



NETWORK

February

2025

A networking tool providing information for Activists and other interested parties

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ACKNOWLEDGMENTS: George Legg. Colin Brown. Jayne Souter. Louise Williams. MCIA. FEMA. Plus anyone else I've forgotten

EDITORIAL

Please take time to read Colin's report below and influence the future of National Transport Strategy.

The response, nationally, so far has been pathetic and we now have a real chance to have our say and be taken seriously. Deadline has now been extended to 20th February.

You can find the consultation page here: <https://www.gov.uk/government/calls-for-evidence/integrated-national-transport-strategy-a-call-for-ideas>.

Digital Driving Licences. How do I feel about that? No comment really except to say I think it could be open to abuse if someone nicks your phone but as someone who is extremely IT challenged = what do I know?

I'm someone who, in the dark corners of a cupboard somewhere, still has a paper licence. It should go in a time capsule – that's a job for my Grandson at some future date.

I've been reading a bit on e-fuels. Still, comparatively, in their early stages and still expensive. However, as I've said many times before – there is a place for all fuels to propel your personal transport and if governments encouraged/financed the science just think how quickly this could be a viable alternative for the ordinary working person.

Here are two u-tube clips here you may wish to watch. One from the Hammond on this very subject:-

<https://www.youtube.com/watch?v=iB4nr3Ja54Q>

<https://www.youtube.com/watch?v=5U4jl6xb6jg>

One interesting article in this edition is from the Icelandic biking community who are crowd funding (or similar) to better maintain their roads. Now, not having been to Iceland I've no firsthand knowledge but I'm willing to bet they've not seen anything until they ride over here!

I look forward to hearing how that turns out.

That's it for now. Ride free, AG

Copy for the March edition should reach me by 25th Feb latest. Email to aineg@mag-uk.org. Subject heading: Network.

Political Team Report – Colin Brown

In days of political spin and the constant drone of misinformation it is tempting to think that if you can't beat them, you may as well join them. MAG chooses to beat a different path. Success is success, failure is failure. Progress is as tangible as is a lack of progress. We won't varnish the truth.

Integrated National Transport Strategy.

I reported last month that the call for ideas consultation on the Integrated National Transport Strategy closes on 31st January, but they have extended the closing date. You now have until midnight on 20th February to submit a response.

I am still working on the official MAG response with input from MAG's National Committee.

I have noticed that since the unannounced extension to the closing date there are now invitations going out for a "have your say, regional roadshow" where face to face representations and workshops will take place. I am unclear if these are open to the public, but I have registered interest in attending one to represent MAG through that route as well as the written response that I will submit.

One quick comment I should make if you are responding to the online survey, please ensure you respond as an individual. One comment that came out of the bus lane consultation was that "It should be noted that many of the 174 responses from other stakeholders were from individual members of stakeholder organisations, who erroneously stated they were responding formally on behalf of that organisation."

I did check with DfT to see if MAG was one of the organisations in those 174 responses, - it was. So please if you are a MAG member it is fine to state that fact, but please do not claim that you are responding on behalf of the organisation.

If you are a member and want to make suggestions for, or influence the official MAG response you can, as always, do so via your local or regional MAG Rep.

You can find the consultation page here: <https://www.gov.uk/government/calls-for-evidence/integrated-national-transport-strategy-a-call-for-ideas>

Scottish 50mph national speed limit

This consultation remains open with the same closing date. I will be formulating the official MAG response in consultation with the National Committee, so again if you want to make suggestions or comments, please do contact your local or regional MAG Rep, but please do take the chance to enter a response directly as an individual.

Transport Scotland are keen to hear from you the public as well as stakeholder groups, so the door is open - make sure you walk through it, and when inside don't hold back!

This consultation runs until 5 March 2025, and you can find it here:

<https://www.transport.gov.scot/consultation/national-speed-management-review-consultation/>

Update on January's opportunities

SLM's court case with Hackney Council has been delayed. This delay was agreed by SLM as it allows extra evidence to be introduced which it is believed strengthens the case and increases the chance of a win.

The crowdfunder is still active and the target has not yet been reached so if you can help, please do. <https://www.justgiving.com/crowdfunding/slmc>

My attendance at the Association of Police and Crime Commissioners Vehicle Crime Roundtable Meeting on 6th January was worth the effort. There will be a more complete write up in Issue 117 of Open Road.

But I want to use a bit more space to report here on the DVSA Motorcycle Strategic Focus Group meeting on 20th January. Many may have seen press releases and news coverage suggesting great strides forward on the licensing review. MAG decided against doing a press release because there really was nothing to report. The government's position remains that they are considering whether to do a review.

Whatever spin and claims of exclusive meetings with Ministers come from the MCIA, I can assure you there is no notable progress yet.

The Roads Minister did attend the first part of the meeting, and as you would expect she praised the assembled forum members (including but certainly not exclusively the MCIA) for their valued input. I specifically asked for a formal wording on the current position that we could report to our members. That statement was duly given as follows:

“The government is considering plans to review existing requirements for motorcycle training, testing and licensing, and we want to take account of the long-standing plans in DFT and DVSA, and recent information/ proposals that we've had from the sector.”

To say that this is progress from where we were the last time the Motorcycle Focus Group met is, I'm afraid, delusional.

Upcoming opportunities in the month ahead

I will be speaking at the RSGB motorcycle road safety event “Tackling motorcycle crashes - a call for action!” on 13th February.

On 18th February I will be attending the MCIA Conference 2025 in London

On 20th February I will attend an online meeting of the Transport Scotland Motorcycle Focus Group, and on 25th February the National Young Rider Forum.

Big announcements in the pipeline

I had hoped to announce the next big push on the bus lanes campaign by now, but despite press releases, articles, reports and videos all being ready, I am waiting for a HoC Committee to sign off on around 800 characters of text before I can show you the fruits of my labour. Keep your eyes open though!

Hopefully there will be even more coming following the National Committee Meeting on 8th February, so watch this space and be prepared.

MAG PRESS RELEASES

MAG's lobbying to be louder and prouder in 2025.

Last year saw levels of concern for the interests of motorcyclists significantly decline under a new Government. The Government needs to prepare for MAG's lobbying to be far louder and prouder in 2025.

Despite glimmers of hope in the first half of 2024, the general election marked a change of trajectory for the fate of UK motorcycling. Riders saw early promise with motorcycle licensing reform on the agenda and a default motorcycle access in bus lanes consultation. But hopes were dashed after the general election with a shelving of licence reform and a shocking refusal to accept the overwhelming evidence in favour of consistent national policy on bus lane access.

The bus lane access consultation outcome issued in November carried a comment that was heard loud and clear by all riders around the country.

“At present, the government has no policy to encourage greater use of motorcycles.”

This statement has been repeated directly by the Roads Minister, Lilian Greenwood, in a written parliamentary question response.

In an interview with Motorcycle News in December, Fabian Hamilton, Labour MP for Leeds North East, admitted:

“Labour is not interested in motorcycles – or so it would seem. I think there’s a lot of ignorance built into that.”

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

“The new Government promised that change would not be easy, but that doesn't justify such an uncompromisingly negative attitude towards a transport user group with such potential. We have spent decades explaining to successive governments how motorcycling complies with their visions and aspirations for the future of transport. Yet the Labour Government's position has been rudely made.

Of course, we won't stop making all the usual arguments in favour of motorcycling, but there needs to be more to the motorcycle lobby than that. The Government may be telling us that it has no care for motorcycling, but we do.

We will push far harder to demand the Government deliver on *our* agenda – the agenda of our members and riders everywhere. Our agenda most certainly will encourage greater use of motorcycles!”

MAG's leadership is asking for all riders to join us for a year of hard work. The work will be loud, proud and relentless. Big plans are afoot, and announcements will be coming very soon.

ENDS. Contact MAG at 03300 560 886 or central-office@mag-uk.org

Notes for Editors

The statement about the government's position on motorcycles can be found in the 'what will happen next' section of the Motorcycles in Bus Lanes consultation outcome, which can be found here:

<https://www.gov.uk/government/consultations/motorcycles-in-bus-lanes/outcome/motorcycles-in-bus-lanes-consultation-outcome#what-will-happen-next>

Lilian Greenwood's repeat of the Government's position can be found here:

<https://www.parliament.co.uk/question/20596/motorcycles#:~:text=At%20present%2C%20the%20Government%20has,switch%20to%20an%20electric%20motorcycle.>

MCN's interview with Fabian Hamilton MP can be found

here: <https://www.motorcyclenews.com/news/2024/december/labour-motorcycling-plans-exclusive/>

Hackney court delay - better chance of a win?

The expected court case between Save London Motorcycling (SLM) and Hackney Borough Council has been pushed back. Hackney's proposed motorcycle parking charges were due to be challenged in court on 23rd January, but the court date has been pushed back beyond 3rd March.

The long-awaited legal challenge to Hackney's motorcycle parking charges proposals was scheduled to take place on 23rd January. The court has now postponed the hearing to a date to be agreed, but not expected to be earlier than 3rd March.

Whilst a delay to resolving this legal challenge is frustrating, a spokesperson for SLM has said that this delay was agreed by them so that additional evidence can now be considered by the court. It was the only way to make sure the evidence could be heard, and this extra evidence may make a substantive difference to the outcome.

Speaking for SLM Ben said:

"With this new evidence we think the case is even stronger. It involves a case previously won by local residents against Hackney Council, so there's case law that will work for us.

We're fighting this for bikers everywhere, because if we win it will have massive impacts for all bike-related policy UK wide. It should mean governments can't just thoughtlessly apply car policy to bikes.

Unfortunately, legal action is expensive and as a group of volunteers we can't afford to do this alone. We're just a small way off our crowdfunding target but with the help of all bikers we know we can raise the money needed to stand up for your rights. Please give what you can and help us stop anti-motorcycle councils everywhere."

The Save London Motorcycling crowdfunder page can be found here:

<https://www.justgiving.com/crowdfunding/slmc>

Contact MAG at 03300 560 886 or central-office@mag-uk.org

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The Motorcycle Action Group Limited
Tel: **03300 560 886**

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company number 8848806

The registered offices are West Riding House, 6-8 Commercial Street, Castleford,
West Yorkshire, WF10 1DG

The Scottish Motorcycle Show – Saturday 8th – Sunday 9th March

VOLUNTEERS NEEDED – To cover the MAG Stand either Saturday, Sunday or both.

We are looking for four people each day for the duration of the event which runs from the 8th to the 9th of March.

If anyone is interested in helping, please contact Steve Wykes – edinburghmag@outlook.com

Thank you in advance for any help you can offer.

The Motorcycle Action Group

Main Office: 03300 560 886

<https://mag-uk.org/>

! NEW!

Into Gear



MEMBER BENEFIT

**10%
DISCOUNT
FOR MAG MEMBERS @
www.intogear.co.uk
ONLINE AND INSTORE**

This new member benefit gives MAG members 10% off at Into Gear both site wide and in store.

To obtain the code, email central-office@mag-uk.org with Into Gear as the heading, please include your name and MAG membership number.

Discount also redeemable in store on the production of your valid MAG membership card

MAG Notice Board

Next
 Network deadline
 25th February

 OPEN ROAD deadline
 15th March




TIME TO RENEW?
 This is a friendly reminder to check the expiry date on your membership card. Renew online, over the phone, by Direct Debit or cheque

www.mag-uk.org

Our old (01926) phone number is now switched off—please ensure you have our updated contact information



PLI INSURANCE Reminder
 Groups running events and MAG Stands at events. Please ensure forms are sent to the office as soon as possible. Allowing time for our Insurers to check over forms and get back to us.

Not received
 issue 116
 Open Road?
 Contact the office
 03300 560886

Parliamentary Recess Dates
 20 December 2024 – 5 January 2025
 14 February 2025 – 23 February 2025
 9 April 2025 – 21 April 2025
 2 May 2025 – 5 May 2025
 23 May 2025 – 1 June 2025

 South Gloucester AGM
 4th February 2025

 Bristol MAG AGM
 6th February

 West Dorset MAG
 Fred Hill Run
 9th February 2025

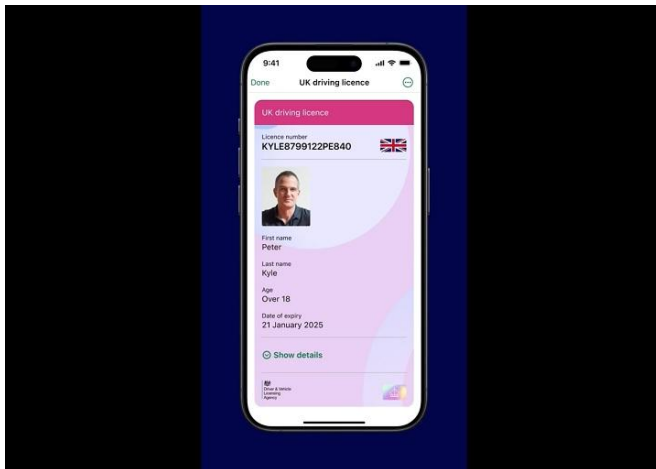
 Greater London MAG
 Fred Hill Run
 9th February 2025

 NW AGM and Fred Hill Run
 16th February 2025

 Info on MAG Events
 Calendar Web Page

Digital driving licence coming this year

12.23 | 22 January 2025 | [General news](#)



Brits will be given the option to use a digital version of their driver's licence from their phone to easily prove their age – as well as proving their right to drive.

A mobile driver's licence will be one of the first digital documents in a GOV.UK Wallet [launched later this year](#).

The GOV.UK Wallet will allow users to securely store government-issued documents on their phone and use them easily when needed. The technology will make use of security features that are built into modern smartphones, including facial recognition checks similar to those used when people pay using a digital bank card.

It comes alongside a planned summer 2025 launch of a GOV.UK App designed to make it even simpler for people to navigate the GOV.UK website, access government information and complete essential tasks from their phone.

Heidi Alexander, transport secretary, said: "This is a game changer for the millions of people who use their driving licence as ID.

"The innovation puts power back in the hands of the people, making everyday interactions faster, easier, and more secure. We are delivering on the Plan for Change by making public services work for everyone."

Peter Kyle, science secretary, said: "Along with CDs, the Walkman and flip phones, the overflowing drawer rammed with letters from the government and hours spent on hold to get a basic appointment will soon be consigned to history. GOV.UK Wallet will mean that every letter or identity document you receive from the government could be issued to you virtually."

Planning a trip across the pond?

Filtering on a motorcycle is now legal in France

FEMA News: January 13, 2025



Filtering through a traffic jam on a motorcycle has finally become legal in France. After 26 years of fierce fighting this already well-established practice is recognized.

French motorcyclists' organisation [FFMC](#) – a member of FEMA – calls it 'A major step forward that marks a decisive step in road sharing and user safety'.

FFMC
MOTARDS & CITOYENS

A step forward for road sharing and mobility

Filtering, although generally practiced by many bikers, was in a legal grey area until now, often tolerated, rarely sanctioned. And since 2016 the authorities experimented with it. After almost ten long years of

experimentation, this legalization brings official recognition to a practice that helps to smooth traffic flow and reduce traffic jams. But the impact goes far beyond that. Thanks to this legalization, driving and motorcycle schools will now be able to include lane-splitting in their driving license training. This means that future motorcyclists will be better trained in this practice, thus reducing the risks of inappropriate or dangerous behaviour on their part. On the car drivers' side too, since they will also benefit from increased awareness of this reality of sharing the road. Understanding how to react when faced with a filtering motorcyclist is essential for preventing accidents and limiting misunderstandings and tensions between users. It is therefore a victory for all: a better supervised and taught practice will result in fewer accidents for motorcyclists, better cohabitation on the road, and above all, increased safety for all users.

Legalization means regulation

The legalization of filtering is accompanied by precise rules, defined by decree, to guarantee safe and supervised practice. Here are the main points to remember:

- Filtering is allowed for drivers of motorcycles (category L3e) and motorised tri-cycles (category L5e) with a maximum width of 1 meter.
- It is allowed on motorways and dual carriageways separated by a central reservation with at least two lanes in each direction.
- It is allowed in the event of dense traffic on roads with uninterrupted lines.
- When the speed of other vehicles is limited to 50 km/h maximum, with sufficient space between vehicles, on a clear road (no roadworks, snow or ice) and respecting specific speed limits:
 - 50 km/h maximum if traffic is moving forward,
 - 30 km/h maximum if traffic is stationary,
 with the prohibition of overtaking another filtering motorcycle.
- When traffic flows again, re-join traffic without delay.

Penalties for non-compliance:

- 4th class fine (€135).
- Suspension of license for up to three years (with possible limitation to non-professional journeys).
- Loss of 3 points on the license.

A well-deserved victory

FFMC said: “This major step forward is the result of collective work carried out with perseverance by the FFMC, with the [FFM](#) and [Mobilians](#) for 26 years. If the official recognition of filtering is above all a victory for road users, it is also a recognition of the long-term work carried out by the FFMC. We have demonstrated, year after year, that filtering can be synonymous with fluidity and security, provided that it is well supervised. This decree marks the triumph of dialogue and pedagogy over prejudices and misunderstandings. FFMC does not intend to stop there. This legalization is a foundation on which we will continue to build a safer and more shared road for all users. Motorcyclists, motorists and cyclists, together, we are moving towards a future where common sense and sharing the road make sense.”

Source: [FFMC](#)

Top photograph courtesy of FFMC

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

PLANNING A TRIP TO ICELAND?

Icelandic motorcyclists start fundraiser for better road maintenance



. The Icelandic motorcyclists' organisation BLS have launched a fundraiser for their Road Administration (IRCA). It is meant to be a positive way to raise awareness about the huge deficit that Iceland has accumulated in regard to road maintenance. BLS is collecting cans, bottles and other recyclables in partnership with the recycling company in Iceland



Kristrún Tryggvadóttir, BLS' delegate to FEMA said: "For decades, we have become accustomed to the fact that taxes from our vehicles are used less and less toward maintaining the road system. Our elected representatives have become accustomed to reaching deeper and deeper into the pockets of voters while at the same time trying to invent new ways to tax them. Now the accumulated maintenance needs for our roads is so great that it amounts to a tenth of next year's Icelandic budget."

Kriustrún continues: “The proposed budget for our road system next year is 27 billion ISK (approximately €168 million), but most of that amount is reserved for large and expensive upcoming projects and their preparation. Only a tenth is allocated to maintaining the older existing roads. BLS Iceland cares about our roads and wants to do its part in raising awareness of how critical it is to maintain the existing roads. Every Icelandic Krona raised will go to the Road Administration toward Whole roads all the way home!”

Source: [BLS](#)

Top photograph courtesy of BLS

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

Toolkit to help local authorities introduce PRIME road markings to Roads Safety GB News: | 9 January 2025



A new toolkit, designed to improve motorcycle safety, is now available for road authorities across the UK and beyond.

Funded by The Road Safety Trust, the innovative [Project PRIME](#) has already transformed motorcycle safety in Scotland, where specially designed road markings at 22 trial sites led to dramatic improvements in rider behaviour and safety on left-

hand bends.

Key findings from over 32,000 motorcycles observed on video at these sites include:

- **Reduced speeds** on critical bends
- **Improved road positioning**, both approaching and navigating bends
- **Better braking behaviour**, enhancing rider control
- **Zero injury collisions** at sites previously identified as high-risk

These remarkable results earned Project PRIME the prestigious [Prince Michael International Road Safety Award](#) in December 2023, celebrating its outstanding contribution to road safety.

Now, a newly released PRIME installation toolkit provides local authorities and their road safety partnerships with the resources to replicate its success.

Developed by Transport Scotland, in collaboration with BEAR Scotland and renowned expert Professor Alex Stedmon, the toolkit offers practical guidance based on the project's real-world trials.

A global impact on road safety

The toolkit has already sparked interest from road safety experts worldwide, including those in continental Europe, South Africa, and Australia.

Fiona Fylan, Scotland's cabinet secretary for transport, said: "Project PRIME has clearly had a positive impact on road safety in Scotland, so I'm very proud and encouraged to see it attract interest from road authorities close to home and parties further afield. It gives international recognition to the hard work of all the partners involved.

"The award-winning project shows what can happen when academic theory is supported by real world application – all made possible thanks to Scottish engineering and a strong partnership approach."

Professor Alex Stedmon, who led the research, highlighted the science behind the solution. He said: "As a psychologist and a keen motorcyclist, I am very proud to have led the research on this work. While the solution might appear simple, the science behind it is complex.

"With the installation toolkit we have produced, other road safety stakeholders can take the knowledge we have developed and put it into practise to help reduce motorcycle casualties on the road."

Ruth Purdie OBE, chief executive of The Road Safety Trust, said: "The PRIME project exemplifies the kind of innovative, evidence-based approach that can make a real difference in improving road safety.

"The Road Safety Trust was delighted to have funded such pioneering work, and we hope local authorities across the UK and beyond will embrace this toolkit to help protect motorcyclists and reduce casualties worldwide."

For more information and to access the toolkit, [visit the Transport Scotland website.](#)

December and full year 2024 L-Category (Scooters, Motorcycles & other light vehicles) New Vehicle Registrations

MCIA News: 8th January 2025



MCIA has today published the new vehicle market data for the month of December, and the full year 2024. This includes mopeds, scooters, motorcycles and other L-Category vehicle segments. New registrations for December closed at 114% above December 2023. This equates to total market volumes for the month of 11,206 compared to 5,236 of previous year.

The market for the final quarter 2024 has been heavily distorted by the registration of Euro 5 products, as from January 2025 all new vehicles registered* must meet the Euro 5 plus criteria which came into effect from 1st January 2025.

Owing to these market distortions, the full year for 2024 closed at 116,399 which represents a 2.5% market increase comparing to 2023.

Tony Campbell, CEO of MCIA, said: “The slight growth in the market is purely a result of unusual registration activity and not an indication of growth. 2024 has been an incredibly challenging year for the sector, with several dealer closures and rising pressure on businesses to maintain positive cashflow to ride out the next few months.

The Motorcycle and Scooter sector has historically fared challenging market conditions well, and whilst the current economic circumstances are concerning, I am confident the sector will adjust quickly again, and no doubt be leaner and fitter as a result.

We hope, with the arrival of the New Year, the new Government will finally realise that the October 2024 budget was ill-thought out and will not result in economic growth, as is already becoming apparent. An urgent change of economic policy direction is needed, and we encourage the Government to act quickly.

The L-Category sector is ready and waiting to support the new Government in its mission to decarbonise transport, adopting a realistic and pragmatic approach where the already green credentials of our sector must be fully understood and appreciated.

MCIA will be holding its Industry Annual Conference** on **Tuesday 18th February in London**, where we will set out all the reasons why this sector is an important part of the puzzle, not yet fully understood by the new Government”

More details on the December & full year 2024 [registration figures can be found here.](#)

Please credit MCIA when quoting this information.

* Exceptions will be made for vehicles derogated under article 44 or vehicles registered under single vehicle approval.

Notes for Editors:

[Register HERE for the MCIA Conference.](#)**

MCIA is the body that represents the UK L-Category vehicle industry. L-Category vehicles can be defined as motorised lightweight scooters, motorcycles, tricycles and quadricycles, typically with zero or low-emission power.

Within regulation they are defined as ‘L-Category’ vehicles (Regulation 168/2013) and are a great solution to the congestion and air quality challenges we all face. They are also sometimes referred to as powered light vehicles (PLV).

For more information about the work of MCIA and L-Category vehicles, or to interview MCIA’s CEO, Tony Campbell, please contact [Gina Evans](#)

Electric Motorcycle Sales - down

It is perhaps not surprising that the MCIA is not highlighting the fact that minute sales of electric motorcycles are continuing to contract.

Electric sales down again by 7.7% compared with 2023, which was down 37.8% compared with 2022

The future is not looking very electric!

Press Statistics December 2024													
Month and Year to Date: Powertrain and Capacity													
POWERTRAIN				Dec 2024 MTH	Dec 2023 MTH	% Change	POWERTRAIN				Dec 2024 YTD	Dec 2023 YTD	% Change
ICE				10,987	4,980	+120.6%	ICE				112,649	109,528	+2.8%
ELECTRIC				219	256	-14.5%	ELECTRIC				3,750	4,061	-7.7%
TOTAL REGISTRATIONS				11,206	5,236	+114.0%	TOTAL REGISTRATIONS				116,399	113,589	+2.5%
ICE				Dec 2024 MTH	Dec 2023 MTH	% Change	ICE				Dec 2024 YTD	Dec 2023 YTD	% Change
0-50cc				294	243	+21.0%	0-50cc				3,583	3,773	-5.0%
51-125cc				4,709	1,853	+154.1%	51-125cc				38,145	37,610	+1.4%
126-500cc				1,814	684	+165.2%	126-500cc				20,933	16,594	+26.1%
501-750cc				1,265	501	+152.5%	501-750cc				13,696	13,198	+3.8%
751-1000cc				1,543	765	+101.7%	751-1000cc				19,051	19,665	-3.1%
1000cc+				1,362	934	+45.8%	1000cc+				17,241	18,688	-7.7%
TOTAL REGISTRATIONS				10,987	4,980	+120.6%	TOTAL REGISTRATIONS				112,649	109,528	+2.8%
ELECTRIC				Dec 2024 MTH	Dec 2023 MTH	% Change	ELECTRIC				Dec 2024 YTD	Dec 2023 YTD	% Change
Moped ≤ 4 kW				79	109	-27.5%	Moped ≤ 4 kW				1,487	1,762	-15.6%
Motorcycle ≤ 11 kW				130	130	+0.0%	Motorcycle ≤ 11 kW				2,036	2,004	+1.6%
Motorcycle ≤ 35 kW				3	2	+50.0%	Motorcycle ≤ 35 kW				78	80	-2.5%
Motorcycle > 35 kW				2		+0.0%	Motorcycle > 35 kW				34	72	-52.8%
Exempt				3	13	-76.9%	Exempt				83	101	-17.8%
Unknown				2	2	+0.0%	Unknown				32	42	-23.8%
TOTAL REGISTRATIONS				219	256	-14.5%	TOTAL REGISTRATIONS				3,750	4,061	-7.7%

Colin Brown
Director of Campaigns and Political Engagement
Motorcycle Action Group

FROM THE HOUSE

[Written Answers - Department for Transport: Motor Vehicles: Lighting](#)

20 Jan 2025

Lilian Greenwood: All types of road vehicle headlamps are designed, tested, and approved to internationally recognised standards to help prevent undue glare and ensure safety on a broad range of roads and environments. However, noting increased public concern about headlamp glare, Government has commissioned independent research to better understand the root causes and develop potential countermeasures. This...

[Written Answers - Department for Transport: Motorways](#)

21 Jan 2025

Lord Henty of Richmond Hill: ...4 220.2 M6 junctions 21a to 26 267.5 M62 junctions 10 to 12 148.7 M62 junctions 18 to 20 297.6 Total 5,075 In addition, National Highways is investing £900 million over the second road investment strategy (RIS2) to add further safety features to smart motorways. This includes £390 million to construct over 150 additional emergency areas on existing ALR smart motorways,...

[Written Answers - Department for Transport: Motorways](#)

21 Jan 2025

Baroness Pidgeon: To ask His Majesty's Government what assessment they have made of smart motorways in terms of road safety; and whether further remedial works are planned on converted smart motorways.

WEBSITES AND ON-LINE MATERIAL YOU MAY WISH TO ACCESS

Scotland: National Speed Management Review consultation

<https://www.transport.gov.scot/news/national-speed-management-review-consultation/>

MCIA: December and full year 2024 L-Category (Scooters, Motorcycles & other light vehicles) New Vehicle Registrations

<https://mcia.co.uk/posts/december-and-full-year-2024-l-category-scooters-motorcycles-other-light-vehicles-new-vehicle-registrations>

Riding a motorcycle, moped or motor tricycle

<https://www.gov.uk/ride-motorcycle-moped>

Vehicle registration

<https://www.gov.uk/vehicle-registration>

Transparency data: Highways maintenance funding allocations (Last updated: 23 January 2025)

<https://www.gov.uk/government/publications/highways-maintenance-funding-allocations>

Statistical data set: Driving test and theory test data: motorcycles

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