



A networking tool for Activists and other interested parties

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EDITORIAL

Well, yes, we've had an Election and that's the last time I'm mentioning it!!

I do need to direct you to the ad in here for the Annual Group Conference at end of September in the wilds of Cambridgeshire and we are urgently seeking Directors and Trustees for both MAG and the MAG Foundation. Important these roles are filled in order that some of us aren't stretching ourselves too much. So, please think about that. I do realise the date for manifestos on the communication I was sent by Selina is out of date by the time this goes to press, however, I believe there might be a para in the Constitution which allows nominations on the day. You will have to clarify this with her as Chair.

An extremely important document, which has already appeared in The Road, is reproduced within these pages

and concerns the thing we all hate – Motorcycle Theft and Crime. Its designed as a guide to help you either combat this in your area or prepare for when it does affect your area or Region.

In some places this is rife and the perpetrators can often be violent. So, even though it may not be in your locality yet, please, read this, keep it handy and be prepared – rather than have to start from the beginning if it does begin to affect you. I hope it doesn't, but to make relevant contacts with those who can help might be in your best interests.

Finally, just want to congratulate Lembit and his Lady on the birth of their little girl. I feel a junior membership coming on! Get your money out Lembit.

See you next time,

Ride free, AG

Deadline for the next edition is 25th July. Subject heading:- Network to aine@mag-uk.org

[Acknowledgments:- George Legg. Selina Lavendar. Colin Brown. Leon & Lembit. Stevie B. Plus anyone else I've forgotten]

Political Unit – Leon and Lembit's Report

This is the state of play in the political world of motorcycling, brought to you by Leon and Lembit – your Political Unit – following the most unexpected election result since, er, the last one.

General Election shocker

The General Election on June 8th 2017 delivered a result few people expected. Instead of a Conservative overall majority Government, no party is now in charge, because none of them have enough MPs to rule alone. At time of writing the Conservatives are trying to cobble together a deal with a party in Northern Ireland. We happen to have good friends in the Northern Ireland group, and it may be possible to connect helpfully with this party on the specific issue of riders' rights. Note that MAG doesn't support any political grouping, so the purpose of such communications is solely to promote the interest of motorcycling.

The Queen's Speech – which outlines the Government's legislative agenda, hasn't got anything specific in it that directly affects riding. However, these things can crop up at any time so we need to keep a keen eye on developments.

Lembit and Leon are visiting the Houses of Parliament on a weekly basis, and seeking to meet and build relationships with MPs.

Chris Law, the Chair of the All Party Motorcycle Group, has been re-elected to Parliament. We're checking he's still going to continue as Chair.

We've generated a letter for all MPs congratulating them to Parliament. This is part of MAG's continuing outreach programme to ensure we have a powerful voice in Westminster. Will you send a note to your local MP too please? If you'd like a few thoughts on what that might contain, get in touch with HQ. It all helps to build our voice.

MAG submits its views on emissions proposals in London and in the UK

MAG has submitted in-depth submissions to emissions related submissions. One of these relates to the Government's efforts to reduce air pollution in the UK. MAG has raised some concerns about the validity of the somewhat sensationalist claims made about emissions and health. However, the major element in our proposals are to exempt motorcycles and scooters from emissions charging – on the basis that they are part of the solution, not part of the problem. Shifting travel from cars to bikes reduces congestion, emissions and costs and speeds up journeys. All of this has been explained in depth in MAG's submission and if you'd like a copy, just call HQ.

The other major submission also relates to air pollution, this time in London. There's a suggestion by TfL that they want to charge bikers £12.50 a day to ride about in central London. It's called the Ultra Low Emissions Zone (ULEZ) and it simply doesn't add up to charge riders when we help reduce these emissions. Thanks to all who have submitted their views – and we continue to ensure that TfL can't ignore the common sense position MAG has presented.

Incidentally, London's own official figures estimate the emissions contribution of motorcycles at 0%. We think that says it all.

London Mayor's Transport Strategy (MTS)

Leon reports good news on the London front. For the first time since the elected Mayoralty and TfL was set up in 2000, the MTS* contains specific references to the positive role of motorcycling in the Capital. Better still the Mayor has confirmed his intention to get TfL to do more for bikers and specified actions he wants them to take. These include being more

proactive in allowing bikes in all bus lanes across the Capital. He also wants TfL to be more proactive in tackling bike crime and to highlight the importance of considering bikers more in all plans for new road 'safety' schemes.

There are, however, some concerning aspects of the MTS in that charging motorcycles the same as cars in emission schemes such as ULEZ is still being proposed and a new focus on reducing noise from 'motorcycles and supercars' is on the cards.

(* Currently the MTS is a draft for consultation and publication in October)

Coroner's opposition to Cycle segregation hits a dead end

Our hopes that MAG may get support from Coroners for our concerns about the potentially fatal pitfalls of cycle segregation measures has hit a dead end for now. A disturbing reality has emerged from Leon's discussions about the prospects of a 'Prevention of Future Deaths Report' being issued to stop schemes being introduced that could kill. It transpires that such reports can only be issued after somebody has actually died as a result of the measures or activities that that authorities will be warned about (!).

Nevertheless, work to oppose the spread of segregation schemes that make roads more dangerous and less efficient for bikers continues. The most recent developments include a meeting that Leon had with Enfield councillors who are battling against the adverse impacts of a £42 million 'Mini Holland' scheme.

Progress with PACTS (Parliamentary Advisory Council on Transport Safety)

Work has been going well to optimise the positive impact of a forthcoming PACTS paper/report on options for improving road safety and conditions for motorcyclists.

Part of that process involves MAG and MCIA having a mutually agreed approach as we will be the main contributors and authors of the paper. Leon has already brokered an agreement in principle that the MAG's Pathways for Progress will form the basis of recommended actions in the report – and the MCIA's Motorcycling Policy Framework document will be used to establish a context and reasons for improvement in an area of road safety that is often overlooked or just treated as a 'problem'.

Highways England progress

Big thanks to Jimmy T. in Manchester for representing MAG's interests at the most recent of the regular strategic Highways England meetings in Manchester. We're listened to and heard, and subsequent communication with Highways England affirmed the value of our input. This is set to continue in the months and years ahead.

Ride to Work Week

MAG played our part in promoting Ride to Work Week. Senior Director Ian Churchlow rode his humble 1,400cc machine to MAG HQ in solidarity with the cause. These kinds of events are good for riding as a whole, and enable us to help the Motor Cycle Industry Association (MCIA) with raising the profile of riding as an excellent way to put the fun back into commuting. Thanks to all who rode to work – and had fun in the sun when doing it!

Call us anytime

Leon & Lembit are your political resource. Doing all we can to help members get the riders' message across is work that we both relish and feel passionate about. Get in touch and we'll do all we can to sort out whatever you need us to assist with.

MAG Annual Group Conference 2017

**30th September at The Royal British Legion,
Manea, Cambridgeshire PE15 0JJ Sign on
from 10:00 Meeting from 12:00 - 17:00**

👉👉👉👉 MAG seeks Directors and Trustees 👈👈👈👈

The Motorcycle Action Group (MAG), the UK's leading voice for riders, is seeking to fill several vacancies for Directors and Trustees at this year's Annual Conference.

MAG's Annual Group Conference will take place on Saturday 30th September 2017 in Cambridgeshire (full details to follow).

Selina Lavender, Chair, stated "MAG currently has a number of vacancies for Directors and Trustees and we would welcome Manifestoes from anyone who feels that they can bring something to the table. We are seeking Directors for both The Motorcycle Action Group Ltd and MAG Media. If you feel you have an appropriate skill-set for either of these and the time to give to it, we would welcome your Manifesto. We also have vacancies for Trustees of the MAG Foundation."

Manifestoes must have a Proposer and Secunder (full name and MAG membership number must be included) and must be submitted no later than Friday 30th June. In the event that the number of Manifestoes received is greater than the number of posts available a vote will be taken at the Conference.

To submit your Manifesto, email it to nominations@mag-uk.org or post to Unit C13 Holly Farm Business Park, Honiley, Warwickshire CV8 1NP.

All other proposals to Conference or Agenda items should be emailed to nominations@mag-uk.org or posted to the address above.

Selina added "our Annual Group Conference is not just where we deal with our legal obligations; it is a time when members new and longstanding come together to discuss what MAG is achieving and to help plan the way forward. Plus we have some downtime in the

evening to catch up with friends and colleagues following the business in the day. We look forward to welcoming our members to this important event in MAG's calendar."

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

AGC Awards - Your opportunity to nominate someone for recognition

Every year at the Annual Group Conference we like to take time to recognise the hard work of all MAG volunteers. Below is a list of awards and their criteria. We invite all members to nominate a worthy recipient. The National Committee will discuss all nominees when it meets on the 12th of August.

Nomination can be made via your Regional Rep or directly to Central Office central-office@mag-uk.org use the subject title 'AGC Award'

NOTE: We must receive all nominations no later than 9am on Friday the 11th of August to allow the office to prepare the information for the National Committee meeting.

Certificate of Merit

Awarded to an individual / group in recognition of outstanding achievement / dedication over a period of time.

Honorary Life Membership

Awarded to a MAG member in respect of significant work over a sustained period on behalf of the group. Except in exceptional circumstances nominees for Honorary Life membership should have been fully paid up ordinary members of MAG for an unbroken period of at least ten years prior to nomination for this award. (A maximum of 3 honorary life memberships may be issued in any one year.)

Steve Tannock Teamwork Award

To be awarded to the local group, region or other team of MAG members who, in the opinion of the National Committee, have made a significant joint contribution to the work of the group.

Richard Tegg Award

Awarded to the MAG member who, in the opinion of the National Committee, has made a sustained, significant and positive contribution to the work of the Group over a period of years at local level.

National Committee members are not eligible for this award in relation to their national work or NC activity, but may be nominated in respect of specified local non-NC activity as an ordinary member.

Young MAG member Award

Awarded to the MAG member who, in the opinion of the National Committee, has made an outstanding, significant and positive contribution to the work of the Group over the last year. This award is only open to members under the age of 25, or whose 25th birthday falls within the year in which they are being considered for the award. (New for 2017)

Simon Millward Lifetime Achievement Award

To be awarded to a person, who, in the opinion of the National Committee has, over their lifetime, made a significant contribution to motorcycling. (The nominee may be a non-member of MAG at the time the award is granted.)

The Fred Hill Freedom Award

To be awarded to the individual who, in the opinion of the National Committee, has made a sustained contribution to riders rights.

Recipients remain confidential to the National Committee until such time as the awards are presented.

We look forward to receiving your nominations.

Selina Lavender, National Chair

PRESS RELEASE

MAG submits case for user charge exemption for all motorbikes

The Motorcycle Action Group (MAG) has responded on behalf of London's 200,000 every day riders to defend an exemption from user charging of bikes in the Ultra Low Emissions Zone (ULEZ).

Selina Lavender, MAG's Chair, has shared MAG's determination to ensure an exemption. 'The bike charging proposal was part of a package to reduce emissions – even though a shift towards motorbikes reduces emissions. We've made a comprehensive submission to explain why it's utterly counterproductive to tax part of the solution, namely powered two wheelers. The charge is £12.50 a day.'

MAG made the following points:

- Commuters on bikes are virtually zero NOx emissions producers – and far ahead of buses. That's why an exemption for bikes (of all ages) is right – because car drivers who shift to motorcycles and scooters reduce overall emissions due to the tiny emissions footprint of a bike.
- Research shows if 10% of motorists moved to motorcycles for their daily commute there would be a 40% reduction in congestion. Air pollution is a feature of congestion. That means motorcycles help achieve air quality targets, so charging them makes no sense.

- The Government says in its air pollution report published in May 2017: The impact of including motorcycles and mopeds in CAZs have not been modelled. These vehicles only represent a small proportion of total NOx emissions so it is not expected that they will be included in the access restrictions for the majority of zones.
- Some low wage earners use bikes for financial reasons. Charging them when they produce almost no emissions – or forcing onto more expensive public transport – is a 'tax' on lower wage earners. An exemption is socially fair.

MAG is closely following the emissions debate to ensure that bikers are not charged while other vehicles which make no contribution to reducing congestion (and emissions caused by traffic jams), such as electric cars, are exempt. This remains a key element in the campaigning work of the movement.

For full details of MAG's response go to: https://wiki.mag-uk.org/images/7/74/ULEZ_2017_06_21.pdf

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

Despite the fact this has appeared in The Road, the following document is extremely important as a working and guidance tool so I'm reproducing it here:-

MOTORCYCLE THEFT PROJECT

Introduction

Nearly 200 delegates recently attended a conference, hosted and run by Merseyside Police at Haydock Park Racecourse on 30th March 2017, entitled

"The Criminal, Dangerous & Anti-Social Use of Motorcycles"

Many of those attending were drawn from police forces, complemented by representatives from various parts of the motorcycle industry and community, including The Motorcycle Action Group (MAG).

Delegates were made aware of the rapidly escalating problem of anti-social riding; theft of motorcycles and scooters; drive-by shootings and other crimes carried out on these stolen machines (known as "moped-enabled crime" or "ME"); and appallingly dangerous riding (including riding through an indoor shopping centre at pace and, in a separate incident, mowing down and injuring a young female pedestrian, inflicting life-changing injuries).

It was noted that this is a growing and dangerous problem that has to be stopped. Equally it was acknowledged that to succeed will be a difficult task, for practical and legal reasons. The purpose of the Conference was to discuss the issue, establish common ground, and identify and share best practice. Emphasis was on developing initiatives and projects aimed at reducing and managing the problem.

Although a Police-led event, the platform was shared with relevant stakeholder organisations, including industry, Legal professionals, local Councils and other bodies with a vested interest.

It was noted throughout the day that this is not solely a Police problem, and neither can it be the Police alone who can solve or minimise it.

Partnership Working was identified as the best approach going forward, with a number of bodies working as a team with like-minded determination and resolve.

This Conference was a first step in attempting to address this serious issue, and there are likely to be 'spin-off' projects, working parties and further meetings in the future.

MAG has offered to be part of as many of those initiatives as it can and this document has been created to enable you to set up your own local partnership.

It is by no means an exhaustive document but should provide sufficient information and support to enable you to get involved as part of the solution.

Good luck.

Why is it important for MAG & the wider biking community to be involved?

- . You could suffer a bike theft, potentially involving violence.
- . Your insurance premium could dramatically increase with complex conditions added to your policy.
- . The public's perception of bikers in general is likely to become increasingly negative as bike-related crime becomes more widespread.

One way or another it will impact adversely on your biking lifestyle

What can we do?

Clearly doing nothing will achieve nothing.

Simply going to the Police and demanding action is unlikely to be much more productive!

On the other hand, going to the Police and, simultaneously, your local Council - your two biggest players - with some ideas regarding a way forward, could succeed.

BUT BEFORE YOU DO: DO YOUR HOMEWORK!

Send the Police a Freedom of Information (FOI) request regarding bike theft in the area you are looking at. It's been done in the West Yorkshire Region so there is a template regarding the questions to ask.

Why an FOI request?

Anecdotal evidence is not worth much on its own. If you know facts and figures - and they are likely to be shocking - it shows that you are prepared and not likely to be put off easily. Also, no-one is likely to argue to minimise the problem: after all, they have provided the statistics you are now using!

Make it clear that this is not simply bike theft but that it potentially leads to robberies, drive-by shootings, muggings, drug-running and much more, which impact adversely on the general public. These activities are already rife in Greater London, the West Midlands and Merseyside and are spreading ever wider. This knowledge should bring it further up their agenda and merit more serious treatment. *It's an important button to press very early on in your discussions.*

Areas where you might ask for Police support could include:

- . Crime Prevention / Target-Hardening.
- . Neighbourhood Policing Teams / Community Teams & Leadership.
- . More thorough and accurate crime reporting.
- . Analysis and intelligence regarding crime patterns and suspects.
- . Properly structured investigations leading to arrests, prosecutions and recovered bikes.
- . Involvement of Off-Road Bike Units and Roads Policing Units.
- . Pro-active policing.
- . Crimestoppers.

Areas that you could ask your Council for support with might be:

- . Anti-Social Behaviour Unit: they have lots of powers.
- . Communities & Place Units: they have resources.
- . 'One-stop' local Council Offices where they can distribute any literature your campaign may generate.
- . CCTV: get them switched on to watching bike-parking areas; they may not be able to stop the crime, but they might have the evidence to support a prosecution and be able to alert the Police to suspicious activity which may lead to arrest and subsequent conviction.
- . Parking Services: they can keep an eye out for suspicious activity and may distribute leaflets whilst on patrol.

Don't forget to use local media to highlight and promote your initiative: local papers, local news channels on both TV and radio; and remember to include MAG's own publication "The Road" as well: your successes reported there will hopefully energise others.

At your inaugural meeting you should suggest expanding the partnership to include other relevant agencies. They will like this concept as it spreads the workload and any potential financial investment.

Other potential partners may include:

Local Chamber of Commerce / Business Association

High levels of undetected crime will impact on their staff and customer transport, and may lead to a reduction in business or poor opinion of the area under their influence. They won't want that.

Local Transport Authority

High levels of undetected bike theft may impact adversely on their local transport strategy.

Local Fire & Rescue Service

Most fire appliances have CCTV; it may be farmed for evidence to support an investigation and lead to a successful prosecution. They can radio-alert the Police to anything they witness. In addition, they visit many properties every year and could be asked to look out for unusual bike activity.

Local Bus companies

See Fire & Rescue Service, above.

Local Motorcycle Dealers

For a start it's highly likely they will have had bikes stolen from their forecourt! They are commercially motivated to reduce bike theft as it impacts adversely on their customer base.

Can they give out Prevention advice at the point of sale?

Might they offer some discounts on security products?

Might they help fund any leaflet / poster printing?

Local Petrol Retailers Association

Most garages have forecourt and shop CCTV.

Most will have fallen foul of 'make-offs' by riders of stolen bikes.

Stolen bikes need petrol or they won't run!

They may have footage of these thieves minus their helmets - great evidence!

You may think of other organisations as well and don't forget to include MAG as a partner and keep Central updated with your progress so it can be reported on and updated in "The Road".

Potential discussion points when you meet with your local police & council:

- . Crime Reporting: sympathetic, well-trained and motivated call handlers are needed to ensure the incident is recorded correctly (i.e. theft accompanied by use of force, implied or present, is robbery and attracts more attention in the crime figures)
- . Is there analysis of reported crimes to identify hotspots/trends and generate intelligence?
- . Investigations: are they subsequently carried out or closed at source (which is not good enough)
- . Are investigations pro-active or reactive?
- . Are stopped or recovered machines scanned for DataTag or other similar covert markings?
- . Who carries this out: recovery staff, SOCO or front-line officers?
- . Are they equipped with UV readers, torches or mobile phone Apps?
- . Are they adequately trained to use these systems?
- . Are control-room staff adequately briefed to ensure these actions are taken and the results logged?
- . What steps are they taking on Prevention/ Target-Hardening & Deflection?
- . Do they pursue suspect machines?
- . Will they employ Stingers (now in the APP Manual)?
- . What action are they taking to reduce demand for stolen machines and parts?

The above list is by no means exhaustive. Use it as a thought-provoker to hopefully generate other, related, questions or elements tailored to suit your locality / circumstances.

Lords debate 27TH June 2017.

Queen's Speech - Debate (4th Day) (27 Jun 2017)

<https://www.theyworkforyou.com/lords/?id=2017-06-27a.312.5&s=motorcycle#g333.0>

Viscount Goschen: ...another related but specific issue of crime, and that is the other major driver of very high motor insurance premiums, which is vehicle theft. We are facing an extraordinary rise in vehicle theft concerning *motorcycles*. We are advised by the Metropolitan Police that some 50,000 crimes a year in London relate to this issue. Indeed, there have been 13,000 thefts in the past 12 months, which...

If clicking any of these links doesn't work, you may have to copy and then paste them into the 'Location' or 'Address' box of your web browser, and then press 'enter' or 'return' on your keyboard.

TheyWorkForYou

mySociety Ltd,
483 Green Lanes,
London,
N13 4BS,
United Kingdom.

FEMA

New Norwegian Tax Scheme Makes Most Polluting Motorcycles Very Expensive

FEMA member NMCU, the Norwegian Motorcyclists' Union, has written to Yamaha Europe, Kawasaki Europe and Piaggio to make them aware of a change in the Norwegian taxation scheme for motorcycles.

Why these three manufacturers? Because they have the 2017 models with the highest CO2 emissions on the Norwegian market.

From 1 July this year the Norwegian government will introduce a CO2 component in the registration tax for motorcycles that has a dramatic effect on the price of some of the top models from these three manufacturers.

Due to high CO2 emissions, the Yamaha MT-10 SP got an additional tax of 4,420 euro, the Kawasaki Z900 got an additional tax of 4,117 euro, the Aprilia Tuono V4 1100RR an additional tax of 3,941 euro and the Moto Guzzi Audace (see *picture*) an additional tax of 8,284 euro.

"The tax increase will most probably have a negative effect on the sales of these models in Norway", says Morten Hansen, general secretary of **NMCU**.

One might, of course, say that the Norwegian market is so small that it does not matter much, but it is the view of both NMCU and FEMA that Norway is probably only the first of several countries to introduce emissions based taxes.



NMCU general secretary, Morten Hansen, is a bit puzzled by manufacturers introducing 2017 motorcycle models on the market with higher CO2 emissions than a 2,5 ton Volvo XC90 SUV.

NMCU's Morten Hansen: "To be honest, I am a bit puzzled by manufacturers introducing 2017 motorcycle models on the market with higher CO2 emissions than a 2,5 tons, 2 litre, 250 bhp Volvo XC90 SUV."

In the letter to the manufacturers NMCU states that the riders certainly want to keep the top range, state of the art motorcycle models, but with CO2 emissions close to, or well above 180 g/km it is a risk that high performance bikes might be taxed out of parts of the European market in the years to come. Or fall victims of future environmental restrictions.

NMCU asks Yamaha, Kawasaki and Piaggio if there is anything they, as manufacturers, can do to reduce the CO2 emissions from their high performance bikes? If necessary, at the expense of the maximum power output or the maximum top speed of these beautiful bikes?

GEM welcomes Apple 'do not disturb while driving' update for iPhones

GEM Motoring Assist has welcomed the announcement by software giant Apple that its next iPhone software update will feature a 'do not disturb while driving' mode. However, a spokesman warns that personal responsibility trumps technology as the most effective way of staying safe and legal while driving.

GEM road safety officer Neil Worth said: “As drivers we all have 100% concentration available at any one time; anyone deliberately allowing some of that concentration to be directed at something other than the driving task is compromising safety.

“The Apple update is an excellent step forward, and a powerful awareness raiser for road safety. However, we are concerned that there is an option for a vehicle occupant to override the ‘do not disturb’ mode. Currently we are not aware of any technology that can distinguish between a driver and passenger choosing to override the safety feature. No doubt a hard core of offenders, with little or no regard for the law, will choose this option and continue to put lives at risk by using a phone while driving.

“For every driver, taking personal responsibility and never touching or using a phone on a journey is the most effective way of reducing risk. A bit of planning might be needed, and this can make a huge difference for safety.

“Anyone in a high-pressure working environment needs the support of colleagues and clients, so that we work together to remove the expectations on so many drivers to be available at all times. Let’s put safety first on every journey.”

Survey shows ‘overwhelming’ support for motorway driving lessons

A new RAC survey suggests an ‘overwhelming majority’ of motorists believe learner drivers should be allowed to take driving lessons on the motorway.

79% of the 2,000-plus motorists questioned were in favour of the Government’s proposal to let learners take driving lessons on the motorway, with an approved instructor in a dual-controlled car.

The RAC survey results were published today (20 June), with the outcome of a DfT and Driver and Vehicle Standards Agency (DVSA) consultation due to be announced imminently.

Under the proposals, first announced by the DVSA in December 2016, motorways lessons will be voluntary and it will be up to the driving instructor to decide when the learner driver is sufficiently competent to have a motorway lesson.

The RAC says with the introduction of new concepts including smart motorways, now is a good time to implement the policy, but says the Government should publish guidance on how to assess whether a learner is sufficiently competent to drive on a motorway.

The RAC adds the ‘overwhelming’ support is not surprising given that 49% of those surveyed said that they did not feel the practical and theory tests adequately prepared them for motorway driving. 39% said they felt partially prepared, with only 14% considering themselves to have been fully prepared.

Asked to recall how they felt the first time they used a motorway, 42% of respondents said they were somewhat nervous and 16% admitted to being very nervous.

Pete Williams, the RAC’s road safety spokesman, said: “The RAC supports the proposal to allow learner drivers to have the option of motorway driving lessons. We would not, however, be in favour of making such a measure mandatory as many learner drivers do not live in an area which has access to the motorway network.

“Statistically, motorways are the UK’s safest roads, but they do present significant risks by virtue of the fact that motorists are in a high-speed environment. Such high speeds can make a driver who has recently passed their practical test feel nervous and more vulnerable the first time they venture on to these types of roads.”

RAC: <https://www.rac.co.uk/drive/news/motoring-news/drivers-in-favour-of-pre-test-motorway-lessons/>

RSGB: <http://www.roadsafetygb.org.uk/news/5490.html>

New study will probe whether twenty is plenty

Researchers at the University of Edinburgh have today (12 June) launched a new study, which will evaluate the impact of 20mph speed limits in two British cities over the next three years.

The study, described by the researchers as the largest of its kind in the UK, will measure casualty and traffic accident rates in Edinburgh and Belfast to determine whether 20mph limits improve road safety.

Rates of cycling and walking will also be measured to assess the impact of 20mph limits on active travel choices, while local residents’ attitudes towards the lower limit – and how it has affected their quality of life – will also be assessed.

Researchers say the project, which is scheduled to run until 2020, could help inform authorities in other cities considering a reduction in speed limits.

The study is being led by the University of Edinburgh and the Scottish Collaboration for Public Health Research and Policy, working in partnership with other UK universities, NHS Health Scotland and the charity Sustrans. Funding has been provided by the National Institute for Health Research.

Dr Ruth Jepson from the University of Edinburgh, said: "We are excited to launch this major project which we hope will provide very important insights into the public health effects of such initiatives.

Andy Cope, director of insight, research and monitoring at Sustrans, said: "We anticipate that our broad focus will generate a wealth of evidence and learning that will be invaluable for informing future roll-outs of similar schemes in the UK and around the world."

Another major study looking at whether 20mph limits reduce speeds and collisions, being carried out by Atkins on behalf of the DfT, has been ongoing since October 2014. While there is no firm date as yet for the publication of the findings, we understand this is likely to be late 2017/early 2018.

- See more at: <http://www.roadsafetygb.org.uk/news/5806.html#sthash.78C3RK5W.dpuf>

AROUND GB

SCOTLAND

Campaign to equip vulnerable road users with safety knowledge

The Dumfries and Galloway Road Safety Partnership has launched a new campaign in an effort to protect the region’s vulnerable road users this summer.

Launched yesterday (14 June), 'Be Safe - Be Seen' is designed to equip cyclists, children and horse riders with the knowledge needed to stay safe - while highlighting how these groups can safely co-exist with other traffic.

This focus of the campaign originates from the 'Dumfries and Galloway Road Safety Strategy 2017-2020' which highlights three nationally identified priority focus areas – speed, age and vulnerable road users.

The 'hard-hitting' campaign is being supported by the Scottish Fire and Rescue Service (SFRS), working with partners including Police Scotland and the British Horse Society.

Over the coming months, the SFRS and its partners will attend at various events including agricultural shows, to ensure the message is heard - with a particular focus on horse riders who routinely use rural roads.

Among the key messages to motorists will be to reduce speed when passing, give plenty of room, be prepared to stop suddenly and keep engine noise to a minimum.

Hamish McGhie, SFRS' senior officer for Dumfries and Galloway, said: "Protecting the public and communities from harm is at the heart of what we do - and any death on our roads is one too many.

"Unfortunately, firefighters frequently attend road traffic collisions and see all too clearly the devastation that can be caused. We thoroughly believe prevention is key and that is why we are throwing our full support behind Be Safe - Be Seen.

"Vulnerable road users such as horse riders are at greater risk when travelling on the roads network and that is something motorists should be mindful of at all times."

- See more at: <http://www.roadsafetygb.org.uk/news/5814.html#sthash.C1IK24IU.dpuf>

SFRS: <http://www.firescotland.gov.uk/news-campaigns/news/2017/06/vulnerable-road-users-summer-campaign.aspx>

Chelmsford

'Smart streetlights' on trial in Essex

Britain's first 'smart streetlights' – with the potential to monitor pollution, create Wi-Fi hotspots and even guide driverless vehicles – are being trialled on a road in Chelmsford.

The new Philips DigiStreet LED streetlights are being piloted by Essex County Council under an initiative that could ultimately see thousands of the new lights rolled out across the county.

The trial is part of an 'innovative' project using new technology to allow Essex County Council to create 'Smart Places' along the county's road network.

The new lights include an extra 'universal sensor' socket built into the lamp at the top of the pole. This allows devices to be attached such as sensors to collect data on air quality, traffic movements and pedestrian numbers.

In future, the attachments could potentially offer a number of other features using the power supply from the streetlight.

Cllr Ian Grundy, Essex County Council cabinet member for highways, said: “We can be flexible and agile in adapting the devices for future needs – these could include providing Wi-Fi hotspots along key routes and monitoring pollution levels in real-time.

“There could even be potential links to navigation for driverless cars to help them avoid traffic jams, smart traffic signals and even the ability to monitor the condition of roads and pavements.”

Currently, Essex Highways is using the plug sockets on the trial streetlights to remotely adjust the brightness of the lantern.

Cllr Kevin Bentley, deputy leader of Essex County Council, added: “We are taking advantage of new technology to create the potential for Smart Cities which will use technology to improve the quality of life for residents.

“New technology supports our ambition to embrace digital to give our residents and businesses the quality of life and work they aspire to.

“If the trial is successful, the options for these ‘smart’ streetlights are almost limitless going forward.”

Essex Council: <https://www.essex.gov.uk/News/Pages/Essex-Highways-installs-Britains-first-smart-streetlights.aspx>

Check your MoT online

To save money several years ago, the government agency that runs the MoT Test scheme, VOSA (although now titled DVSA) abandoned formal MoT Test pass certificates in favour of black-and-white style receipts (pictured). There were several reasons for this. The official certificates were vulnerable to theft and forgery, even though MoT garages were supposed to keep them locked within a secure safe, and a simple black-and-white printed A4 receipt is considerably cheaper, with the security issue (supposedly) taken care-of by a vehicle’s individual records being held online.

Do not take an MoT at face value

Unfortunately, forging the A4 paper receipt is even easier than it used to be. According to Claims Management & Adjusting Ltd (CMA), many of the forging tactics are so basic and, in one example, the organisation found that a sample receipt had been downloaded from the government website, filled-out and passed-off as genuine.

However, the authoritative MoT records are held online and, should you be looking at buying a car, it is imperative that you check the paper certificate’s information against that held on the official database. Look for any discrepancies, including dates of MoT validity and mileage that falls between one year and the next. It does happen!

You can check your vehicle’s history, by logging on to www.gov.uk/check-mot-status.

Road designers should pay more attention to motorcyclists: LTP

A leading independent transport consultancy is calling for a greater focus on motorcycling when roads are being planned and designed. (Transport Network)

Local Transport Projects (LTP) - which provides transport planning, traffic engineering and highway design services - made the call having authored the Urban Motorcycle Design Handbook on behalf of TfL.

The TfL guide has been produced to help highways practitioners address highway infrastructure issues affecting motorcyclists in the capital. TfL is using the handbook to incorporate features into existing and future projects, and is promoting it to traffic authorities and designers in other parts of the UK.

Andy Mayo, LTP director, said there is potential for motorcycling to 'increase substantially', while at the same time expressing concern over figures which show that motorcycles account for 21% of road fatalities in the UK, despite only accounting for around 1% of all traffic.

Mr Mayo told Transport Network: "This really needs to change. To put this into context, in 2015 there were 387 cyclists killed or seriously injured on London's roads, for a mode share of 2%, compared with 540 motorcyclists and a 1% mode share."

- See more at: Transport Network: <https://www.transport-network.co.uk/Highways-designers-must-change-approach-to-motorbikes/14137>

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