

# MAG's Transport Restart Proposals

## Background

The term 'motorcycles' here is used to cover motorcycles, scooters, and mopeds. We will use the term motorcycle to encompass all types of powered, two-wheeled vehicles, both conventional and electric.

In the return to normal movement following the lockdown restrictions, motorcycles provide a socially distanced private transport choice that can fill gaps left between active travel and public transport. The commonly expected choice in this space is the car, yet it is widely recognised that the current transport network will not sustain a rapid increase in car use whilst public transport capacity is compromised.

## Government position on motorcycles

The Government's position - as stated by Grant Shapps - is that motorcycles are an "enormously important way of getting around". Despite the fact that motorcycles are not specifically mentioned in their communications, Government and the Department for Transport do recognise and support the motorcycle as a legitimate and viable choice as an alternative to public transport. The main priority is to promote active travel, but it is recognised that active travel will not meet all transport needs in all circumstances.

## Reasons to promote motorcycling over a car-led recovery

Increased use of motorcycles can reduce congestion, air pollution and greenhouse gas emissions. See MAG's reports on [air quality](#) and [carbon emissions](#). Motorcycles present an affordable and easily accessible option. Even for those who have not previously ridden motorcycles, commuter-friendly mopeds, scooters and motorcycles up to 125cc can be ridden with a provisional driving licence and completion of Compulsory Basic Training (CBT). It is no surprise that sales of scooters have dramatically increased ([by over 40%](#)) as commuters displaced from public transport seek viable options for longer distance journeys.

## MAG's proposals

1. We are lobbying government and DfT to actively mention motorcycles as an alternative choice before cars. The fact that the transport mode is recognised as legitimate, yet not mentioned as a choice, is disappointing but we hope that this will change. We would welcome any Council joining us to lobby the DfT to make this small but significant addition to their communications.
2. Allow access for motorcycles in all pop up bus/cycle routes. Central Government funding is available to cover the costs of temporary and trial measures to re-allocate road space for active travel. There is much successful precedent for allowing motorcycle access in bus lanes. See MAG's report on [motorcycle access to bus lanes](#) for further information. MAG is requesting that motorcycles should be included in the list of vehicles permitted in all new bus or bus/cycle routes. There is no additional cost to include motorcycles in the TRO, nor for additional signage, but this action will provide great benefit to riders whilst having no negative impact on buses, cyclists or pedestrians.
3. Ensure new secure parking facilities are made dual use for motorcyclists and cyclists. Motorcycle theft is a significant issue and one of the main barriers to increased motorcycle use. There is much work being done to tackle this issue (increased security features on machines, owner awareness of the need for secondary security devices, police initiatives etc) but the most effective measure is still the provision of secure parking facilities. The basic requirement is an immovable object to which the vehicle can be chained whilst parked. This is the same basic requirement as for cycle security, and generally solved by the provision of secure rails. Sadly, most secure rails for cycles are placed in locations that cannot be accessed by motorcyclists – in pedestrianised areas or behind double yellow lines. With a modicum of forethought, these facilities could be located in such a way as to provide safe access to both cyclists and motorcyclists (especially with many on-street car parking spaces being converted for cycle parking). We propose that, wherever possible, new secure cycle parking facilities should be designed and located to allow use by both cyclists and motorcyclists. Again, this will incur no additional cost, but will increase return on investment.

## Contact the Motorcycle Action Group

We would be happy to engage with any local authority to expand or clarify any of our proposals, or to work with authorities to develop motorcycle-friendly solutions to help the transport recovery in your area.

For help and advice please contact us at:

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