

The release of the 2020 Police Force Bike Theft Rankings is imminent and we will use this as a further opportunity to raise awareness of the issues.

Welcoming Roads

Our vision for road safety has achieved significant progress since the last edition of Network. The National Motorcyclists Council has now publicly stated its support for the concept. We are still seeing no resistance to the idea from any quarter.

Colin has been routinely pushing the idea in meetings with transport planners and road safety officers. It is fair to say that its merits are yet to be challenged by anyone.

This must not be seen as anything other than a very long term project of raising awareness and promoting the idea. We are not promoting it as a MAG initiative, nor even specifically as a

motorcycle initiative. To work it needs to enter the consciousness of everyone in order to overcome the inertia of Vision Zero and resistance to new ideas that we will face.

Please continue to push this idea to everyone you come into contact with. View it as a carpet bombing exercise as opposed to a precision strike.

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

There is also an un-branded version of the vision document hosted on the NMC website here: <https://www.uknmc.org/downloads>

We have deliberately removing the MAG logo so that a direct connection with motorcycling is removed. We do not want it seen as a motorcycling idea, and thus largely ignored by other road user groups. This really is a universal road safety vision.

MAG PRESS RELEASES

MAG launches Welcoming Roads – a new vision for road safety.

28/06/2021 in News / Road Safety by Colin Brown

Motorcycle Action Group (MAG) is today launching a new vision for road safety. “Welcoming Roads” is an evolution of Vision Zero (VZ). It promotes safer roads for all road user groups including pedestrians, cyclists, drivers, horse riders and, of course, motorcyclists.



[New Road Safety Vision](#)

Improvements in UK road casualty statistics have stalled. For many years, MAG has voiced significant concerns about elements of the VZ brand. We support aspects of the VZ approach but believe that the ideological goal of zero casualties falls short of the test of pragmatism. Our proposal seeks to preserve the successful aspects of VZ whilst shedding unhelpful ‘baggage’. We believe this could break the stagnation currently encountered by the VZ philosophy.

MAG has created a [manifesto](#) detailing the vision, and is distributing it to road safety professionals and stakeholder groups to generate debate. We will welcome any offers to help refine and develop the proposal.

MAG’s Director of Campaigns & Political Engagement, Colin Brown, said:

“This proposal is not an attack on Vision Zero. Nor do we deny that more needs to be done to improve safety on our roads. The vision to end all road casualties is laudable, but I fear that in the real world it is seen as impractical and unachievable by many. Casualties occur in the imperfect real world. Ignoring this obvious fact can lead to a rejection of efforts to improve safety.

There is much baggage that comes with the ideological aspect of the current Vision Zero mantra. Certainly, for many motorcyclists there is a feeling that their safety gets neglected in a rush to promote active transport modes. I do not believe this is the intent, but perception is critical – especially when the goal is to change behaviours.”

MAG is calling on all interested parties to enter into debate on the merits of the proposed vision. We hope that it will be received as a positive contribution to road safety for all road users.

Trust steps up campaign to install defibrillators at motorcycle accident blackspots

14/07/2021 in News by Colin Brown

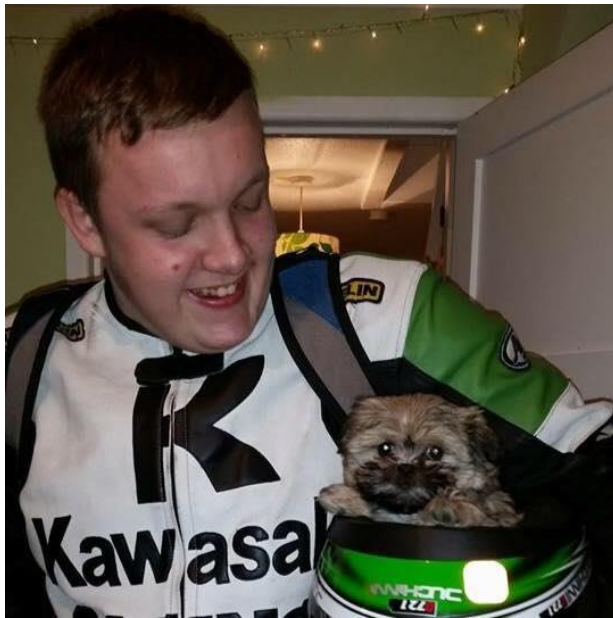
A charity set up to help save the lives of motorcyclists is stepping up its efforts to get defibrillators installed in accident blackspots around the country.



Ria Brisland next to one of the defibrillators

With traffic volumes getting back to pre-pandemic levels and the warmer weather meaning more bikers are on the roads, the Nick Brisland Trust is hoping to make up for lost time in its campaign to make a difference if a rider is left fighting for their life after a motorcycle accident.

The Trust was set up after Nick Brisland died in a motorbike accident in Hampshire in 2015 when he was just 19, after a car driver pulled out and forced Nick to swerve into oncoming traffic.



Nick Brisland

Nick's mum Ria Brisland founded the Trust to turn her grief into a positive, coming up with the idea of installing defibrillators at biker cafes and motorcycle accident blackspots to ensure "other families don't go through the horror of what we had to" by giving other riders the best chance of survival in the unfortunate event of an accident.

Each defibrillator and the cabinet to store it in, which are supplied by St John Ambulance, cost £1,620 and the Trust has been able to raise enough money to install 12 so far across the country.

The national lockdowns during the Covid pandemic halted the installation programme, but as the country starts to open up again, Ria says they are ready to step up the campaign.

"I was sat thinking, two years after my son's death, about how I could help," said Ria, a barber from Southampton.

"His tragic death was horrendous for us, and we just want our work to go some way to making people think more about bikers when they are on the roads as most of these accidents are avoidable.

"Nick's injuries were too severe and a defibrillator would not have saved his life, but the main thing for me is about raising awareness and preventing other families going through what we did.

"Ultimately we just want to get as many defibrillators out there as possible to potentially save lives.

"We have managed to install 12 so far, but Covid has put a halt on things a little and we have another 10 sat ready to go.

"We recently put ones in Liverpool and in the West Midlands and the next two will be going to Belfast. With two in Wales and strong links in Scotland we have managed to spread ourselves across the UK, even if just at a small scale at this moment."



Ria helping unveil a defibrillator in

Halesowen in May 2021

Due to the pandemic, traffic volumes were down 14 per cent in 2020, according to the Department of Transport's provisional report. Despite this, motorcyclists – who only make up around one per cent of all road users – accounted for 19 per cent of all fatalities.

The Nick Brisland Trust is working tirelessly to improve those statistics and awareness around rider safety and has also managed to change the driver training test to add in a video to help learner drivers improve motorcycle awareness, thanks to a petition that got 127,000 signatures.

Ria also managed to change the Highway Code to add a section on the 'Dutch reach', which tells drivers to open their car door with their left hand and not their right, which forces them to pivot and look before opening their door and potentially knocking people off their motorbikes.

However, at the core of the Trust's work is installing as many defibrillators as possible, although she insists she has faced "barriers" along the way.

"We want to get as many defibrillators at accident blackspots as possible and it is part of our plan to find out where these are most needed," added Ria.

"We would have wanted to start with the blackspots, but we have found that councils and authorities have not all been helpful as many say they don't want to supply the energy for the defibrillators or won't want the responsibility.

"We have instead been concentrating initially on getting defibrillators put at motorcycle cafes, who have been more than happy to help.

"We have been really lucky to have had the support we have so far, like the team at HQ Electrical and Property Services fitting the defibrillators for free across the country. We just want to get as many people on board as possible to be able to spread the word."

The Motorcycle Action Group (MAG) was alerted to the ongoing efforts of the Nick Brisland Trust after being contacted by a national law firm eager to help spread the word.

As part of a campaign this summer to raise awareness around motorcycle accidents at Hudgell Solicitors, one of the legal firm's personal injury experts is using her passion for all things two wheels to highlight how vulnerable riders are to injury.

Motorbike enthusiast and legal executive Becci Ashfield, 47, from Thrapston, near Kettering, Northamptonshire, said: “With more than 50 motorcyclists being injured in an accident every day in the UK on average, it is vital to stress to drivers to always be on the lookout for bikers when they are behind the wheel.

“As the weather warms up and people venture out more after a year of Covid restrictions, it is a great time to raise awareness and highlight where accidents tend to take place around the UK.

“For example, most people would probably think that the majority of motorcycle accidents happen on motorways, where riders are going the fastest, but this is not the case.

“Official figures in the last 10 years show that the number of riders killed each year on motorways never exceeded 14, where as 205 motorcyclists die on average each year on non-built up roads like in the countryside.”

So where are the motorcycle accident blackspots in the UK?

The latest official annual statistics from the Department of Transport show that:

- Almost half of all motorbike accidents occur in London (33 per cent) or the South East (15.9 per cent).
- The South West accounts for 8.9 per cent of motorcycle casualties each year, followed by the Eastern Region (7.8%), Yorkshire/Humberside (6.7%), North West (6.6%), East Midlands (6.2%), West Midlands (5.4%), Wales (3.7%), Scotland (3.2%) and the North East (2%).
- There were more motorcycle casualties in the Westminster area (350) than the whole of the North East (335) in the latest annual figures, with Wandsworth and Lambeth also over 300.
- Kent accounts for the most casualties in the South East (18 per cent), followed by Surrey and Hampshire.
- Other counties outside these areas with a higher number of motorcycle accidents include Essex, Lancashire, Norfolk, Devon, North Yorkshire and Lincolnshire.
- Leeds, Birmingham and Bristol have the most biker casualties of towns and cities outside the capital and South East.
- Of the biker casualties in Wales, almost 20 per cent occur in either Carmarthenshire or Powys, with seven per cent in Cardiff.
- The Highlands (11.5 per cent) and Edinburgh (11.9 per cent) have the highest proportion

MAG responds to Government's Transport Decarbonisation Plan.

16/07/2021 in [Decarbonisation](#) / News by [Colin Brown](#)



The Motorcycle Action Group (MAG) has issued an initial response to the Government's Transport Decarbonisation Plan. The plan sets out how the UK Government proposes to tackle carbon emissions from the transport sector of the economy on its path to delivering a Net Zero UK by 2050.

MAG remains opposed to compulsion as a solution to reducing carbon emissions. We have always acknowledged the need to reduce the harmful impacts of transport and this is why we have long promoted modal shift to motorcycles as a significant lever for achieving that aim.

We are pleased to see the recognition of the positive and significant role played by motorcycles acknowledged in the plan, but are concerned that a technological roadmap for motorcycles has yet to be fully developed. We call for the Plan's recognition of motorcycling's role to be applied immediately by way of a more proactive and inclusive approach to motorcycling in transport policy.

We urge the Government to listen to all voices in the forthcoming consultation which proposes the requirement for all new motorcycles and scooters being fully zero emissions at the tailpipe from 2035. Equally we want to see consideration and support for the full range of potential solutions in the technological roadmap.

MAG Chair, Selina Lavender, said:

"MAG will engage with the Government and the motorcycle industry in this process and will continue to robustly represent all the opinions of its members. There is still much work to be done to ensure the benefits of motorcycling are enhanced and recognised. I am confident that MAG's engagement in this work will be positive and achieve the best possible results for motorcyclists in the UK."

Motorists warned of websites charging a premium for DVLA services free on GOV.UK

DVLA has been contacted more than 1,200 times since January 2020 by customers who have paid more for services than they need to by using unaffiliated websites.

From: [Driver and Vehicle Licensing Agency](#). Published: 30 June 2021

DVLA is urging motorists to beware of websites that charge a premium for DVLA online services that are cheaper or free on GOV.UK. The agency is reminding motorists that they should always use GOV.UK, to be sure they are dealing directly with DVLA and not paying more than they need to.

This comes as new figures released today show that since January 2020, DVLA has been contacted by customers more than 1,200 times about websites that are not affiliated with DVLA but which purport to offer DVLA-related services.

Using any website other than GOV.UK can mean motorists are charged more for services that are either cheaper or completely free on GOV.UK, such as [changing the address on your driving licence](#) or [V5C vehicle registration certificate](#), and [renewing a driving licence from age 70](#).

Applying online will always be the quickest, easiest and often cheapest way to transact with DVLA – and by going to GOV.UK motorists can be sure their application is safe and secure. [Find further information on the services available on GOV.UK](#).

Julie Lennard, DVLA Chief Executive, said:

GOV.UK is the only site where customers will find our official services, many of which are free. You may be charged a premium when using other websites offering services that are not connected to DVLA.

We recommend you always double check you're using GOV.UK when accessing our online services or looking for information. This means you won't be paying more than you need to for services that are cheaper or free of charge on GOV.UK and can be sure that you're dealing with us directly.

Guy Anker, deputy editor at MoneySavingExpert.com, added:

These copycat sites aren't illegal, but they dress up like legitimate webpages, and use clever tricks to appear higher on search engines. They get you to fill in forms, which requires no more work on your part than if you'd done it yourself via the official sites, and then they overcharge you for 'administration' or 'services' – which is really just passing it to the relevant body, with no extra work involved. These services are usually free or much cheaper if you do it yourself, which can leave a very sour taste.

The obvious red flag that you're on a copycat site is if you're being charged for something that's usually free – such as updating your vehicle log book (V5C) when you've changed your address. Another tell-tale sign is the web address, so if you should be on a government website, carefully inspect it to make sure it says GOV.UK. It's also worth knowing the true price of a paid-for service – in the past we've spotted firms offering 'checking services' for driving licence renewals at a cost of £60, more than four times the £14 it costs to do it through GOV.UK.

Notes to Editors:

Since January 2020 DVLA has been contacted by members of the public 1,210 times regarding third party websites. Such websites are not connected with DVLA in any way.

Information about the range of DVLA services available online is on GOV.UK at www.gov.uk/browse/driving.

DVLA's online services are unaffected by the pandemic and will always be the quickest and simplest way to deal with us.

We regularly publish advice for customers across our channels about how to stay safe online and we regularly remind our customers that they should only use GOV.UK when looking for DVLA services or information.

Plans to reduce the national default speed limit in Wales from 30mph to 20mph on residential roads and busy pedestrian streets will form part of the Welsh Government's legislative priorities for this year, Deputy Minister for Climate Change, Lee Waters has confirmed."

Press release here: <https://gov.wales/safer-streets-save-lives>

"I have spent a fair amount of time in meetings about the pilots already going in place. The mood music is not that there is any discussion to be had – it is being treated by Welsh Government and local authorities as a done deal that will be rolled out beyond the pilot schemes going in now. I do believe that there remains plenty of room for discussion on the detail in terms of what roads it applies to, potential engineering solutions to reduce speeds and enforcement. Interestingly I have heard IAM RoadSmart be openly critical of blanket 20mph zones and talk up the need for the road environment and design to reflect the appropriate speed rather than imposition of 20mph signs that will not change actual behaviours."

The consultation is here: <https://gov.wales/proposal-reduce-speed-limit-20mph-residential-streets>

FEMA

Dutch Allow Lighting On Motorcycle Clothing And Helmets

June 30, 2021



Under Dutch law it was explicitly forbidden for motorcyclists and their passengers to use lighting on the clothing or the helmet. The Dutch government has now deleted that ban from the law books.

Dutch motorcyclists' associations [KNMV](#) reports the following:

It is like a bible for police officers and traffic instructors: the Traffic Rules and Traffic Signs Regulations. These regulations date from 1990 and here and there fall short of new developments in infrastructure and vehicles. It is therefore necessary to tighten up rules, add them or delete them altogether.

At the beginning of June 2021 KNMV was informed of a number of changes and the ban on lighting on motorcyclists' clothing or helmet has now been abolished. Research by the Institute for Road Safety Research ([SWOV](#)) showed that there are quite conflicting studies in the field of this lighting. For example, there is no scientific evidence that more lighting benefits visibility and thus increased safety, but at the same time there is no evidence that this type of lighting could cause more distraction or confusion. So, to sum it up, there is no reason to prohibit or oblige it. With that knowledge, the ministry has decided to delete the article in its entirety.



The KNMV thinks this is positive news, because in other studies it has been proven that many road users simply overlook motorcyclists. Something that is partly caused by our small profile. By deleting this article, it becomes possible to do something about this visibility. As far as we're concerned, anything that contributes to this in some way may make sense. Incidentally, Article 5 of the Dutch Road Traffic Act will of course always remain in force: you may not hinder or endanger someone with this lighting. Build two thick high beams on your helmet to have even more high beam at your disposal on that forest road outside your village? So that is absolutely out of the question. But soft LED lighting as a kind of daytime running light on your helmet that might make you stand out a little better in certain circumstances? Why not?

What about an extra brake light for example? Just like a third brake light in a car, it can ensure that people will notice your braking earlier. Since your helmet is the highest point of the motorcycle, you can already see from afar that you are braking, or possibly indicating your direction.

It is important to keep in mind that you should not turn your helmet and/or jacket into a Christmas tree. A brake light and direction indicators must be sober. There are no binding rules on what is allowed and what is not, but we recommend using only red light at the back and only white light at the front.



Arjan Everink, head of traffic and training at the Dutch motorcyclists' association KNMV earlier told FEMA: "KNMV is of the opinion that as a motorcyclist you should do (almost) everything to increase your own visibility in traffic."

Arjan continued: "Based on research, it is known that motorcyclists are regularly not noticed or noticed too late by other road users (motorists) and dangerous situations arise as a result. Extra lighting on clothing and/or helmet can give an extra attention value to the visibility of the motorcyclist in traffic. However, the sharpness and surface area of lighting must be considered. The proposed proposal for a total ban is an ill-considered measure that will not reduce the number of motorcycle accidents."

Written by Wim Taal

Top photograph courtesy of Brake Free

This article is subject to FEMA's copyright

All,

FEMA has just released a European wide survey to find out whether riders are prepared to move away from ICE motorcycles towards battery bikes. It would be appreciated if everyone could respond to this short (5 min) survey and share it as widely as possible with members and the wider riding public.

<https://www.femamotorcycling.eu/survey2021/>

The survey results will be made public and may shape FEMA's future strategy.

Ian Churchlow, MAG FEMA Representative.

‘Norway tells statistical lies to prove motorcycling is dangerous’

FEMA News: July 8, 2021



Norwegian authorities claim that it is becoming increasingly dangerous to ride motorcycles and they have the statistics to prove it. Odd Terje Døvik, president of the Norwegian motorcyclists' organization NMCU, claims it has never been safer to ride a bike in Norway.

According to the saying, there are three types of lies: lies, damn lies and statistics. The latter refers to a use of numbers and statistics that gives a wrong, misleading or outright false picture of reality.

The Norwegian Public Roads Administration's handling of accident figures for motorcyclists is an example of the latter. It is both a damn lie and a statistical lie, that it is becoming increasingly dangerous to ride motorcycles on Norwegian roads. The Norwegian Public Roads Administration is trying to document this by referring to the recent years' increase in the number of fatal accidents on motorcycles. It is true that the absolute number of fatal motorcycle accidents has increased from the 'bottom year' in 2011 to the 'peak year' last year, but that says nothing about the development of risk.

'It is a damn lie that it's becoming increasingly dangerous to ride a motorcycle'

That the number of fatalities has increased only tells us that the number of fatalities has increased. To find out whether this increase in the number of fatalities has also led to an increased risk, more figures are needed. As you know, risk is a relative concept. In our context, one could – for example – compare the number of people killed with the number of kilometres driven, or the number of motorcycles on the roads. The former is not so easy to calculate, but we know more about the latter. And those figures show that the number of killed and seriously injured motorcyclists has been halved in the same period the number of registered motorcycles has doubled!

In other words: it is a damn lie that it's becoming increasingly dangerous to ride a motorcycle. The truth is that it has never been safer. The truth is that the combined effect of improved driver training and increasingly advanced support systems on motorcycles has led to a significantly reduced risk of being killed or seriously injured on a motorcycle. We are not saying that it is risk free. We are not saying that a motorcycle is as safe as a car (it will never be). We only say that the risk has been reduced in step with the various risk-reducing measures. To claim otherwise is at best a statistical lie.

The Norwegian Public Roads Administration has made it a bad habit to confuse absolute accident figures with relative accident risk. At the same time, they are good at pointing an admonishing finger at motorcyclists in general. We motorcyclists must get better at this and better at that. We must make wiser speed choices. We must practice cornering, emergency braking and swerve-maneuvres. We must dress properly. We must stay awake and alert.

Yes, we must. Motorcycle riding is a skill that must be maintained, and we are painfully aware that we are the ones who get hurt when accidents happen.

So yes, motorcyclists have every reason to do whatever we can to preserve our own safety. And it is OK that the Norwegian Public Roads Administration reminds us of that. My mother did that when I was young, and my wife does today. We can bear to hear a 'ride safely!' before we set off. But the next time the Norwegian Public Roads Administration feels the urge to remind us of our responsibility, I hope they also remember their own.

'How many motorcycle-friendly crash barriers has the Norwegian Public Roads Administration set up over the last year?'

It is a well-known fact many accidents happen because the rider loses control in left-hand turns. Dare I ask the Norwegian Public Roads Administration how many low motorcycle-friendly rails they have set up in dangerous left turns over the last year? I rode more than 10,000 km on Norwegian roads last summer, and the number of left turns with a low motorcycle-friendly rail could be counted with the fingers of one hand. We know, and the Norwegian Public Roads Administration knows, that motorcycle-friendly rails provide a significantly reduced risk of injury or death if the motorcyclist loses control in a turn.



NMCU president Odd Terje Døvik

We know, and the Norwegian Public Roads Administration knows, that improved sight lines through the curves contribute to greater predictability, better and more precise track choices and better speed management. We know, and the Norwegian Public Roads Administration knows, that gravel from adjacent side roads represents a special danger for two-wheelers. The list is long; these are just a few of the road-related safety measures described in the national action plans.

We motorcyclists have taken and will continue to take responsibility for our own actions. Now we expect the Norwegian Public Roads Administration to do their part!

Written by [Odd Terje Døvik](#), president of the Norsk Motorcykkel Union (NMCU)

[NMCU](#) is a member of FEMA

Top photograph courtesy of Walldump.com

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Fit for 55: what do the European climate plans mean for motorcycling?



The European Commission proposes policies fit for reducing net greenhouse gas emissions by at least 55% by 2030, compared to 1990 levels. FEMA's Dolf Willigers explains what the European Commission's 'Fit for 55' plans could mean for us motorcyclists.



FEMA's General Secretary Dolf Willigers (photo by Wim Taal).

On 14 July 2021, the European Commission presented its ambitious package 'Fit for 55'. A total of 12,000 (!) pages of plans and measures, including twelve new regulations, all aimed at one goal: to make the European Union climate-neutral in 2050. According to the Commission, road transport emits almost 20% of the greenhouse gasses (mainly CO₂) in Europe and is, as only sector, still on the rise. No wonder that some of the measures the Commission published are aimed at the reduction of CO₂ emissions from road traffic.

In 2030 all new sold cars and vans must have 0% CO₂ tailpipe emissions. In 2050 the CO₂ emissions of all vehicles must be reduced with 90% compared to 1990. Although the Commission claims technical neutrality, with the present state of techniques, this means that from 2030 only battery or hydrogen powered electric cars and vans can be sold. Before that, tailpipe emissions of cars and vans must be reduced with respectively 55% and 50% (on the average fleet) from 2030, instead of respectively 37.5% and 31%. From 2035 the reduction will be 100%.

You may have noticed that I did not mention motorcycles. This is because in all 12,000 pages of plans motorcycles are not mentioned at all. However, this does not mean that 'Fit for 55' does not affect motorcyclists. The 90% reduction in CO₂ gasses is for all road transport, including motorcycles. It is just a matter of numbers. Because of the low part of emissions by all powered two-wheelers compared to other vehicles, the Commission seems it not feasible to mention them yet. They are also no part of the Regulation (EU) 2019/631 that concerns the CO₂ emission performance standards for new passenger cars and light commercial vehicles. Does this mean that motorcycles are out of the loop? I doubt it. Just look at what happened in the UK, also on the 14th of July. On the same day that Frans Timmermans presented his 'Fit for 55' package, the Department for transport (DfT) of the United Kingdom announced that from 2035 "All new L-category vehicles (have) to be fully zero emissions at the tailpipe". L-category vehicles means motorcycles, mopeds, and light three- and four-wheelers. This contrary to earlier announcement of the British government that motorcycles were not in the scope in a plan to end the sale of new petrol fuelled vehicles in the UK by 2030.

'Fit for 55' is a whole package of plans. Motorcycles may not have been included (yet) in these plans but there is more to come. Part of the plan is a revision of the European Emission Trading system (EU ETS). The plan is to create a parallel EU ETS for emissions from fossil fuels that are used in combustion engines for road transport, heating of buildings, maritime transport. In other words: the petrol that you use to fuel your motorcycle will be part of the ETS. This may well affect the price of petrol, but if this is really the case is not to be seen yet and will probably differ per member state.

The 'Fit for 55' package includes some other plans that are of interest for motorcycling too:

- An increased renewable energy target of around 40% (also different per member state) per 2030.
- Greenhouse gasses intensity reduction target of 13% by 2030 for the transport sector. Sub-targets for advanced biofuels and biogas, and renewable fuels of non-biological origin (RFNBOs) are increased respectively from 0.2% in 2022 to 0.5% in 2025 and 2.6% in 2030.
- The revised Energy Taxation Directive will have a minimum tax for energy products like electricity and fuels for transport and heating of buildings (based on how polluting they are).
- The Alternative Fuels Infrastructure Regulation will ensure the necessary deployment of interoperable and user-friendly infrastructure for recharging and refuelling cleaner vehicles.

'We just do not know yet if there will be enough – and affordable – alternatives in the future to replace petrol to run combustion engines'



ACEM's General Secretary Antonio Perlot (photo by Wim Taal).

Does this all mean that after 2035 we can only buy battery- or hydrogen-powered motorcycles? That must be seen. Look at the answer to our question about electric motorcycles in April 2021 by ACEM General Secretary Antonio Perlot. The motorcycle industry predicts that for urban use battery electric (small) motorcycles and scooters are the most logical choices. Already some manufacturers are working on a system with swappable batteries. But he also wrote: "decarbonisation does not necessarily go through electrification.". This means that the industry is also looking at technical developments to make motorcycle engines more economic and emit less greenhouse gasses (CO₂) and pollution. It also means, as vocalized again by Perlot in an online debate on 14 July 2021, that the motorcycle industry looks at other alternatives for petrol like e-fuels and biofuels for larger motorcycles that are often used for leisure. These could be good and 'clean' alternatives for petrol and electricity.

Biofuels are already used in combination with petrol. Current E5 and E10 petrol fuels already contain respectively 5% and 10% biofuel (ethanol). However, already there is resistance against the use of biofuels: to make it grasslands, forests, and lands that were already used to grow crops for food are used. Advanced biofuels and biofuels made from wastes sounds

good, but there is still much discussion going on if this is really a good solution, and will it be possible to make enough biofuels this way? E-fuels are made from CO₂, which also sounds good, but it takes a lot of energy to make it. The question is if there will be enough renewable energy available for it soon. One of the big advantages of biofuels and e-fuels is that the present infrastructure can be used for fuelling.

The conclusion therefor is that we just do not know yet if there will be enough – and affordable – alternatives in the future to replace petrol to run combustion engines.

The 'Fit for 55' package leaves room for biofuels and e-fuels, but there are some challenges to overcome. For smaller motorcycles and scooters, it is almost certain that they will change to battery-power; for large motorcycles we will just have to wait and see what happens. It is almost certain that motorcycling will become more expensive.

Written by [Dolf Willigers](#)

Top photograph by Zero Motorcycles

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Britain will ban petrol-powered motorcycles

FEMA News: July 15, 2021



The British government plans to ban the sale of petrol-powered motorcycles. From 2035 all new motorcycles must be zero emission.

Craig Carey-Clinch from the UK National Motorcyclists Council ([NMC](#)) tells the full story:

The British government published its Transport Decarbonisation Plan. Although plans to end production of new internal combustion engines had already been proposed for 2030, this is the first time that specific proposals have been made for new motorcycle production. There will be soon be a consultation on 'a phase out date of 2035, or earlier if a faster transition appears feasible, for the sale of new non-zero emission powered two and three wheelers (and other L category vehicles)'.

In the plan the Department for Transport goes on to say: 'Zero emission motorcycles and other powered two wheelers are an efficient and clean form of mobility that can reduce congestion, improve urban air quality and reduce noise – we will take forward measures to

remove these emissions, including consulting on a date to end the sale of new non-zero emission motorbikes, ensuring we support the development of new industrial opportunities for the UK. While cars and vans outnumber motorcycles on UK roads, motorcycles are an important and sizeable vehicle population, with 1.4 million licensed in 2020 and we do not want to see them remaining fossil fuelled as the rest of the vehicle fleet cleans up'

The plan also announces a further £582 million for 'plug in' car, van, taxi and motorcycle grants to reduce the cost of zero emission vehicles and announces a strategic partnership between Zemo (formerly the Low Carbon Vehicle Partnership) and the Motor Cycle Industry Association to 'stimulate and coordinate activity'.

'There is some way to go before zero emission products will be available at a cost, specification and battery range that can encompass the needs of riders'

Craig Carey-Clinch, NMC Executive Director said: "This landmark announcement marks a fundamental change to the nature of motorcycling as we know it and is not unexpected given the recent announcement for zero emission car production. The implications for motorcycling are profound and the NMC will be playing a full part in the forthcoming consultation on the proposed phase out date for new petrol powered motorcycle production."



"We note that the Government recognises the congestion benefits of motorcycling in general in the Plan and notes that motorcycles are an 'important and sizable' part of the vehicle fleet. The NMC urges the DfT to do more to recognise this and the lower polluting and cost saving benefits of current ICE motorcycles in its wider current transport policies. Particularly as the motorcycles, scooters and mopeds of today already play an important part in reducing emissions from road transport."

"Although zero emission motorcycles are increasing their market share in the lower powered commuter end of the market and there are opportunities for the electrification of certain types of motorcycling activity right now, there is clearly some way to go before zero emission products will be available at a cost, specification and battery range that can encompass the needs of riders across the entire motorcycle range and for the diversity of reasons that people ride. Measures to encourage rider training and education to raise awareness of the new technologies will also be required."

"We can appreciate why the Government will wish to lay a target date as this will create focus. But this ambition may need flexibility if market and economic 'shocks' in the motorcycle sector are to be avoided in the event that both technology and market acceptability does not meet rider expectations by 2035. Government will need to be sensitive to this and also to the views of those who ride today – not just focus on tomorrow."

Source: National Motorcyclists Council

National Motorcyclists Council members are: [The Auto Cycle Union](#), the [British Motorcyclists Federation](#), [IAM RoadSmart](#), the [Motorcycle Action Group](#) and the [Trail Riders Fellowship](#).

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Fundamental Change to Motorcycling Proposed by the Government

The phase out of new petrol engine motorcycle manufacturing in 2035 announced



NMC News: July 15, 2021

The Government has published its Transport Decarbonisation Plan. Although plans to end production of new internal combustion engine cars had already been proposed for 2030, this is the first time that specific proposals have been made for new motorcycle production. There will soon be a consultation on 'a phase out date of 2035, or earlier if a faster transition appears feasible, for the sale of new non-zero emission powered two and three wheelers (and other L category vehicles)' (DfT)

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“Although zero emission motorcycles are increasing their market share in the lower powered commuter end of the market and there are opportunities for the electrification of certain types of motorcycling activity right now, there is clearly some way to go before zero emission products will be available at a cost, specification and battery range that can encompass the needs of riders across the entire motorcycle range and for the diversity of reasons that people ride. Measures to encourage rider training and education to raise awareness of the new technologies will also be required.

“We can appreciate why the Government will wish to lay a target date as this will create focus. But this ambition may need flexibility if market and economic ‘shocks’ in the motorcycle sector are to be avoided in the event that both technology and market acceptability does not meet rider expectations by 2035. Government will need to be sensitive to this and also to the views of those who ride today - not just focus on tomorrow. We also urge the MCIA and Zemo to work closely with the NMC as their strategic partnership develops.”

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

MAG Monthly Prize Draw Winners

July – to be drawn 10.08.21

June – Adrian of Tewkesbury

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

**Next
Network deadline
25th August

**ROAD deadline
15th September**

Look out for new
details of
Q&A session
for MAG Chair
election

**Parliament Recess Dates
Now on Summer recess
and returns 6th September

**Conference rises on
23rd September and returns
18th October**

**Usually renew at
Yorkshire Pud Rally?
Please check your
renewal date
Out of date, call the office
01926 844064**

MAG Notice Board



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Motorsport Saved from Collapse after EU Excludes Motor Insurance Rules (VNUK)

MCIA News: 2nd July 2021



The EU Commission yesterday announced they would exclude all vehicles intended exclusively for motorsport from new Motor Insurance rules, known by some as the VNUK law. The exclusion of this directive will protect the existence of the UK's world-leading motorsports industry.

For seven years a European Court of Justice Ruling threatened the entire sport, and business of motorsport in the UK and Europe. However, with years of pro-active lobbying by MCIA, alongside a cohesive industry lobbying group, a positive outcome has been achieved.

Grant Shapps, Transport Secretary, in February said the UK government had “always disagreed with this over-the-top law” and had no intention of implementing it. The UK's Department for Transport continually pressed the EU to exclude motorsport and were supported, in Brussels, by the world governing body for motorsport, the FIA.

Dita Charanzova, MEP, Vice President of the European Parliament said, “I'm glad we were able to find a good solution for Motor Sports in Europe... and managed to curb absurd overregulation of motorsport.”

Tony Campbell, CEO of MCIA said, “With VNUK legislation no longer a threat to motorsport, professionals and fans alike can continue to enjoy racing without the prospect of ludicrous regulation interfering. To have saved thousands of jobs gives security to both individuals, and the future of racing. We're pleased to have led the way in this outcome”.

Highway Code changes to provide clearer guidance on motorway driving



Image: Highways England

The Highway Code will be updated later this year to help road users better understand how motorways and major A-roads operate.

The new guidance has been provided by Highways England as part of its commitment to improve safety across England's major routes:

<https://www.gov.uk/government/news/updates-to-the-highway-code-will-make-roads-even-safer>

Among the updates is clearer advice on how and where to stop in an emergency, including the importance of not driving in a lane that has been closed with a Red X sign displayed. It includes the "Go left" messaging used in Highways England's recent £5m advertising campaign: <https://roadsafetygb.org.uk/news/highways-england-launches-biggest-ever-motorway-safety-campaign/>

There is new guidance on the use of variable speed limits to manage congestion and information on how safety cameras are used to ensure compliance with speed limits and lanes closed with a Red X, including the hard shoulder.

The improved guidance also addresses key factors that contribute to safety-related incidents, including driving while tired, unroadworthy vehicles, safe towing, tailgating and driving through roadworks.

In total, 33 existing rules will be amended and two new rules will be introduced.

Highways England says more than 3,200 people and organisations responded to a consultation on the guidance, with their comments 'directly leading to it being amended and improved'.

Jeremy Phillips, Highways England's Head of Road Safety, said: "The updates to The Highway Code will help everyone who uses our busiest roads.

“Thanks to the input from road users, we have been able to produce clearer guidance on how to use our motorways and major A-roads which will make journeys even safer.

“The new edition of The Highway Code can give everyone on our roads the confidence that they have the knowledge and skills to safely get from A to B.”

Next stage of lowering speed limits in Westminster unveiled



TfL says reducing speed limits can ‘make a real difference to cutting road danger’, after setting out plans to bring in more 20mph roads in Westminster.

In March 2020, [TfL introduced a 20mph speed limit on all roads it manages within the central London congestion charging zone](https://roadsafetygb.org.uk/news/capitals-20mph-speed-limits-set-for-launch/), which covers part of the borough. This included a new 20mph limit on Victoria Embankment and along the Millbank:

<https://roadsafetygb.org.uk/news/capitals-20mph-speed-limits-set-for-launch/>

Describing the move as a success, [TfL has now shared plans to reduce the speed limits on its remaining roads in the borough to 20mph](https://tfl-newsroom.prgloo.com/news/tfl-press-release-tfl-sets-out-plans-for-the-next-stage-of-lowering-speed-limits-on-its-roads-in-westminster), alongside additional measures to reduce speeds and danger to vulnerable road users: <https://tfl-newsroom.prgloo.com/news/tfl-press-release-tfl-sets-out-plans-for-the-next-stage-of-lowering-speed-limits-on-its-roads-in-westminster>

Proposed changes include:

- A reduced 20mph speed limit on 13km of roads within the borough, including on Marylebone Road, Vauxhall Bridge Road and Edgware Road between the A40 and St. John’s Wood Road
- Raised tables at six existing pedestrian crossings locations on roads with newly lowered speed limits to reduce danger to people walking and increase compliance with the new speed limit
- New road signs throughout to ensure that all drivers are fully aware of the new speed limit
- Recalibrating speed cameras in the area to ensure compliance with the new speed limits

TfL is asking people to have their say on the proposed changes – as well as to share views on making the temporary 30mph limit on the A40 Westway and temporary 20mph limits on Park Lane northbound and Grosvenor Road permanent.

The consultation is open until 18 August. Subject to feedback, the planned changes could be introduced in spring 2022.

Will Norman, London's walking and cycling commissioner, said: "Making London's streets safer for people walking and cycling is one of TfL's top priorities, and 20mph speed limits significantly reduce road danger.

"The introduction of lower speed limits on the remainder of TfL roads across Westminster includes some major thoroughfares, and will make a real difference alongside additional safety improvements.

"I encourage everyone to have their say in this consultation and play their part in improving the road network."

In 2020, [Westminster Council also introduced a 20mph speed limit on roads under its control](https://tfl-newsroom.prgloo.com/news/tfl-press-release-tfl-sets-out-plans-for-the-next-stage-of-lowering-speed-limits-on-its-roads-in-westminster). It has backed the newly-announced TfL plans: <https://tfl-newsroom.prgloo.com/news/tfl-press-release-tfl-sets-out-plans-for-the-next-stage-of-lowering-speed-limits-on-its-roads-in-westminster>

Cllr Melvyn Caplan, deputy leader and cabinet member for city management, said: "Westminster City Council is committed to making our streets safer, cleaner and healthier for everyone, which is why we introduced a 20mph limit on Westminster's roads last year.

"We are therefore pleased that TfL have shared their plans to introduce a 20mph limit on their roads in Westminster, along with other measures to increase public safety.

"Slowing down traffic speed reduces the severity of collisions and makes it safer for people to walk and cycle in the city."

National Motorcycle Council (NMC) Warns of 'Mission Creep' with Traffic Regulation Orders

Traffic Regulation Orders need to be fairly applied and without discrimination against motorcyclists



NMC News: July 9, 2021

The NMC and its member the Trail Riders Fellowship (TRF) has growing concerns about the application of Traffic Regulation Orders (TRO) on sealed roads. TRO's are used to prohibit use of roads by certain classes of traffic – usually motor vehicles.

Misuse of TRO powers is a chronic problem that has become acute during the Covid-19 crisis as a way of reallocating road space to non-motorised modes of transport and to create 'safe and quiet spaces' for walkers and cyclists. Other TRO proposals have started to appear on minor, often rural tarmac roads, with unusual features such as fords. The TRF was able to effectively argue against some which seemed clearly aimed at discriminating against motorised vehicle users while having no real benefit for local people. But these 'sealed roads' TRO proposals still continue to appear – often without adequate consultation of all groups affected.

Recent sealed roads TROs have been proposed or introduced in Derbyshire, Brighton, Somerset and Cornwall. The Somerset TRO proposal encompassed what was effectively a small local network of sealed tarmac roads and would have banned the use of motorised vehicles. The proposal was withdrawn after reaction from local road user and motorcycle groups. In Brighton, sealed road TRO's were introduced to prevent motor vehicle use in circumstances where cyclists and walkers already enjoyed substantially more road space than motorised vehicles.

The Derbyshire and Cornwall proposals relate to rural roads where ford crossings feature. Safety has been cited in one case and the environment in the other. In relation to safety, motorcycles have not been involved in a single incident, while in the case of environmental concern, electric powered mopeds and motorcycles have not been exempted. The proposals both appear to be little more than a collateral attack on motorcycling where car drivers are the main target. Both proposals are currently 'on the table' and subject to campaigning work spearheaded by the TRF working with local stakeholders.

The TRF's John Vannuffel said: "A main issue is one of not even considering motorcycles, and then confusing them with cars when the TRF alerted the proposing authorities to their existence. Another key issue is an unwillingness to recognise that motorcycles have a place in the local transport 'eco-system' that uses these sealed highways.

"Clumsy and discriminatory TRO's are a symptom of legislation that is no longer fit for purpose. Safeguards within the TRO legislation have been steadily eroded to the point where they no longer provide meaningful protection – we regularly see irrational TRO's being made with selective procedural failings. The current safeguards are wholly inadequate to protect the interests of road users and the wider public. Our road network is the nation's most valuable asset that still remains in public ownership, yet all too often the public are banned from using their own roads in consequence of lobbying by a minority of local residents and/or anti-motoring pressure groups. It can be argued that this is an unintended consequence of localism, which in the case of traffic issues has operated to elevate the minority interests of a few local residents and pressure groups to a special position, to the detriment of the majority interest of the wider road using public.

"A better approach would result from a less restrictive approach that has adequate legislative safeguards for proportionality and propriety. A principle of 'Welcoming Roads'

needs to be adopted, where there is better recognition of different classes of traffic being equally entitled to legitimately use roads, rather than elevating the interests of one class of road user over another. Such recognition of equal entitlement, coupled with full and transparent consultation on all TROs, should form the basis of favouring 'shared space' road schemes on such roads, to cater for the choices of all road users in a fair and impartial way and to promote inclusivity where decisions about safety and the environment are taken in partnership with those users affected."

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
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Welcoming Roads: A Fresh Vision for Vision Zero

NMC calls for a positive change to how road safety Vision Zero is presented and promoted



NMC News: July 21, 2021

The National Motorcyclists Council (NMC) is today encouraging government, public authorities and organisations involved in road safety to adopt the 'Welcoming Roads' approach to Vision Zero messaging which was put forward by the Motorcycle Action Group (MAG) in June.

The NMC welcomed the approach as an important contribution to the road safety messaging debate when Welcoming Roads was launched. It has since been supported by several organisations and has been promoted to the Government. MAG has since made available a new edition of the core Welcoming Roads message, which is available for download on the NMC [website](https://www.uknmc.org/downloads) and is in a form which can be used by any organisation or individual: <https://www.uknmc.org/downloads>

Vision Zero has been at the core of international road safety philosophy since the Swedish Government adopted it in 1997. It aims to achieve a highway system with no fatalities or serious injuries involving road traffic. A core principle of the vision is that "Life and health can never be exchanged for other benefits within the society" rather than the more conventional comparison between costs and benefits, where a monetary value is placed on life and

health, and then that value is used to decide how much money to spend on a road network towards the benefit of decreasing risk. (Wikipedia)

Although the aims of Vision Zero are widely supported in the road safety 'community', it has been apparent for some time that Vision Zero messaging has struggled to break through to the wider public. The notion of zero deaths or serious injuries is all too often seen as laudable, but unachievable in the real world where life and human activity will always contain risk. It has also been seen by some groups as an attack on their transport choices.

More recently, NMC members have noted that Vision Zero support and investment is all too often directed at the 'favoured' modes in transport policy of walking, cycling and public transport, with investment in motorcycle safety not having the same priority as it is for these other modes. This in turn has sustained a more vulnerable environment for motorcyclists than should be the case.

Welcoming Roads takes a fresh approach to how Vision Zero is promoted and messaged. It builds upon the 'Safe Systems' core of Vision Zero and inclusively focuses on the safety of all road users, irrespective of how they choose to travel. At its heart, this fresh approach recognises that roads and pavements are a valuable shared asset owned by, and servicing, all citizens.

Welcoming Roads puts forward four key points:

- Roads are legitimately used for many purposes, including commuting, logistics, leisure, sport and exercise.
- No-one should feel disproportionately restricted from using the roads for any of these purposes.
- Everyone should expect to be able to use the roads with equal efficiency and safety, regardless of their legal and legitimate modal choice and purpose for using the road.
- All road users have a duty to show consideration and compromise with their fellow citizens to maintain an environment that is welcoming to all.

NMC Executive Director Craig Carey-Clinch said: "Vision Zero without doubt will remain an important part of road safety. Linked with the Safe Systems approach, it has led to progress in road safety policy. However, road safety progress in the UK and elsewhere has now 'plateaued' with further reductions in road fatalities and serious injuries now not occurring as they should. This suggests that it is time to look again at how the Vision Zero message is promoted.

"More creative and inclusive messaging needs to be applied to Vision Zero, so that road safety support and investment applies equally across all transport modes. Public messaging must be evolved so that it can bring more people 'on board' with road safety. MAG's initiation of the discussion in this area is both timely and fully endorsed by the NMC.

"It is clear that more investment is needed in motorcycle safety. But to unlock this investment, both national and local government needs to recognise motorcycling in a positive way in their transport policies - as they have with other transport modes. The OECD and International Transport said as much in 2008, when it stated that a fundamental for road

safety is that Powered Two Wheelers must have a place in transport policy and infrastructure management by default.”

Ends.

Notes to Editors

1. For further information please contact Craig Carey-Clinch, on 07979 757484 / craig@uknmc.org
 2. Welcoming Roads can be downloaded here: <https://www.uknmc.org/downloads>
 2. The ‘Safe Systems Approach’ can be defined as: A holistic view of the road transport system and the interactions among roads and roadsides, travel speeds, vehicles and road users. It is an inclusive approach that caters for all groups using the road system. It recognises that people will always make mistakes and may have road crashes—but the system should be forgiving and those crashes should not result in death or serious injury.
 3. National Motorcyclists Council members are: The Auto Cycle Union, the British Motorcyclists Federation, IAM RoadSmart, the Motorcycle Action Group and the Trail Riders Fellowship
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WEBSITES YOU MAY WANT TO VISIT

MCIA: MCIA New Vehicle Registration Figures, June 2021

<https://www.mcia.co.uk/posts/registration-figures-june-2021>

Collection: Road traffic statistics (Last updated: 8 July 2021)

<https://www.gov.uk/government/collections/road-traffic-statistics>

NMC: NMC Warns of ‘Mission Creep’ with Traffic Regulation Orders

<https://www.uknmc.org/news/nmc-warns-of-mission-creep-with-traffic-regulation-orders>

MCIA: MCIA hails new chapter for Powered Light Vehicles and their role in the future of our cities’ transport systems

<https://www.mcia.co.uk/posts/mcia-decarbonisation-plan>

RSGB: Making 20mph the default speed limit in Wales “a bold step”

<https://roadsafetygb.org.uk/news/making-20mph-the-default-speed-limit-in-wales-a-bold-step/>

Statistical data set: Motorcycles (VEH03) (Last updated: 15 July 2021)

<https://www.gov.uk/government/statistical-data-sets/veh03>

Press release: Highways England lays out roadmap to net zero by 2050

<https://www.gov.uk/government/news/highways-england-lays-out-roadmap-to-net-zero-by-2050>

RSGB: Police forces step up efforts to detect speeding offences

<https://roadsafetygb.org.uk/news/police-forces-step-up-efforts-to-detect-speeding-offences/>

MAG Central Office:		
<u>MAG, Unit C13, Holly Farm Business , Honiley, Kenilworth, Warwickshire CV8 1NP. Tel: 01926 844064 Fax: 01926 844065 Email: central-office@mag-uk.org</u>		
Executive Officer	Julie Sperling	exec@mag-uk.org
Membership Administrator	Carol Ferrari	membership@mag-uk.org
Director of Communications & Public Affairs	Lembit Öpik	public-affairs@mag-uk.org
Director of Campaigns & Political Engagement	Colin Brown	campaigns@mag-uk.org
NATIONAL OFFICERS		
National Chairman	Selina Lavender	chair@mag-uk.org
National Vice-Chairman	Tony Cox	vice-chair@mag-uk.org
National Finance Officer	<i>Position Vacant</i>	finance-officer@mag-uk.org
Network Co-Coordinator	Anne Gale	aine@mag-uk.org
President/ <i>TheROAD</i> Editor	Ian Mutch	theroad@mag-uk.org
National Reps Liaison Officer	<i>Position Vacant</i>	nrlo@mag-uk.org
National Clubs Liaison Officer	<i>Position Vacant</i>	clubs-officer@mag-uk.org
Events (Shows and Stands)	<i>Position Vacant</i>	events@mag-uk.org
Director of TMAGL	Jane Carrott	central-office@mag-uk.org
Director of TMAGL	Ian Churchlow	central-office@mag-uk.org
Director of TMAGL	Tony Cox	central-office@mag-uk.org
Director of TMAGL	Selina Lavender	central-office@mag-uk.org
Director of TMAGL	Steve Wykes	central-office@mag-uk.org
Director of TMAGL	<i>Position Vacant</i>	central-office@mag-uk.org
Director of TMAGL	<i>Position Vacant</i>	central-office@mag-uk.org
Regional Reps British Independent Islands	<i>Position Vacant</i>	british-independent-islands-region-rep@mag-uk.org
Cumbria	Michael Armstrong	cumbria-region-rep@mag-uk.org
East Anglia	<i>Position Vacant</i>	east-anglia-region-rep@mag-uk.org
Eastern	<i>Position Vacant</i>	mailto:eastern-region@mag-uk.org
East Midlands	<i>Position Vacant</i>	east-midlands-region-rep@mag-uk.org
Greater London	Spen McEvoy	greater-london-region-rep@mag-uk.org
Herts & Essex	Spen McEvoy	herts-essex-region-rep@mag-uk.org
Lincolnshire	Alex Bridgwood	mailto:lincolnshire-region-rep@mag-uk.org
North East	Dave Wigham	north-east-region-rep@mag-uk.org

Northern Ireland	Martyn Boyd	northern-ireland-region-rep@mag-uk.org
North Wales	Bill Hughes	north-wales-region-rep@mag-uk.org
North West	Tony Cox	north-west-region-rep@mag-uk.org
Scotland	Steve Wykes	scotland-region-rep@mag-uk.org
South East	Steve Mallett	south-east-region-rep@mag-uk.org
Southern	Tim Peregrine	southern-region-rep@mag-uk.org
South Wales	<i>Position Vacant</i>	south-wales-region-rep@mag-uk.org
South West	Doug Smith	south-west-region-rep@mag-uk.org
Thames Valley	Peter Seymour	thames-valley-region-rep@mag-uk.org
Western	George Legg	western-region-rep@mag-uk.org
West Midlands	Graham Wells	west-midlands-region-rep@mag-uk.org
Yorkshire	<i>Position Vacant</i>	yorkshire-region-rep@mag-uk.org
OTHER CONTACTS		
MAP Ltd: Yorkshire region event organiser	Pete Walker	maphq@maphq.karoo.co.uk
Official MAG merchandise	Carol Ferrari	central-office@mag-uk.org
The MAG Foundation – Trustee contact	Rory Wilson	info@mag-foundation.org